PENINSULA CORRIDOR JOINT POWERS BOARD

TITLE VI
COMPLIANCE PROGRAM

December 2019

PENINSULA CORRIDOR JOINT POWERS BOARD
1250 San Carlos Avenue
San Carlos, CA 94070-1306
650.508.6200

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Lynette Little
Civil Rights Officer – Region IX
U.S. Department of Transportation, TRO-9
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701

January 29, 2020

Subject: JPB Title VI Compliance Program 2019

Dear Ms. Little:

On behalf of the Peninsula Corridor Joint Powers Board (JPB), I am pleased to submit a copy of the JPB Title VI Compliance Program for 2019 as required by FTA's Title VI Circular 4702.1B.

If you have any questions, please feel free to reach Wendy Lau, Title VI Administrator, at 650-622-7864 or at lauw@samtrans.com.

Sincerely,

Carter Mau
Deputy General Manager,
San Mateo Transit District

cc: Peter Skinner
Catherine David

Enclosure

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
TITLE VI COMPLIANCE PROGRAM

PREPARED FOR:
FEDERAL TRANSIT ADMINISTRATION
REGION IX

PREPARED BY:
JPB

PRIOR REPORT COLLABORATION WITH:

NWC PARTNERS, INC.
CDM SMITH, INC.

2019

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I: INTRODUCTION

The material contained in the Peninsula Corridor Joint Powers Board's (hereinafter "JPB" or "Caltrain") Title VI Program provides information and analysis bearing upon compliance with Title VI of the 1964 Civil Rights Act regarding transit services and related benefits. The purpose of Title VI is to ensure that "no person shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. § 2000d.)

The Federal Transit Administration (FTA) requires applicants for and recipients of Federal assistance to provide assessments of compliance as part of the grant approval process. The FTA has the responsibility to ensure that federally supported transit services and related benefits are distributed in a manner consistent with Title VI including as related to Environmental Justice and access for individuals who have Limited English Proficiency. This Title VI Program conforms to the FTA's Title VI Circular 4702.1B, effective October 2012 (Circular).

As a federal grant recipient, the JPB is required to maintain and provide to FTA information on its compliance with the Title VI regulations. At a minimum, it must conduct periodic compliance assessments to ensure that the level and quality of transit services is provided in a nondiscriminatory manner, that full and fair participation in public transportation decision-making occurs without regard to race, color, or national origin, and to ensure meaningful access to transit-related programs and activities by persons with limited English proficiency. The JPB is required to submit a Title VI Program every three years and to document that services and benefits are provided in a non-discriminatory manner.

The JPB, as required under Circular 4702.1B, has included the following information in this Title VI compliance report:

Discussion and attachments pertaining to general Title VI requirements.

1. Title VI Notice to Public
2. Title VI Complaint Procedures & Form
3. List of Investigations, Complaints, or Lawsuits
4. Public Participation Plan
5. Limited English Proficiency Language Assistance Plan
6. Ethnicity of Members of Non-elected Committees
7. Sub-recipient Monitoring
8. Evidence of Board Approval
9. Construction Facilities Information
10. Additional Information upon Request

Discussion and attachments pertaining to Title VI requirements for transit operators.

1. Service Standards and Policies
2. Demographic and Service Profile
3. Demographic Ridership and Travel Patterns
4. Monitoring Program Results

5. Public Engagement for Policy Development
6. Title VI Equity Analyses

II: GENERAL REQUIREMENTS

This chapter addresses the general triennial reporting requirements for all FTA grantees.

1. **Title VI Notice to Public**
   A copy of the JPB's notice to the public that it complies with Title VI requirements and a list of locations where the notice is posted are contained in **Appendix A**.

2. **Title VI Complaint Procedures & Form**
   The JPB responds to any and all complaints or lawsuits that allege discrimination on the basis of race, color, or national origin with respect to service or other transit benefits. The JPB makes its procedures for filing a Title VI complaint available to members of the public. This procedure is posted on Caltrain's website, is available at the customer receptionist desk located at JPB headquarters at 1250 San Carlos Avenue, San Carlos, CA, and is sent to a customer if requested by phone or e-mail. The JPB's Title VI Complaint Process Flowchart, Instructions to the public on how to file a Title VI Discrimination Complaint, Title VI Discrimination Complaint Form, Title VI Complaint Processing Procedure, and Title VI Discrimination Investigator Form are contained in **Appendix B**.

3. **List of Investigations, Complaints, or Lawsuits**
   Appendix C contains a list of any Title VI investigations conducted by entities other than FTA, lawsuits, or complaints naming the JPB that allege discrimination on the basis of race, color, or national origin. In keeping with the Circular, the list includes the date the investigation was requested or the lawsuit or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the JPB in response to the investigation, lawsuit, or complaint.

4. **Public Participation Plan (PPP)**
   A summary of public outreach and involvement activities undertaken in last three years and description of steps taken to ensure that minority and low-income persons had meaningful access to these activities is contained in various portions of this Title VI Program, including the JPB's Public Participation Plan in **Appendix D**, the Language Assistance Plan in **Appendix E**, Policy Development Outreach in **Appendix L** (from 2013), and the outreach summary portion of the JPB's recent equity analyses in **Appendix M**.

5. **Limited English Proficiency (LEP) Language Assistance Plan (LAP)**
   The JPB's current Limited English Proficiency Language Assistance Plan for providing language assistance for persons with Limited English Proficiency based on the Department of Transportation's LEP Guidance is contained in **Appendix E**.

6. Ethnicity of Members of Non-elected Committees

The JPB currently selects or recruits members of the public for two advisory committees that advise staff and/or report to the JPB Board of Directors relative to Caltrain policies or services. These committees are the Citizens Advisory Committee (CAC) and the Bicycle Advisory Committee (BAC). The JPB has four other advisory committees comprised of transportation agency staff and city officials that are not part of this recruitment process. These committees are discussed in **Appendix D.**

The ***Caltrain Citizens Advisory Committee (CAC)*** represents San Francisco, San Mateo and Santa Clara Counties. The CAC is composed of nine volunteer members who serve in an advisory capacity to the tri-county Caltrain policy board, providing input on the needs of current and potential rail customers, and reviewing and commenting on staff proposals and actions as requested by the board.

The CAC meets the third Wednesday of each month at 5:40 p.m. at JPB's headquarters in San Carlos, just one block from the San Carlos Caltrain Station. All meetings are open to the public.

An annual four-week recruitment is held in April and May to fill the vacancies on the CAC. In the event there are a significant number of unexpected vacancies, the JPB may request that staff hold an off-cycle recruitment. JPB is proactive with respect to recruiting new CAC members. Depending on the number and location of vacant seats, ads for applications are sometimes placed in the papers of record in San Francisco County, San Mateo County, and Santa Clara County with language-specific ads placed in the Singtao Daily (Chinese), El Observador (Spanish), and Half Moon Bay Review (bilingual English/Spanish). The JPB also provides recruitments notices in the following forms:

- News releases
- Onboard take-ones (which has been found to be the best method for customers to receive information)
- Board and CAC meeting announcements

Applications are reviewed by Staff Coordinating Council (SCC), who coordinates the selection process with county representatives on the Board. The Board members from each County then provide their recommendation for CAC appointment to the full Board at their public meeting. The JPB CAC recruitment materials note that individuals of diverse ethnic backgrounds are encouraged to apply.

The following table illustrates the current membership of the JPB Citizens Advisory Committee.

Table 1: Current (2019) CAC Membership List

#	Race/Ethnic Background	County
1	Did Not Respond	San Francisco
2	White/Hispanic	San Francisco
3	White/Caucasian	San Francisco
4	White/Caucasian	San Mateo
5	Did Not Respond	San Mateo
6	White/Hispanic	San Mateo
7	White/Caucasian	Santa Clara
8	White/Caucasian	Santa Clara
9	Chinese	Santa Clara

The ***Caltrain Bicycle Advisory Committee (BAC)*** serves as the primary venue for the interests and perspectives of bicyclists to be integrated into the Caltrain planning processes. This group brings new ideas for discussion and helps Caltrain guide its future investments.

The committee is a partnership composed of nine volunteer members and Caltrain staff. There are three representatives from each of the three counties served by Caltrain: San Francisco, San Mateo and Santa Clara. One member from each county is a public agency staff member responsible for bike planning and/or policy development, one is a member of a bicycle advocacy organization, and one is a Caltrain bike passenger from the general public.

An annual four-week recruitment is held in November and December to fill the vacancies on the BAC. JPB provides recruitment notices in the following forms:

- News releases with notice of translation assistance in Spanish and Chinese
- Onboard take-ones with notice of translation assistance in Spanish and Chinese (which has been found to be the best method for customers to receive information)
- Board, CAC and BAC meeting announcements
- Social media announcements

Although the BAC is comprised of staff / members of specific public agencies and bike organizations, in order to promote minority applicants, the recruitment notices are shared with Community Based Organizations. The JPB recruitment materials note that individuals of diverse ethnic backgrounds are encouraged to apply.

BAC members are selected by the Staff Coordinating Council (SCC). A BAC member's term is two years. The BAC meets every third Thursday every other month at 6:45 p.m. at the JPB's headquarters in San Carlos, just one block from the San Carlos Caltrain Station. All meetings are open to the public.

The following table illustrates the current membership of the BAC. The committee members primarily chose not to respond to questions regarding race/ ethnic background. One seat on the committee is currently vacant.

Table 2: Current (2019) BAC Membership List

#	Race/Ethnic Background	County Represented
1	Did Not Respond	San Francisco
2	Did Not Respond	San Francisco
3	Did Not Respond	San Francisco
4	Did Not Respond	San Mateo
5	White/Caucasian	San Mateo
6	Vacant Seat	San Mateo
7	Did Not Respond	Santa Clara
8	White/Caucasian	Santa Clara
9	Did Not Respond	Santa Clara

7. Sub-recipient Monitoring

The JPB does not have any sub-recipients for Federal Funding, thus no monitoring of sub-recipients by the JPB is required.

8. Evidence of Board Approval

The Board meeting agenda, staff report, meeting minutes, PowerPoint presentations, and signed resolution of the JPB Board's adoption of the 2019 Title VI Compliance Program is included in **Appendix F**.

9. Construction Facilities Information

During the last three years, the JPB has not undertaken any projects or constructed any transit facilities requiring a Facility Equity Analysis as defined by Circular 4702.1B, Chapter III, Number 13.

The Caltrain Modernization Program (CalMod) includes electrification and other projects that will upgrade the performance, efficiency, capacity, safety and reliability of Caltrain's service. Electrification is a key component of the CalMod program.

The project covers the entire Caltrain-owned right of way, involves no new facilities subject to the facilities siting analysis requirements, and presents no potential environmental justice concerns. Components of the CalMod project include improving tunnels, and renovating the Central Equipment Maintenance and Operations Facility, all of which consist of work on existing sites. CalMod-dedicated project websites are included for reference in **Appendix G**.

Similarly, the Positive Train Control (PTC) Project consists primarily of technology and telecommunications equipment installed on trains and in existing rights of way, with no new facilities subject to siting analysis requirements.

10. **Additional Information upon Request**
    At the discretion of FTA, information other than that required by the Circular may be requested. FTA has not requested such information, and none has been provided at this time.

III: REQUIREMENTS OF TRANSIT OPERATORS

This chapter responds to the specific requirements for FTA-assisted transit operators that operate 50 or more fixed route vehicles in peak service and are located in an Urbanized Area (UZA) of 200,000 or more people.

1. **Service Standards and Policies**
   A copy of the JPB's major service change, disparate impact and disproportionate burden policies, and system wide service standards and policies, adopted by the JPB Board of Directors on April 4, 2013, can be found in **Appendix H**. A copy of the resolution approving these standards accompanies the document.

2. **Demographic and Service Profile**
   The JPB regularly evaluates demographic information as part of any proposed service or fare change, as required by the FTA. In addition, the JPB conducted additional analysis using Census data for this Program submission. The results are included in **Appendix I**.

3. **Demographic Ridership and Travel Patterns**
   The JPB conducts surveys on statistically-valid samples of passengers every three years. The survey questions include queries regarding race/ethnicity and household income, among many others. An excerpt of the JPB's most recent survey analysis (completed in 2016) is contained in **Appendix J**.

   The JPB conducted the 2019 triennial survey in October 2019. Survey results will be available in 2020.

4. **Monitoring Program Results**
   The JPB's most recent analysis of performance under JPB's service standards and policies adopted in April 2013 can be found in **Appendix K**.

5. **Public Engagement for Policy Development**
   A summary of the public engagement process utilized to develop and vet JPB's major service change, disparate impact and disproportionate burden policies, and system wide service standards and policies, all adopted in 2013, can be found in **Appendix L**.

6. Title VI Equity Analyses

The JPB has conducted three (3) Title VI Equity Analyses across the review period: one Service Change Analysis (FY 2017) and two Fare Equity Analyses (FY 2018 and FY 2019). None of the analyses found a Disparate Impact on minority populations or a Disproportionate Burden on low-income populations

Complete copies of all fare equity analyses conducted by the JPB, and their accompanying resolutions, during the review period are included in **Appendix M**.

- JPB Title VI Equity Evaluation Proposed Weekend Service Changes FY 2017 dated March 2017
- JPB Title VI Equity Evaluation Proposed Fare Change to Caltrain Codified Tariff FY 2018 dated July 2017
- JPB Title VI Equity Evaluation Proposed Fare Changes – FY 2019-20, dated August 2019

A. TITLE VI NOTICE TO PUBLIC

The JPB Notice to the Public regarding Title VI rights is included below. It is posted in English and Spanish at several highly visible public locations around JPB headquarters at 1250 San Carlos Avenue, San Carlos, CA (including the lobby, customer reception desk, and board meeting room) and at all Caltrain Stations posted in the information boards. JPB's Title VI notice to the public is also posted on Caltrain's Website http://www.caltrain.com/riderinfo/TitleVI.html. Examples of the posted Title VI notices follow.

The JPB will be updating the Title VI notices to include notice of free translation assistance in all Safe Harbor languages as defined in the Limited English Proficiency and Language Assistance Plan included in this Title VI submission.

Title VI

Caltrain operates its programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act of 1964. For information on the Caltrain Title VI program, visit one of the links below.

Any person who believes they have been discriminated against based on race, color or national origin with regard to transit services delivery has the right to file a complaint within 180 days of the alleged incident. You may download a complaint form below or request one by calling 1.800.660.4287 (TTY 650.508.6448). You also may file a complaint with the Federal Transit Administration through its Office of Civil Rights, Title VI Program Coordinator, East Building, 5th floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

Caltrain está comprometido a garantizar que toda persona goce de la distribución equitativa de servicios y instalaciones sin importar las cuestiones de raza, color u origen nacional, de conformidad con el Título VI del Acta de Derechos Civiles de 1964. Para obtener información sobre el programa Caltrain Title VI, visite uno de los siguientes sitios web.

Cualquier persona que se sienta víctima de discriminación por motivos de raza, color u origen nacional en relación con la prestación de servicios de transporte tiene el derecho de presentar una queja dentro de los 180 días del supuesto incidente. Usted puede descargar un formulario de queja (abajo) o solicitar un formulario, llamando al numero 1.800.660.4287 (TTY 650.508.6448). También puede presentar quejas al Federal Transit Administration por medio de la oficina, "Office of Civil Rights", con el coordinador de programa del Title VI ubicado en el quinto piso-TCR del edificio oeste, 1200 New Jersey Ave., SE, Washington, DC 20590.

Title VI Notice - SamTrans & JPB (Caltrain) headquarters, San Carlos, CA

Title VI Rights

SamTrans and Caltrain operate their programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act of 1964. For information on their Title VI programs, please call 1-800-660-4287 (TTY 650-508-6448) or visit www.samtrans.com/titlevi or www.caltrain.com/titlevi.

Any person who believes they have been discriminated against based on race, color or national origin with regard to transit services delivery has the right to file a complaint within 180 days of the alleged incident. Complaint forms are available at the phone numbers and websites noted above. You also may file a complaint with the Federal Transit Administration through its Office of Civil Rights, Title VI Program Coordinator, East Building, 5th floor-TCR, 1200 New Jersey Ave., SE, Washington DC 20590.

SamTrans y Caltrain están comprometidos a garantizar que toda persona goce de la distribución equitativa de servicios e instalaciones sin importar la raza, color, u origen nacional, en conformidad con el Título VI del Acta de Derechos Civiles de 1964. Para la información sobre sus programas Title VI, por favor llame 1-800-660-4287 (TTY 650-508-6448) o visite www.samtrans.com/titlevi o www.caltrain.com/titlevi.

Cualquier persona que se sienta víctima de discriminación por motivos de raza, color u origen nacional en relación con la prestación de servicios de transporte tiene el derecho de presentar una queja dentro de los 180 días del supuesto incidente. Formularios de quejas están disponibles en los números de teléfono y páginas web mencionada. También puede presentar quejas al Federal Transit Administration through its Office of Civil Rights, Title VI Program Coordinator, East Building, 5th floor-TCR, 1200 New Jersey Ave., SE, Washington DC 20590.



للترجمة, أتصل علي 1.800.660.4287

Թարգմանության համար զանգահարել 1.800.660.4287.

如需翻譯，請電 1.800.660.4287.

Pour traduction, appelez au 1.800.660.4287

Übersetzung unter 1 800 660 4287.

અનુવાદ માટે, 1.800.660.4287 પર ફોન કરો.

1.800.660.4287 לתרגום יש להתקשר לטלפון

अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।

Per traduzioni chiamare 1.800.660.4287.

翻訳のご用命は、+1.800.660.4287
までお電話ください。

번역을 원하시면, 1.800.660.4287번으로
전화하십시오.

សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាម
ទូរស័ព្ទលេខ 1.800.660.4287

برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.

Para tradução, ligue para 1.800.660.4287.

Po tłumaczenie proszę dzwonić na 1.800.660.4287.

Если вам нужны услуги
переводчика,обращайтесь по
телефону 1-800-660-4287.

Za prevodjenje nazovite 1.800.660.4287.

Para sa Paglubad-Ligwat, magtawag sa
1.800.660.4287.

สำหรับการแปลภาษา โทร 1.800.660.4287.

ترجمہ کے لیے، 1.800.660.4287 پر کال کریں۔

Cần dịch thuật, xin gọi 1.800.660.4287.

12/17/13

Title VI Notice - Caltrain Station Information Board



Title VI Notice of Civil Rights
Título VI Aviso de Derechos Civiles

Free Language Assistance
Asistencia de idiomas gratis

Caltrain operates its programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act of 1964.

Any person who believes they have been discriminated against based on race, color or national origin with regard to transit services delivery has the right to file a complaint within 180 days of the alleged incident. You may download a complaint form at **www.caltrain.com/riderinfo/TitleVI.html** or request one by calling 1.800.660.4287 (TTY 650.508.6448).

Caltrain está comprometido a garantizar que toda persona goce de la distribución equitativa de servicios y instalaciones sin importar las cuestiones de raza, color u origen nacional, de conformidad con el Título VI del Acta de Derechos Civiles de 1964.

Cualquier persona que se sienta víctima de discriminación por motivos de raza, color u origen nacional en relación con la prestación de servicios de transporte tiene el derecho de presentar una queja dentro de los 180 días del supuesto incidente. Usted puede descargar un formulario de queja a **www.caltrain.com/riderinfo/TitleVI.html** o solicitar un formulario, llamando al numero 1.800.660.4287 (TTY 650.508.6448).

Arabic
1.800.660.4287 اتصل علي ,للترجمة.

Armenian
Թարգմանության համար զանգահարել 1.800.660.4287.

Chinese
如需翻譯,請電 1.800.660.4287.

English
For translations, please call 1.800.660.4287.

French
Pour traduction, appelez au 1.800.660.4287.

German
Übersetzung unter +1.800.660.4287.

Gujarati
અનુવાદ માટે, 1.800.660.4287 પર ફોન કરો.

Hebrew
לתרגום יש להתקשר לטלפון 1.800.660.4287

Hindi
अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।

Italian
Per traduzioni chiamare 1.800.660.4287.

Japanese
翻訳のご用命は,+1.800.660.4287
までお電話ください。

Korean
번역을 원하시면, 1.800.660.4287
번으로 전화하십시오.

Mon-Khmer, Cambodian
សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាមទូរស័ព្ទ
លេខ 1.800.660.4287.

Persian
برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.

Portuguese
Para tradução, ligue para 1.800.660.4287.

Polish
Po tłumaczenie proszę dzwonić na
1.800.660.4287.

Russian
Если вам нужны услуги переводчика,
обращайтесь по телефону 1.800.660.4287.

Serbo-Croatian
Za prevodjenje nazovite 1.800.660.4287.

Spanish
Para traducción llama al 1.800.660.4287.

Tagalog
Para sa pagsasalin sa ibang wika,
mangyaring tumawag sa 1.800.660.4287.

Thai
สำหรับการแปลภาษา โทร 1.800.660.4287.

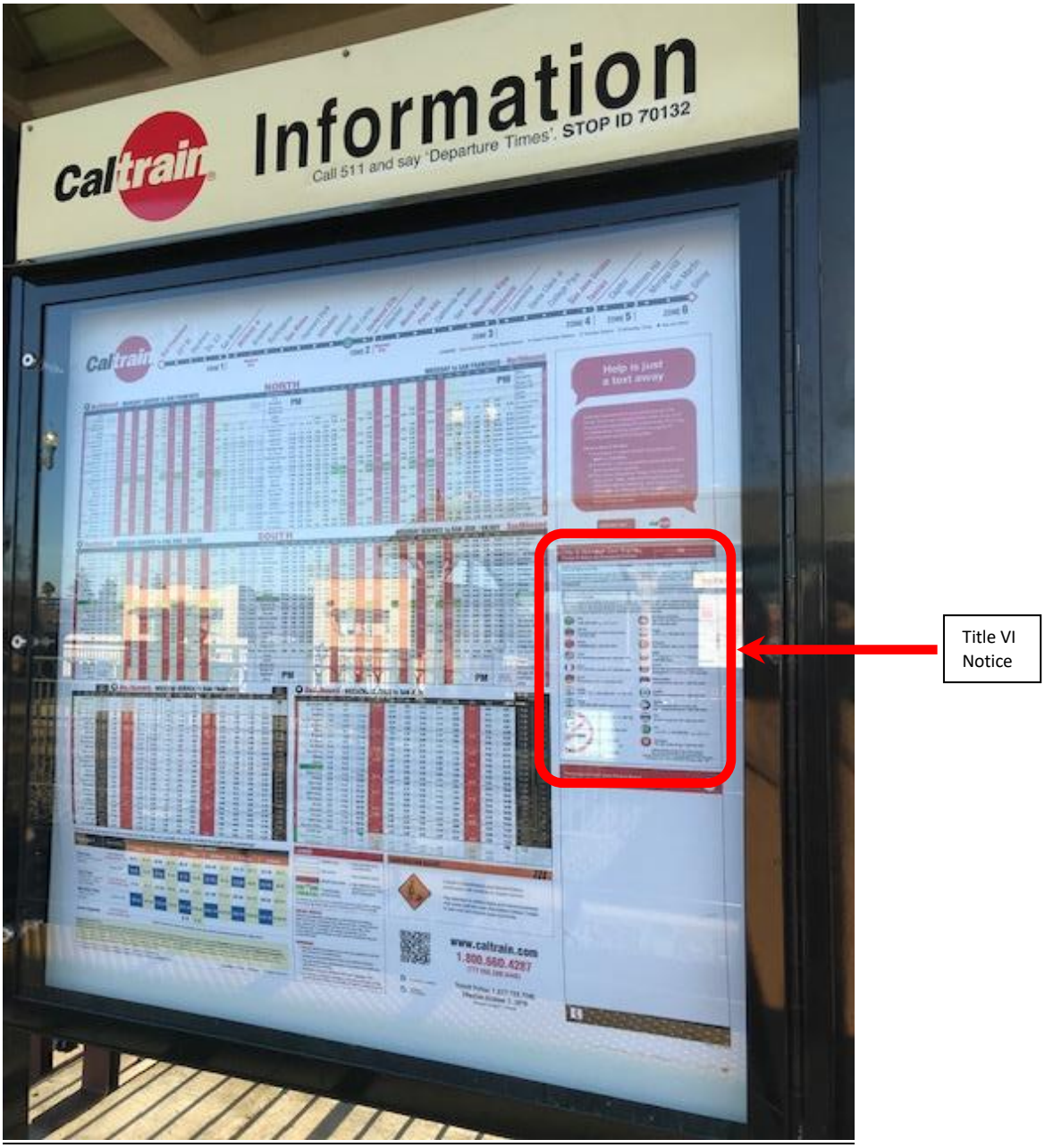
Urdu
ترجمہ کے لیے، 1.800.660.4287 پر کال کریں۔

Vietnamese
Cần dịch thuật, xin gọi 1.800.660.4287.

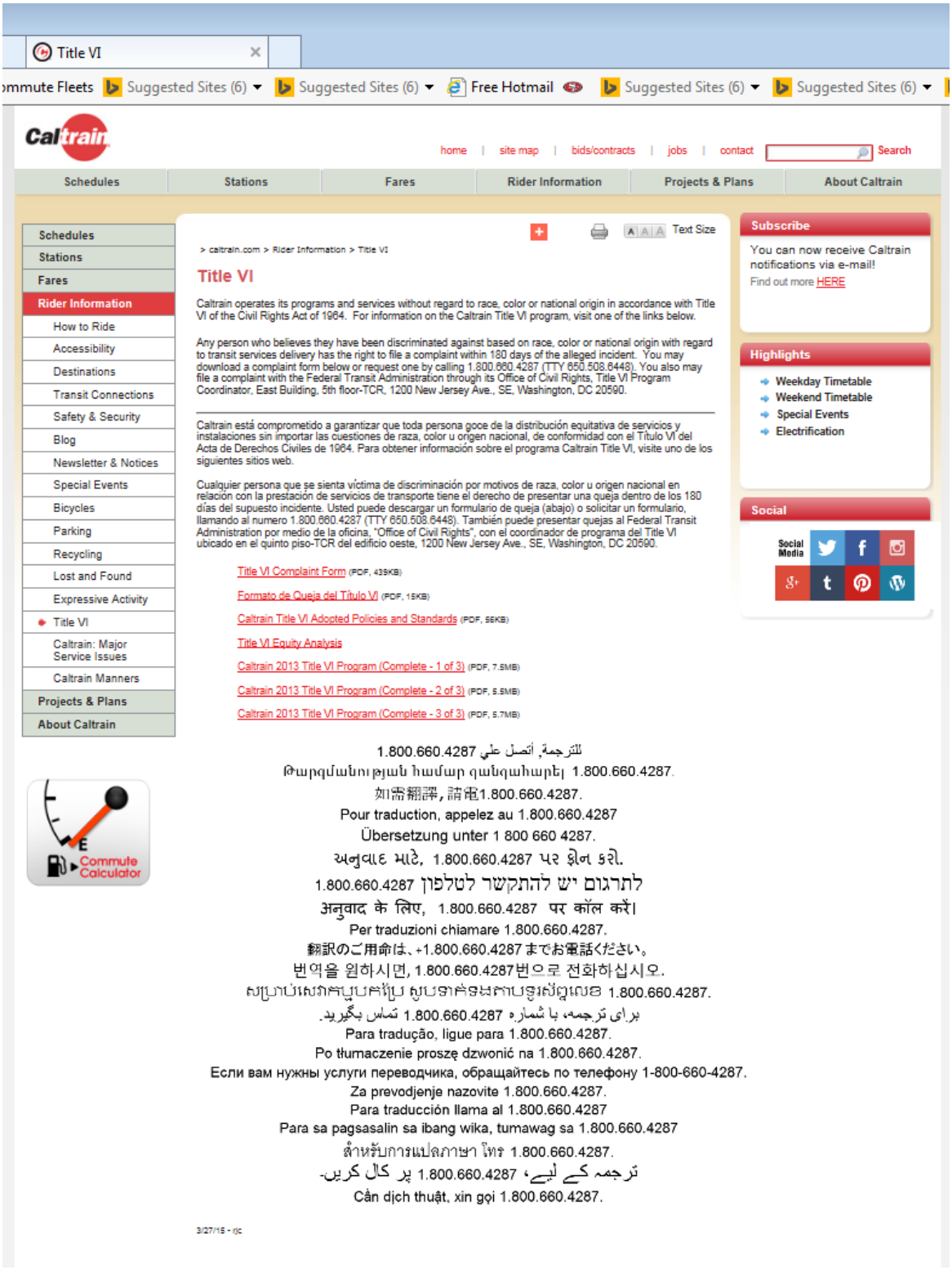
Caltrain provides commuter rail service along the
San Francisco Peninsula, to San Jose and Gilroy.
Caltrain Customer Service | 1.800.660.4287 (TTY 650.508.6448)
Weekdays: 7am - 7pm | Weekends & Holidays: 8am - 5pm

CT_TitleVI-8-5x11_FINAL.indd 1 12/11/2019 8:34:06 AM

Title VI Notice – Caltrain Station Information Board



Title VI Notice - Caltrain Website



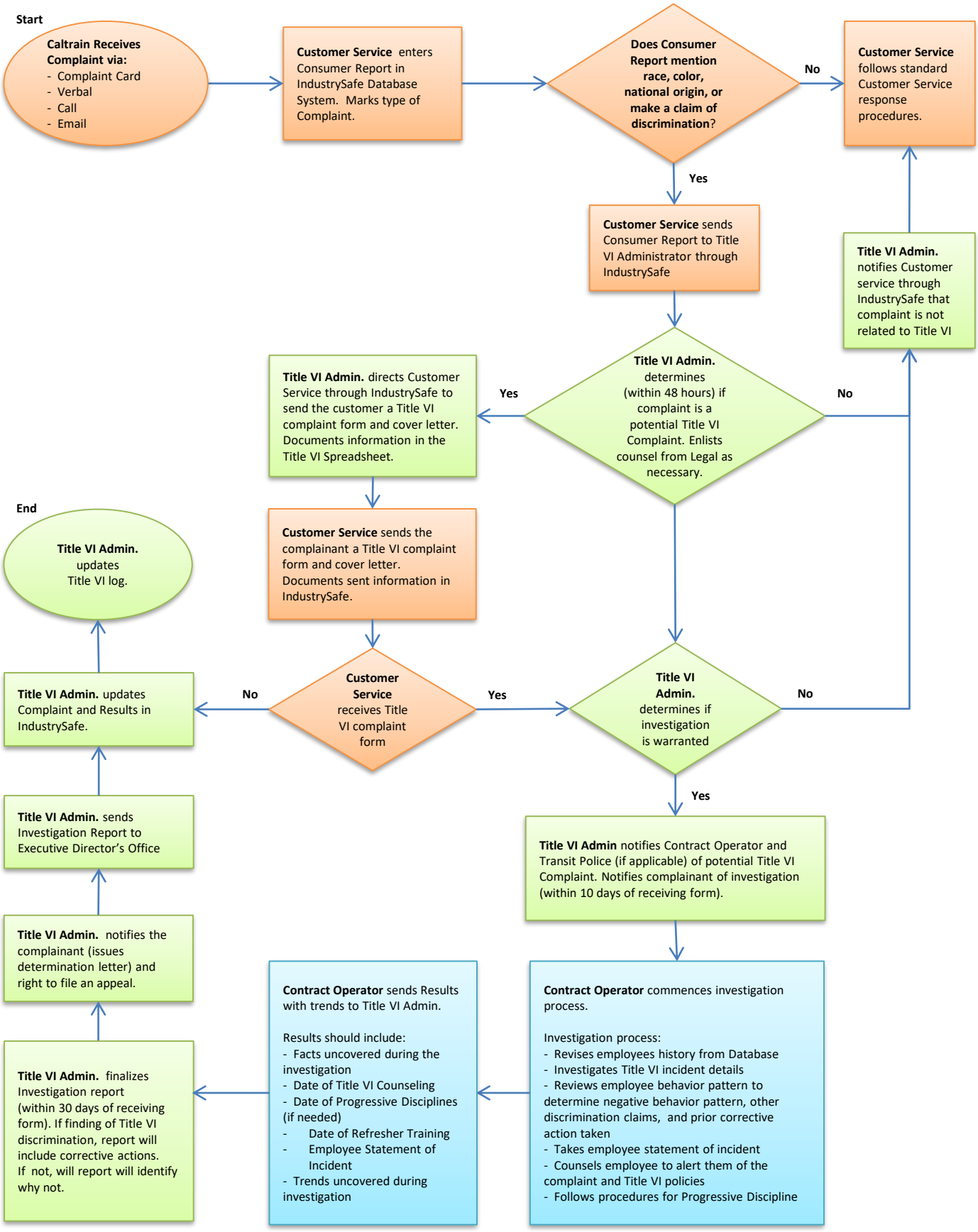
B. TITLE VI COMPLAINT PROCEDURES & FORM

The JPB Title VI Complaint Form, Instructions, Processing Procedure and Investigation Processing Procedure follow.

The JPB will be updating the Title VI complaint procedures and form in all safe harbor languages as defined in the Limited English Proficiency and Language Assistance Plan included in this Title VI Program.

CALTRAIN/CONTRACT OPERATOR TITLE VI COMPLAINT PROCESS

Last Updated 12/1/2019-WL



Title VI Complaint Processing Procedure

The Peninsula Corridor Joint Powers Board (Caltrain) grants equal access to all of its transportation services. It is the intent of Caltrain that everyone is aware of their rights to such access. In accordance with Title VI of the 1964 Civil Rights Act, Caltrain is committed to ensuring that no person shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any Caltrain program or activity, on the basis of race, color, national origin, English language proficiency or economic status. Any person who believes that his/her Title VI rights have been violated may file a complaint with Caltrain.

The complaint process (called "Consumer Reports") is a valuable tool used to track all consumer concerns, suggestions, compliments, requests and complaints regarding Caltrain services. All Consumer Reports are entered into the IndustrySafe Customer Service Module whereas the Title VI Complaints are entered into a Title VI spreadsheet. This enables the JPB to identify issues, make improvements and track progress on a regular and ongoing basis. Status on all reports is available online to anyone with a password.

Consumer Reports are received in three main ways:

- By phone (often via the Customer Service 800 number)
- Via email (comments from the Caltrain website download directly into IndustrySafe)
- By hard copy letter or comment card

Responses are usually processed by the Customer Service Representatives. However, Consumer Reports related to accessibility issues are handled by the Accessibility Specialists and actual claims are handled by the Risk Management Department.

The following definitions are used throughout the Title VI Complaint Processing Procedures:

Definitions

Consumer Report/Complaint: Complaints, comments, compliments that are received by Caltrain by phone, email, letter, or comment card, which may or may not include a Title VI concern.

Contract Operator: The third-party company under contract with Caltrain to provide the railroad services on behalf of Caltrain.

Customer: Any member of the public who comes into contact with Caltrain services.

Customer Service Center: A department within Caltrain that handles intake of customer inquiries, compliments, and complaints. The Customer Service Center routes customer comments as needed through IndustrySafe for investigation by the responsible party. Using the information provided by the responsible party, the Customer Service Center responds to the customer.

Title VI Administrator: The Caltrain staff member assigned to handle the Title VI process, including tracking and investigating Title VI complaints.

Title VI Discrimination Complaint Form: The standard form utilized to submit Title VI complaints.

Title VI Spreadsheet: An excel spreadsheet used to track potential and filed Title VI Discrimination Complaint Forms. The spreadsheet will also be used to monitor and analyze performance and determine if there are any trends that need to be mitigated.

Transit Police: Law enforcement contracted through the San Mateo County Sheriff's Office to support Caltrain. Transit Police Title VI complaints will be handled by the Department of Risk Management and the San Mateo County Sheriff's Office.

IndustrySafe: A tool for collecting and routing information. All detailed information regarding non-Title VI complaints is kept in this database. All Title VI Discrimination Complaint Forms are kept in this database but the details of investigations and findings are not.

After receiving a complaint or Consumer Report not provided on a standard Title VI Complaint Form, the following process is followed:

Receipt of Original Complaint*

***Follow this section if the complaint is not submitted on a Title VI Form. If a Title VI Complaint Form is received skip to "Receipt of Title VI Complaint Form"**

Customer Service Center

1) Receive the complaint, follow standard procedures for entering the Consumer Report into the IndustrySafe database system.
2) Check the discrimination box in IndustrySafe for all Consumer Reports that mention race, color, or national origin, or make a claim of discrimination.
3) Route all Consumer Reports that are marked discrimination to the designated recipients for routine investigation as well as send to the Title VI Administrator for review.

Title VI Administrator

1) Review all incoming Consumer Reports marked as discrimination within 48 hours of receipt for potential Title VI claims.
2) Determine if the complaint is a potential Title VI complaint. Enlist assistance from Legal as necessary.
3) For potential Title VI claims:
    a. Advise Customer Service through IndustrySafe to send the customer a Title VI complaint form and cover letter.
    b. Notify the Contract Operator of the potential for a Title VI claim.
4) For non-Title VI complaints:
    a. Advise Customer Service that the standard process should be followed, including directed the report to the Contract Operator, as no Title VI concerns are implicated.

Contract Operator

1) Investigate the complaint according to the company's internal procedures. If the investigation of a complaint proceeds prior to the Title VI Administrator determining whether the complaint concerns Title VI, the investigation should be made with a potential Title VI claim in mind.
2) Enter findings into IndustrySafe.

Potential Title VI Claim Contained in Complaint

Title VI Administrator

1) Direct Customer Service Center to send the Title VI Complaint Form and Cover Letter (Included in this Appendix B).
2) Enter information into the Title VI Spreadsheet, including notes regarding when and how forms are provided in IndustrySafe.

Customer Service Center

1) Respond to customer
    a. Following standard response procedures as if this were any other type of complaint.
    b. Send Title VI Complaint Form and Cover Letter to customer as part of the above response. If complainant is unable to complete a written form, agency staff can fill one out on their behalf.
2) Document in IndustrySafe how and when Title VI information was sent.

After receiving a complaint on a standard Title VI Discrimination Complaint Form, the following process is followed:

Receipt of Title VI Discrimination Complaint Form

Title VI Administrator

1) Make determination whether the Title VI Discrimination Complaint Form contains a valid Title VI concern. Enlist assistance from Legal as necessary.
    a. If a Title VI investigation is warranted, follow the Title VI Investigation Form (included in this Appendix B).
    b. If no Title VI investigation is warranted, clearly document the basis for the determination.
2) Inform complainant that a formal Title VI investigation is being conducted or that their complaint is not covered by Title VI. This must be done within 10 working days of receipt of the completed and signed Title VI Discrimination Complaint Form.
3) Notify Contract Operator of Title VI investigation in writing, including request for documentation.
4) Notify Transit Police of Title VI investigation in writing, including request for documentation if complaint is related to alleged fare evasion, the receipt of a citation, or other incident that involved Transit Police.
5) Enter information from the Title VI Discrimination Complaint Form into the Title VI spreadsheet. The initial Title VI Complaint form will also be kept in IndustrySafe, but the Title VI Investigations and Findings will not be kept in IndustrySafe.

Rather, the Investigations and Findings will be reflected in the Title VI spreadsheet.

a. Send the Title VI Complaint to Customer Service to enter into IndustrySafe if this is the first that a complaint has been received.
b. Indicate to Customer Service whether this is being investigated as a Title VI investigation or if it should be a routine investigation.

6) Keep hard copies of the title VI complaint form in a Title VI notebook.

Contract Operator

1) Assist Title VI Administrator with investigation, as necessary.
2) If the Title VI complaint implicates a transit employee, the contract operator will provide the requested documentation including, but not limited to, the following to the Title VI Administrator:
    a. Facts or trends uncovered during the investigation;
    b. Implicated employee training records and any future training refreshers;
    c. Dates of any Title VI Counseling and/or Progressive Disciplines;
    d. Summary of complaint history in regards to the implicated employee;
    e. Implicated Employee State of Incident; and
    f. Summary of any disciplinary actions that have occurred as a result of customer complaints against the implicated employee.

    g.

If **Transit Police**

1) Assist Title VI Administrator with investigation, as necessary.
2) Provide a summary of citation records associated with the incident if complaint is related to the issuance of a citation or any other Transit Police involvement.
3) Provide summary of Transit Police response to the scene of an incident, if permissible.

Customer Service

1) If the Title VI Discrimination Complaint Form is the first receipt of the complaint:
    a. Enter complaint into IndustrySafe.
    b. Indicate the date that the form was received and whether the claim has been determined to warrant a Title VI investigation or a routine investigation.
    c. Route to all parties as appropriate.
    d. Do not provide an answer to the customer, unless directed by the Title VI Administrator.
2) If the Title VI Form is derived from a previous complaint, it should have already been entered into IndustrySafe.
3) Title VI Investigations and Findings are not recorded in IndustrySafe, only the receipt of the initial Title VI Discrimination Complaint Form.

Title VI Investigation Report

Title VI Administrator

1) Following Title VI investigation, draft Investigation Report within 30 days of receipt of Title VI Discrimination Complaint Form.
2) Review Investigation Report with Contract Operator. Discuss findings and/or recommendation for resolution.
3) Finalize Investigation Report. If the Report finds a violation of Title VI, the report will include recommended corrective actions. If no finding of Title VI discrimination, the report will identify why no finding was found.
4) Prepare Determination Letter for issuance by the Civil Rights Manager notifying Complainant of the JPB's findings, along with the Complainant's right to appeal and information regarding the appeal process. Complainant will be notified of findings within 60 days of receipt of Title VI Discrimination Complaint Form.
5) Send Investigation Report to Executive Director's office, as complainant has 60 days after receiving the determination letter to appeal findings to the Executive Director.
6) Update complaint file and log in the Title VI spreadsheet.

Contract Operator

1) Track complaint, employee history if an employee was involved in complaint, and findings.
2) Implement corrective actions, as required by the report.
3) Track corrective actions.

Appeal

1) Complainant has 10 days after receipt of a Determination Letter to appeal findings to the Deputy General Manager/CEO. Request for appeal must be submitted in writing to the Deputy General Manager/CEO and shall sufficiently specify any items the Complainant contends were not fully understood or otherwise incorrectly decided by the Civil Rights Manager.
2) Deputy General Manager/CEO will notify the Complainant in writing of the determination of the issues raised in the appeal within 10 days of the submittal of the appeal. The decision of the Deputy General Manager/CEO is final.

Caltrain – Title VI Discrimination Complaint Form

Caltrain is committed to ensuring that no person shall be excluded from the equal distribution of its services and amenities because of race, color or national origin. Any person who believes they have been discriminated against based on one of these categories may file a complaint. Complaints must be filed within 180 calendar days of the incident.

Within 10 working days of receipt of your completed complaint form, Caltrain will contact you to confirm receipt of your complaint form and begin an investigation (unless the complaint is filed with an external entity first or simultaneously). The investigation may include discussion(s) of the complaint with all affected parties to determine the nature of the problem. The investigation generally will be conducted and completed within 60 days of receipt of a complete complaint form. Based upon all information received, an investigation report will be submitted to a Caltrain Deputy CEO. The complainant will receive a letter stating the Caltrain's final decision by the end of the 60-day time limit.

Please complete the information below and send to: Caltrain, Title VI Administrator
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306
or: titlevi@samtrans.com

SECTION 1 - CONTACT INFORMATION

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: (Home) _____ (Cell)_____ (Work)_____

[Please note if any of the phone numbers are for a TDD or TTY.]

E-mail:_____@_____

SECTION 2 – FILING FOR ANOTHER PERSON

Are you filing this complaint on your own behalf? ____ Yes ____ No

[If you answered "yes" to this question, go to Section 3.]

If not, please supply the name and relationship of the person for whom you are filing the complaint:

_____

Please explain why you have filed for a third party. _____

_____

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party. ____ Yes ____ No

SECTION 3 – DISCRIMINATION COMPLAINT

Which of the following describes the reason you believe the discrimination took place? Was it because of your:

____Race ____Color ____National Origin

Please describe the Race, Color or National Origin of the aggrieved party _____

Date and time the alleged discrimination took place: Date ___/___/___ Time _____a.m. / p.m.

Where did the alleged discrimination take place? Specific vehicle information is helpful (e.g. vehicle number).

_____

_____

Is there a person you can identify who discriminated against the aggrieved party?

Name: _____ ID#_____

In your own words, describe the alleged discrimination. Explain what happened and who you believe was responsible. Please use additional sheets if necessary.

_____

_____

_____

SECTION 4 – PREVIOUS OR EXISTING COMPLAINTS AND LAWSUITS

Have you previously filed a Title VI discrimination complaint with Caltrain?

____ Yes, for this incident ____ Yes, for a different incident ____ No

Have you filed this complaint with any other agencies or a court?

____Federal Agency ____State Agency ____Local Agency

____Federal court ____State court

____Other (please specify):_____

Have you filed a claim or lawsuit regarding this complaint? Yes____ No____

If yes, please provide a copy of the complaint form and note court where filed:

____Federal Court ____State Court

Please provide contact person information for the agency/court where the complaint was filed.

Name / Office:_____

Address: _____

City: _____State: _____ Zip Code: _____

Phone Number _____

SECTION 5 – SIGNATURE

Please sign below to attest to the truthfulness of the above. You may attach any written materials or other information that you think is relevant to your complaint.

_____ _____

Complainant's Signature Date

Note: A complaint also may be filed with: Federal Transit Administration, Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor – TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

2/25/13

Caltrain - Formulario de Queja Discriminación según el Título VI

Caltrain está comprometido a garantizar que ninguna persona sea excluida de la distribución equitativa de servicios y instalaciones por cuestiones de raza, color o origen nacional. Cualquier persona que se sienta víctima de discriminación en alguna de las categorías anteriores puede presentar una queja. Las quejas deben presentarse dentro de los 180 días calendario a partir del incidente.

Dentro de los siguientes 10 días hábiles de recepción del formulario de queja, Caltrain le contactará para confirmar la recepción de su queja y comenzará una investigación (a menos que la queja sea presentada ante una entidad externa antes o simultáneamente). La investigación puede incluir debate(s) acerca de la queja con todas las partes afectadas para determinar la naturaleza del problema. Por lo general, la investigación se llevará a cabo dentro de los 60 días siguientes a partir de la recepción del formulario de queja completo. En base a toda la información captada, se entregará un reporte de investigación a un delegado del CEO de Caltrain. El reclamante recibirá una carta con la decisión final de Caltrain al finalizar los 60 días del tiempo límite.

Proporcione la información solicitada a continuación y envíela a:

Caltrain, Title VI Administrator
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306
o: titlevi@samtrans.com

SECCION 1 - INFORMACIÓN DE CONTACTO

Nombre: _____

Dirección: _____

Ciudad: _____ Estado: _____Código de área: _____

Teléfono: (Casa) _____ (Teléfono móvil) _____
(Trabajo) _____

[Señale si alguno de los números telefónicos son TDD o TTY].

Correo electrónico:_____@_____

SECCION 2 -- LLENADO DEL FORMULARIO PARA OTRA PERSONA

¿Está llenando este formulario para una queja propia? ____ Si ____ No

[Si la respuesta es "si", vaya ala Sección 3].

Si la respuesta es "no", proporcione el nombre y su relación con la persona para quien llena el formulario:

_____

Explique la razón por la que presenta la queja como tercera persona. _____

_____

Confirme que cuenta con el permiso de la parte agraviada para presentar esta queja como tercera persona. ____ Si ____ No

SECCION 3 -- QUEJA DE DISCRIMINACIÓN

¿Cuál de las siguientes razones describe mejor el motivo de su queja? Fue por su:

____Raza ____Color ____ Origen nacional

Describa la raza, color u origen nacional de la parte agraviada _____

Fecha y hora de la supuesta discriminación: Fecha ___/___/___ Hora _____a.m. / p.m.

¿Dónde sucedió la supuesta discriminación? Es de utilidad especificar la información del vehículo (por ejemplo, el número del mismo).

_____

_____

¿Identifica a alguna persona que haya discriminado a la parte agraviada?

Nombre: _____ # de ID_____

Describa la supuesta discriminación con sus propias palabras. Explique lo que pasó y mencione a quién considere responsable. Utilice más hojas si así lo necesita.

_____

_____

_____

SECCION 4 -- QUEJAS ANTERIORES O EXISTENTES Y DEMANDAS

¿Cuenta con alguna queja previa sobre discriminación según el Título VI con Caltrain?

____ Sí, por este incidente ____ Sí, por otro incidente ____ No

¿Ha llevado esta queja a alguna otra agencia o a una corte?

____Agencia federal ____Agencia estatal ____ Agencia local

____Corte federal ____Corte estatal

____Otro (especifique):_____

¿Ha presentado alguna queja o demanda respecto a esta queja en particular?

Sí____ No____

Si así lo hizo, proporcione una copia del formulario de la queja y señale la corte donde la presentó:

____Corte federal ____Corte estatal

Por favor proporcione la información de contacto de la persona que lo atendió en la agencia/corte donde presentó la queja.

Nombre / Oficina:_____

Dirección: _____

Ciudad: _____ Estado: _____Código de área:_____

Número telefónico _____

SECCIÓN 5 -- FIRMA

Por favor firme a continuación para dar fe de la veracidad de lo anterior. Puede agregarse cualquier escrito adicional o bien información que considere relevante al reclamante.

_____ _____

Firma del reclamante Fecha

Nota: Una queja también puede presentarse a: Federal Transit Administration, Office of Civil Rights, Atención: Title VI Program Coordinator, East Building, 5th Floor – TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

18/02/2013

Caltrain – Title VI Discrimination Investigator Form

SECTION 1 - CASE INFORMATION

Title VI Complaint Form Number: _____

IndustrySafe & Folder Number (if it exists): _____

Complainant Name: _____

Investigator Name: _____

Investigation Completion Due Date_____

SECTION 2 – PREVIOUS INVESTIGATION

Has this incident/complaint been investigated previously? ____ Yes ____ No

[If you answered "no" to this question, go to Section 3.]

Was the previous investigation conducted with the discrimination charge in mind?

_____Yes _____No

[If you answered "no" to this question, go to Section 3.]

Did the previous investigation result in a finding that discrimination was involved?

_____Yes _____No

Please explain why discrimination was not involved or what corrective actions are being implemented if discrimination was found:

_____

_____

_____

_____

SECTION 3 – INVESTIGATION

Names, ID (if applicable) and title of employee accused of discrimination

Name: _____ Title:_____ ID#_____

Name: _____ Title:_____ ID#_____

Name: _____ Title:_____ ID#_____

Have the training records for the employee been obtained?

____ Yes ____ No

Has a summary of complaint history of employee been obtained?

____ Yes ____ No

Has a summary of discipline records related to customer service incidents been obtained?

____ Yes ____ No

Have the citation records been obtained from Transit Police?

____ Yes ____ No

Have the records for Transit Police assistance calls been obtained?

____ Yes ____ No

Was the complainant interviewed?

____ Yes ____ No

If yes, note date, time, and location of interview and attach interview notes to this document:

_____

Was the employee interviewed?

____ Yes ____ No

If yes, note date, time, and location of interview and attach interview notes to this document:

_____

Were other witnesses interviewed?

____ Yes ____ No

If yes, note the following below: date, time, and location of interview; who was interviewed and how the person is related to the incident. Attach interview notes to this document:

_____

Based on the investigation, is there evidence to suggest that discrimination occurred?

____ Yes ____ No

If yes, what corrective action was taken?

_____

_____

_____

If it was determined there was no discrimination, how was that determination made?

_____

_____

_____

C. LIST OF COMPLAINTS AND INVESTIGATIONS

The following exhibit illustrates the Title VI complaints received during the review period (November 2016 to December 2019).

Exhibit 1: 2017-2019 JPB Title VI Complaints

Record ID	Date Filed	Date Closed	Description	Status	Finding
N/A	4/19/2017	1/10/2018	Complainant alleges a clear pattern of racially discriminatory conduct in ticketing enforcement that has disparately impacted black and brown commuters.	**C**	Evidence does not sufficiently substantiate a claim that Caltrain conductors unfairly discriminate against people of color when they ask passengers without valid fare to exit a train. However, Caltrain is taking proactive steps to ensure that passengers are treated fairly and that fare enforcement is conducted in a nondiscriminatory manner
664007	9/26/2017	9/26/2017	Complainant is upset about Safety Gorilla Video posted on Caltrain Facebook. Complainant implies the video is racist.	**C**	The video was inappropriate, but did not have racial undertones or constitute discrimination. The video was removed from website.
NA	11/11/2017	12/27/2017	Complainant alleges race base discrimination. Complainant claims she tagged in at SF stop 11/1/17 5:07 am. She alleged Caltrain conductor pushed her off train. She attempted to board the next train and was then grabbed and inappropriately touched by the conductor. Complainant claims she has a traumatic brain injury and has difficulty processing information. Complainant claimed to send copy of complaint to FTA. Complainant also filed complaint with the San Francisco Police Department and lists “Sepulveda” as the person who discriminated against her.	**C**	The available evidence does not support Complainant’s allegation that she was discriminated against based on her race or color. Based on written statements by the Complainant and conductors, the Complainant was attempting to board without proof of payment.
674493	1/17/2018	1/17/2018	Customer said he parked in the employee parking lot at the San Francisco station. Customer admitted he knew he was not allowed to do so, but he had seen an open space and had parked regardless. Customer said a Caltrain employee had started yelling at him the moment he parked. The customer got in anargument with employee. Customer alleges employee said "God bless Trump."	**C**	No Title VI action based on facts. Customer service complaint only. Matter addressed with employee by Caltrain and JPB.
688714	7/6/2018	7/10/2018	Customer is upset that operator stated that the customer must take all bags off the train after one trip. Customer denies hitting the operator. Customer claims discrimination because the operator identified the customer’s race when calling the police.	**C**	Operator following SOP for request for police assistance, noted by supervisor that DVR show customer assaulting operator. No further Title VI action. Closed.

708214	1/30/2019	4/9/2019	Complainant was riding bicycle on train platform and was stopped by conductor. Complainant felt singled out as a person of color due to the hostile tone and forced used to stop the bike. Further, Complainant felt unsafe to ride Caltrain in the future.	**C**	4/26/19 - Title VI investigation concluded. Conductor had non-discriminatory reasons for incident. No evidence that conductor's explanation was false. Closed
N/A	5/2/2019		Complainant claims discrimination based on race when Caltrain operators were checking tickets. Complainant bought wrong zone ticket and was asked to leave the train. Complainant claims harassment by two Caltrain staff that accused complainant of purposefully buying a wrong zone ticket. Claimant admitted her mistake. Caltrain staff kept Complainant belongings on the train.	**O**	Repeated attempts to contact claimant for further follow up and no response. Title VI Administrator will continue to attempt to contact.
N/A	5/3/2019	10/3/2019	Complainant claims discriminations based on race and being Deaf. Conductor was checking fares and stopped Complainant. Complainant forgot to tap on due to the earlier train and therefore did not have a valid ticket. Complainant states that the conductor was unnecessarily hostile and rude while issuing citation.	**C**	Closed- Accessibility took over case - no finding of discrimination as protocol was followed to check passes.

D. PUBLIC PARTICIPATION PLAN

The following document is the JPB's Public Participation Plan (PPP), developed as part of this Title VI Program submission. Documentation for public outreach and involvement activities undertaken in the last three years and descriptions of specific steps taken to ensure participation of minority and low-income persons are included.

PENINSULA CORRIDOR JOINT POWERS BOARD

PUBLIC PARTICIPATION PLAN

REVISED DECEMBER 2019





Prepared by:

Communications & Rail Operations Planning
1250 San Carlos Avenue
San Carlos, CA 94070

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I. INTRODUCTION

A. TITLE VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Peninsula Corridor Joint Powers Board ("JPB" or "Caltrain") operates its programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act of 1964.

One critical concern addressed by Title VI is the language barrier that Limited English Proficiency (LEP) persons face with respect to accessing information about and using transit service. Transit operators must ensure this group has adequate access to the agency's programs and activities, meaning that public participation opportunities should also be accessible to those who have a limited understanding of English (spoken and/or written).

B. EXECUTIVE ORDER 12989

The JPB recognizes the importance of reaching out to and including traditionally under-represented populations (e.g. racial and ethnic minorities, low-income individuals, persons with limited English proficiency, and persons with disabilities) in decision-making. The JPB Public participation Plan (PPP) has been designed to be inclusive of all populations in the JPB service area and includes a detailed public participation process, clear goals, and a variety of public participation methods to provide information and invite the public to give input throughout decision-making processes, and performance measures and objectives.

C. PURPOSE OF THE PUBLIC PARTICIPATION PLAN

Public participation processes invite stakeholders to partake directly in agency decision-making, and express their concerns, desires and values. The JPB Public Participation Plan (PPP) serves as a roadmap to ensure the public has sufficient access to information and can provide meaningful input into decisions made regarding the future of Caltrain service. The PPP was originally developed in 2013 through research conducted by staff, inclusion of best practices methods, feedback from previous outreach and public participation activities, and insights provided by peer agencies with the goal of improving how Caltrain interacts with its customers on a daily basis, as well as in larger, intermittent service planning efforts.

This document discusses the strategies used to attain feedback for the public participation plan and the process of creating the public participation plan. This plan is to be used when Caltrain embarks upon service planning activities or other activities in which public participation plays a critical role in a successful outcome.

Purpose of the PPP:

1. **To inform the public** about Caltrain's transportation issues and planning processes
2. **To establish the process** through which the public can express concerns, desires, and values
3. **To reach a wide range of the JPB's customers,** and increase the participation of under-represented populations
4. **To ensure the JPB's programs and activities** reflect the community values
5. **To improve service outcomes** based on public input

The PPP is based on the following core values:

- Integrity
- Customer focus
- Respect
- Quality
- Teamwork
- Leadership
- Accountability

The PPP functions as a "living document":

- The PPP is intended to continue to evolve to meet the changing needs of the communities Caltrain serves through updates to actively address stakeholder concerns and requests.

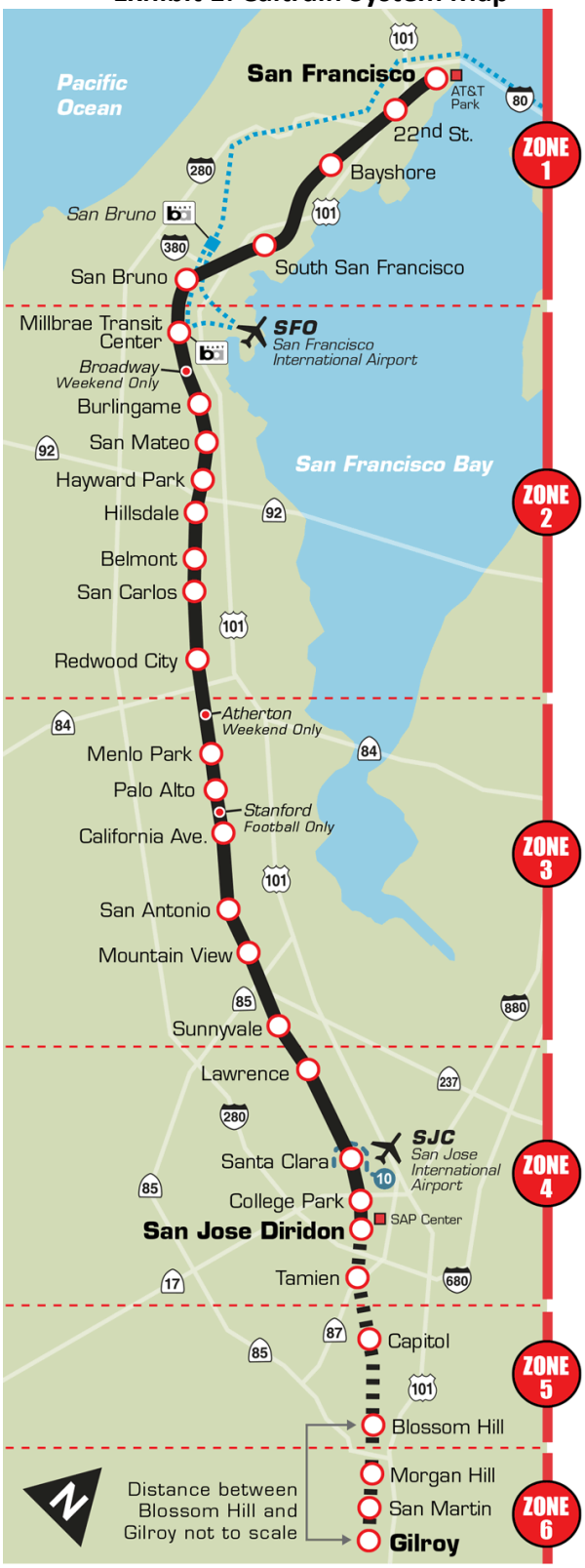
The following sections of the PPP provide an overview of the Caltrain System, the JPB Organization, and the demographics of the three counties it serves as well as Caltrain riders in particular. This information sets the scene for meaningful public engagement.

D. CALTRAIN SYSTEM OVERVIEW

Caltrain is governed by the JPB which consists of member agencies from each of the counties which Caltrain serves. Each member agency has three representatives on a nine member Board of Directors. The member agencies are the City and County of San Francisco/ San Francisco Municipal Transportation Agency (MTA), San Mateo County Transit District), and the Santa Clara Valley Transportation Authority (VTA).

Caltrain's commuter rail service is a fixed-route train service that spans San Francisco County, San Mateo County, and Santa Clara County in California. Caltrain has 29 regular stops, one special event only stop (Stanford Stadium Station), and two weekend-only stops (Broadway and Atherton). Caltrain runs 92 weekday trains (22 Baby Bullets), 36 Saturday trains (4 Baby Bullets), and 32 Sunday trains (4 Baby Bullets). As necessary, Caltrain also provides additional or modified train service for holidays or special events that occur year-round. **Exhibit 1** features the Caltrain service network System Map.

Exhibit 1: Caltrain System Map



E. JPB ORGANIZATION

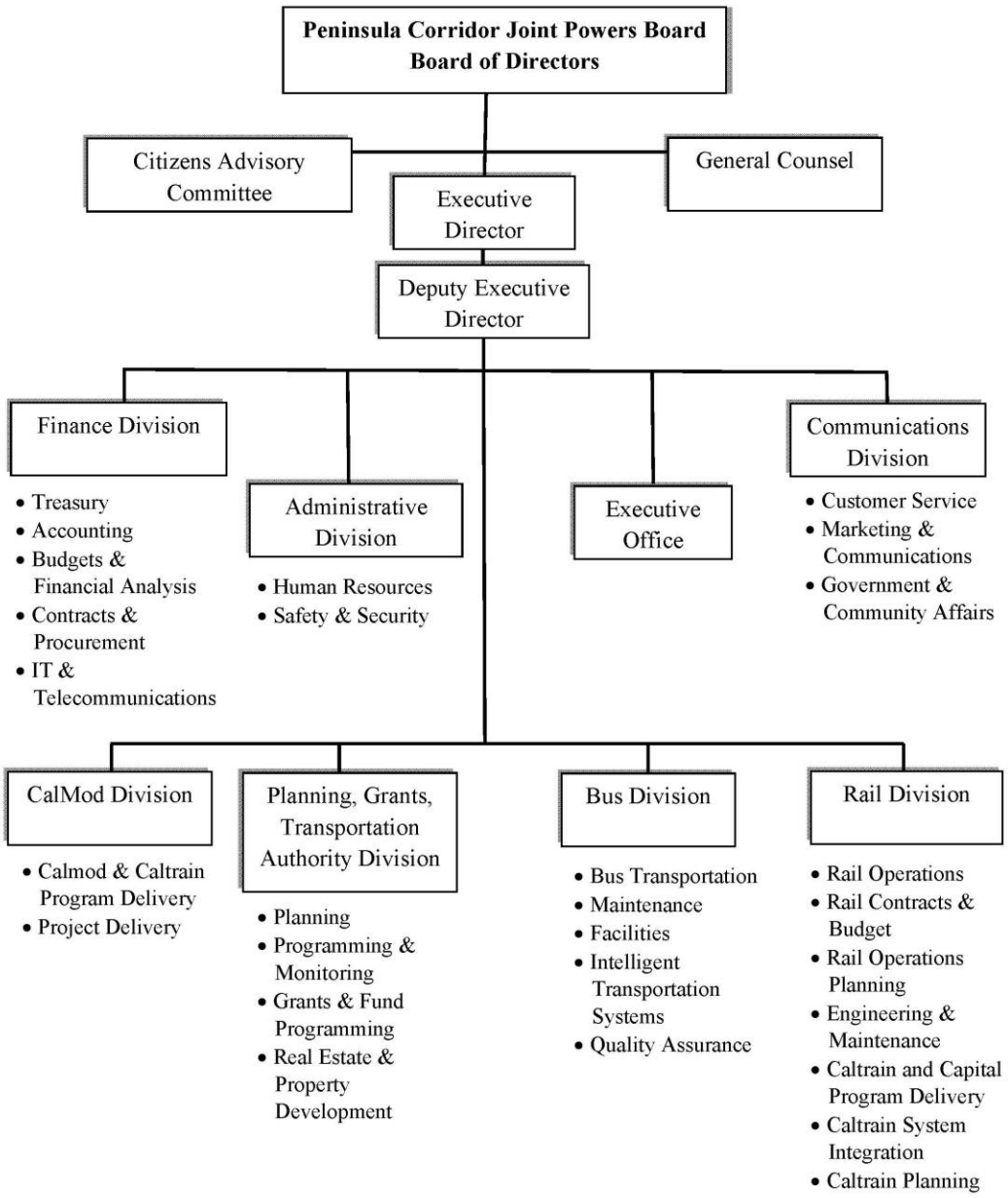
The San Mateo County Transit District (District), which is the JPB's managing agency, provides administrative staff services for Caltrain under the direction and oversight of the JPB's Board of Directors. The JPB reimburses the District for the direct and administrative costs incurred for Caltrain operations.

The District also operates SamTrans bus service and Redi-Wheels paratransit service under the District's Board of Directors, and manages activities of the San Mateo County Transportation Authority (TA) under direction of the TA's Board of Directors. **Exhibit 2** features the latest JPB Organization Chart.

Exhibit 2: JPB Organization Chart

PENINSULA CORRIDOR JOINT POWERS BOARD

ORGANIZATION CHART



F. DEMOGRAPHICS & SERVICE PROFILES

Caltrain primarily serves San Francisco County, San Mateo County, and Santa Clara County. To better serve and meet the needs of Caltrain riders, potential future Caltrain riders, and communities and businesses affected by Caltrain Service, Caltrain staff refers to general and specific demographic maps that provide an overview of the neighborhood characteristics within the Caltrain service area, including hospital locations, shopping areas, and other nearby transit. These maps are also scalable which allows Caltrain staff to identify specific institutions that might benefit from targeted outreach.

Appendix I provides the demographic maps for both minority and low-income populations. These maps are available for consultation prior to developing a targeted outreach effort. Maps are also available by ethnic group and for each predominant language within the Caltrain service area. These maps can be "zoomed in" to provide a more refined view of the alignment and station area. All maps can also be found in the JPB 2019 Title VI Compliance Program, Appendix I - Demographic and Service Profile Maps.

i. MINORITY AND LOW-INCOME POPULATIONS

To ensure public participation includes minority and low-income populations, the JPB must target outreach to communities and organizations with minority and low-income populations. In order to identify the locations and neighborhoods where minority and low-income population are most prevalent within the Caltrain service area, maps were created to show Minority and Low-Income populations using US Census 2017 5 year American Community Survey Data.

Minority census tracts are defined as those in which the minority population exceeds the system-wide minority average of 51%. Low income census tracts are defined as those in which greater than 13.1% of the households in the tract that have an income that is 200% of the federal poverty threshold or lower.

In addition to maps provided in Appendix I, maps provided in Appendix K of the JPB 2019 Title VI Compliance Program also provide information at the station level in order to help ensure that minority and low income populations within the Caltrain service area are considered in the development of marketing and outreach techniques at stations. When viewed electronically, each map has the ability to be viewed at a block group level, allowing staff a "station area view" of the data. All maps can also be found in the JPB 2019 Title VI Compliance Program, Appendix K – Monitoring Program.

The ridership profile below is taken from the 2016 Caltrain Triennial Onboard Survey. The 2019 Triennial Onboard survey was distributed in October 2019 and results will not be available until 2020. Therefore, the 2016 survey report is the most recent survey that includes ridership characteristics such as demographics and annual household income. A copy of the survey report is available in **Appendix J.**

a. ANNUAL HOUSEHOLD INCOME

The average income among Caltrain riders has increased by more than $10,000 per year, to around $129,000 (from about $117,000 in 2013). This is largely due to a higher share of respondents in 2016 who earn $200,000 or more (23%) compared to those who earned this much in 2013 (15%).

Categorization of income increments for the 2016 Triennial Survey changed (for example, "less than $30,00 a year" was used in 2013 vs. 2016's "less than $24,999 a year"), so only the 2016 information is shown in detail below. The average income across time periods changed from 2013 to 2016 as follows:

- Among Weekday Peak riders, income rose from $124,000 in 2013 to about $136,000 in 2016.
- Among Weekday Off-peak riders, income rose from about $100,000 in 2013 to about $116,000 in 2016.
- Among Weekend riders, income rose from about $91,000 in 2013 to about $95,000 in 2016.

Exhibit 3: Table 37 from 2016 Triennial Survey- Income

	2016 Total
Base (All Respondents)	5,554
	%
Less than $24,999 a year	6
$25,000 to $29,999	2
$30,000 to $39,999	3
$40,000 to $49,999	4
$50,000 to $74,999	12
$75,000 to $99,999	13
$100,000 to $124,999	13
$125,000 to $149,999	10
$150,000 to $199,999	15
$200,000 or more	23
Total	100

Exhibit 4: Income By Weekday and Weekend Service

	Weekday	Weekday	Weekend
	2016	2016	20
Base (All Respondents)	4,212	890	45
	%	%	%
Less than $24,999 a year	4	10	18
$25,000 to $29,999	2	3	5
$30,000 to $39,999	2	5	5
$40,000 to $49,999	3	3	8
$50,000 to $74,999	12	11	14
$75,000 to $99,999	13	13	12
$100,000 to $124,999	13	13	10
$125,000 to $149,999	10	10	4
$150,000 to $199,999	17	12	9
$200,000 or more	25	19	15
Total	100	100	10

Exhibit 5: Caltrain Corridor Service Area Household Incomes

Household Income	Percentage
Less than $24,999 a year	8%
$25,000 to $29,999	2%
$30,000 to $39,999	5%
$40,000 to $49,999	5%
$50,000 to $74,999	11%
$75,000 to $99,999	10%
$100,000 to $124,999	10%
$125,000 to $149,999	9%
$150,000 to $199,999	13%
$200,000 or more	27%

Table B19101 Family Income ACS 2017 5 Year Estimate

Household income alone, without consideration of family size, does not indicate any economic or financial hardship. Federal guidelines require JPB to identify how many low income individuals are served by Caltrain by comparing household income and size to the federal poverty rate. Currently, “low income” is defined as 200% of the federal poverty rate. By this definition, a couple making less than $32,000 and a four person household making less than $50,000 would qualify as low

income. Even though individuals with incomes above the federal poverty threshold may not be categorized as low income, individuals may still be in poverty given the area's high cost of living.

b. MINORITY POPULATIONS

The Caltrain corridor is a diverse area with over half of the population identifying as people of color. Exhibit 6 provides a racial and ethnic breakdown of the service area population in Caltrain Corridor. Data from the ACS 2017 5 Year Estimate survey are used for comparison with the 2016 Triennial Customer Survey categories.

Exhibit 6: Race and Ethnicity in the Caltrain Corridor Service Area

Race/Ethnicity	Percentages
White alone	36%
Asian alone	33%
Hispanic or Latino	23%
Two or more other races	4%
Black or African American alone	3%
Native Hawaiian and Other Pacific Islander alone	1%
Other Race	0.33%
American Indian and Alaska Native alone	0.16%

Table B03002 Hispanic or Latino Origin by Race

Race and Ethnicity in the Caltrain Ridership

The Caltrain Ridership is also diverse and is reflective of the community demographics of the Caltrain Service Area. However, the survey conducted in 2016 found that over half of the ridership identifies as White/Caucasian.

Exhibit 7: Race and Ethnicity in the Caltrain Ridership

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents)	5,55	4,212	890	452
	%	%	%	%
White/Caucasian	53	52	54	54
Asian	36	37	33	30
Hispanic/Latino	11	11	12	13

Black/African American	4	3	4	4
Native Hawaiian Or Other Pacific Islander	2	2	2	2
American Indian Or Alaska Native	1	1	2	1
Middle Eastern/Arabic/Persian	1	1	1	1
Mixed (Unspecified)	<1	<1	<1	-

LIMITED ENGLISH PROFICIENCY AND LANGUAGE ASSISTANCE PLAN

To ensure public participation does not exclude persons with limited English proficiency the JPB has updated its Limited English Proficiency (LEP) and Language Assistance Plan (LAP) as part of it this Title VI submission. This is located in Appendix E. In addition, identifying LEP concentrations by census tract (2019 Title VI Program Appendix E) helps the JPB identify locations and neighborhoods where outreach to LEP individuals and multi-lingual persons can be targeted. These LEP maps were developed using the 2017 5 year American Community Survey (ACS) data.

Executive Summary

Title VI prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including the denial of meaningful access for limited English proficient people. As a recipient of Federal funds, Caltrain must "take reasonable steps to ensure meaningful access to their programs and activities by LEP persons."[1]

On August 11, 2000, the President signed Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" that requires Federal agencies and recipients of Federal funds to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those needed services so that LEP persons can have meaningful access to them. Further guidance was provided in 2012 with the release of the Federal Transit Administrations circular—FTA C 4702.1B—that further codified the FTA's objective to "promote full and fair participation in public transportation decision-making without regard to race, color, or national origin; and ensure meaningful access to transit-related programs and activities by persons with limited English proficiency." [2]

[1] Federal Register Volume 70, Number 239 (Wednesday, December 14, 2005)

[2] FTA Circular 4702.1B- TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS, October 1, 2012.

ii. CALTRAIN RIDERSHIP DEMOGRAPHICS

Information regarding Caltrain Ridership Demographics can be found in the Caltrain On-board Triennial Customer Study Report dated October 2016. Key findings from the surveys are listed below.

Executive Summary: Caltrain On-board Triennial Customer Study Report

The fieldwork on this study was conducted in October 2016. A total of 5,554 surveys were completed by Caltrain riders.

Length of Time Using Caltrain

- More than a third of riders (34%) have been riding Caltrain less than one year.
- In 2016, a slightly higher share of weekend riders said this trip was their first trip (18%) compared to 2013 (13%).

Frequency of Riding Caltrain

- About two-thirds of riders (66%) ride Caltrain at least four days per week.
- However, in 2016, there has been an increase in Weekday Offpeak and Weekend riders who are using the service less than once a month. In 2013, 16% of Offpeak riders and 36% of Weekend riders said they used the service less than once a month. In 2016, this rose to 20% of Weekday Off-peak riders and 45% of Weekend riders.

Fare Media

- Wider use of technology and other ridership trends have changed how riders pay for their trip.
- More than one third of respondents (36%) paid for their Caltrain trip with a Clipper Caltrain monthly pass. However, this is a decrease from 2013, when 41% paid in this way.
- By contrast, the share who paid for their Caltrain trip using a Go Pass rose from 14% in 2013 to 21% in 2016. Notably, this increase in Go Pass use exists across Weekday Peak, Weekday Off- peak, and Weekend time periods.
- In addition to this change, more respondents in 2016 said they are using Clipper cash value to pay for their Caltrain trip (16% in 2016 vs. 11% in 2013), and slightly fewer are using a one-way ticket (12% in 2016 vs. 16% in 2013). Day Pass use also declined slightly (from 12% in 2013 to 10% in 2016). This pattern also remains consistent across Weekday Peak, Weekday Off-peak, and weekend time periods.

Distance from Starting Location to Caltrain Station

In 2016, a question was introduced asking respondents how far it was from their starting point to their Caltrain station.

- While nearly half of respondents (49%) travel 10 miles or less to reach their Caltrain station, more than a third (35%) travel 20 or more miles.
- The median distance traveled between start location and Caltrain station was 12 miles overall; 12 miles among Weekday Peak riders; 15 miles among Weekday Off-peak riders; and 14 miles among Weekend riders.

Why Riders Choose Caltrain

- Nearly two-thirds of riders (62%) said they ride Caltrain to avoid traffic. This is an increase from 57% who said they rode Caltrain for this reason in 2013.
- Notably, 22% of respondents in 2016 said they chose Caltrain because it was faster than other options, compared to 17% in 2013.
- While those saying they did not drive or have access to a car dropped from 2013 to 2016 (with 29% of respondents giving this as a reason in 2013 and 25% in 2016), 37% of Weekend riders in 2016 still indicated they chose Caltrain because they did not have a car or did not drive. However, this, too, is a decrease, as in 2013, 44% of Weekend riders indicated they chose Caltrain because they did not have a car or did not drive.

Stations Used

- Nearly half of all riders boarded Caltrain in San Francisco (25%), San Jose Diridon (11%), Palo Alto (8%), Sunnyvale (7%), or Mountain View (7%).
- San Francisco was the most common boarding station across all major time periods.
- San Francisco is the most commonly cited station where riders exit the Caltrain system as well.
- After San Francisco, riders most commonly exited the train at Palo Alto (14%) and Mountain View (8%).

Access/Egress on Caltrain

- Nearly three in 10 (32%) of respondents walked to Caltrain, and about the same share (32%) got to their final destination by walking from the Caltrain station.
- Use of TNC's rose from less than 1% in 2013 for both access and egress to 3% for both access and egress in 2016.
- Weekend riders were most likely to use TNCs, as well as most car-based transportation, than Weekday Peak or Weekday Off-peak-peak riders.
- In 2016, private buses (such as Chariot and Megabus) were mentioned, most commonly among Weekday Peak riders.

Car Availability

- Overall, 60% of Caltrain riders had a car available for the surveyed trip.

- The share of Weekday Peak riders who said they had access to a car for the surveyed trip softened slightly, from 65% in 2013 to 63% in 2016.
- Conversely, more Weekend riders said they had access to a car in 2016 (49%) than in 2013 (46%).

Motivation for Newer Riders

- Those who have ridden Caltrain less than one year cited a change in company (31%), worsening traffic (29%), and lack of access to a car (21%) as the reasons they began riding Caltrain.
- Weekday Peak riders were most likely to cite a change in company (37%).
- Weekend riders were most likely to cite lack of access to a car (33%).
- Weekday Offpeak riders were most likely to cite worsening traffic (25%) and lack of access to a car (24%).

Satisfaction with Caltrain

- Overall, Caltrain riders rated their experience on Caltrain 4.09 (out of 5.00), an increase over 2013's 4.04 (and a return to 2010 satisfaction levels).
- Riders rated the effectiveness of station signs 3.90, compared to 2013 rating of 3.81.
- Ratings on value for the money, and satisfaction with www.caltrain.com rose only slightly, while rating of connections with other transit systems softened to 3.52 (from 3.58 in 2013).

Rider Demographics

- Among all Caltrain riders, 58% are male, and 46% are single.
- Married riders are most likely to be riding during the Weekday Peak time period, while single riders are most likely to ride on the Weekend.
- Nearly all riders (96%) have a high school diploma, while 81% have graduated college.
- Caltrain riders are a diverse audience. They speak 72 languages in their homes, and while 60% say they are born in the United States, 40% were born in one of 105 countries around the world.

iii. CALTRAIN CUSTOMER SERVICE FEEDBACK

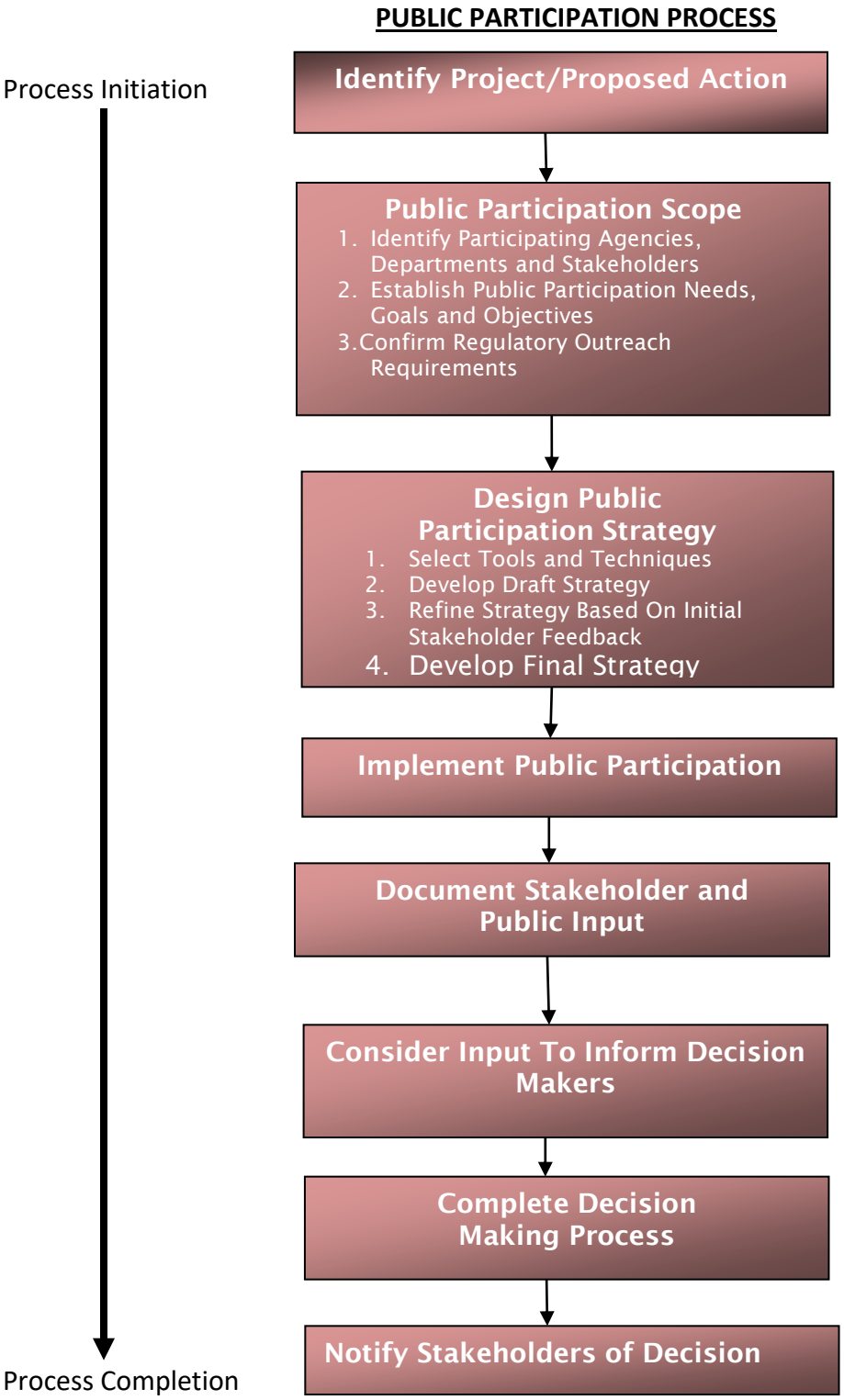
Recent survey information regarding Caltrain Customer Service can be found in the following documents. Executive summaries and documents in full can be retrieved from the JPB's Communications Division. JPB will continue with regular onboard surveys every three years and special surveys as needed.

- 2019 Caltrain Customer Experience Survey
- 2019 Triennial Customer Survey (results in 2020)
- 2016 Caltrain Customer Experience Survey
- 2016 Triennial Customer Survey
- 2014 MTC Caltrain Origin and Destination
- 2013 Caltrain Triennial Customer Survey
- 2013 Caltrain TVM Replacement Survey
- 2016 Caltrain Customer Satisfaction Survey
- 2015 Caltrain Customer Satisfaction Survey
- 2014 Caltrain Customer Satisfaction Survey
- 2013 Caltrain Customer Satisfaction Survey
- 2012 Caltrain Customer Satisfaction Survey
- 2016 Caltrain Shuttle Survey
- 2015 Caltrain Shuttle Survey
- 2014 Caltrain Shuttle Survey
- 2013 Caltrain Shuttle Survey
- 2012 Caltrain Shuttle Survey
- 2011 Caltrain Shuttle Survey
- 2010 Caltrain Shuttle Survey
- 2010 Caltrain Rider Survey San Francisco Giants Game Attendees
- 2010 Caltrain Triennial Customer Survey
- 2010 Caltrain On-board Study Ridership Segmentation Report

(Peak & Weekend Costumers)

II. PUBLIC PARTICIPATION PROCESS

A. PUBLIC PARTICIPATION PROCESS FLOWCHART



B. PUBLIC PARTICIPATION PROCESS CONSIDERATIONS

When the JPB prepares to embark on a public engagement process, staff develops a strategy based on considerations, such as the target audience or impacted populations, the complexity of the issues involved, the range of potential outcomes and the severity of potential positive and/or negative effects.

Each project requires involvement of a different mix of participating agencies, departments and stakeholders. Smaller projects may require involvement from one or two sources while larger projects may require involvement from multiple agencies, internal departments and various stakeholders from the community.

It is important to clearly define the goals and objectives early in the public participation process to gauge needed outreach, evaluate potential impacts and engage appropriate stakeholders.

The target audience or impacted populations can vary depending on the size and scope of the outreach required. Most often, outreach is conducted to, and with a subset of, the following:

- Transit customers
- Non transit customers
- Shuttle users
- Individuals or groups affected by a transportation project or action
- Individuals or groups that believe they are affected by a transportation project or action
- Traditionally under-served and/or under-represented communities
- Residents or commuters to/from affected geographic areas
- Government agencies
- Community-based organizations (including those that have direct communications with LEP populations)
- Non-governmental organizations

Since Caltrain's service area spans multiple jurisdictions, projects, and programs which can include numerous federal, state, regional and local agencies, the regulatory outreach requirements can vary significantly. A considerable amount of coordination may be required to ensure all regulatory requirements are met and all agencies are informed.

Public participation tool or strategies to employ can vary depending on the project scope. Often times many tools will be required. When choosing the appropriate tools, several factors should be considered such as:

- The number and type of stakeholders
- The geographic region of the project
- Available budget and resources
- Communication and language requirements
- Desired outcome and results
- Issues or concerns stakeholders will consider most pertinent

A detailed list of public participation tools and strategies can be found in the following section.

III. PUBLIC PARTICIPATION TOOLS & STRATEGIES

The following section includes tools and strategies for ensuring the public has access to the information it needs to participate in JPB planning and policy development efforts. In designing outreach and public participation strategies, the JPB uses traditional and social media, and other tools such as the following.

A. OUTREACH TOOLS & STRATEGIES

1. Earned Media: Radio, Television, Newspaper

Publicizing public participation opportunities and outreach information through radio, television, and newspaper media that serve both English-speaking and language-specific audiences can help spread the word about these events. Ethnic media sources, in particular, serve as a helpful way to reach minority groups. Some local news or radio shows and local publications are considered to be good sources of information for events in the immediate area. In all cases, JPB should tailor its message to the appropriate audience of the media used and ensure that the media provide contact information so that audiences can reach the agency for comments and questions. When appropriate, the JPB should also attempt to provide a multilingual spokesperson to address a non-English speaking audience.

JPB uses its blog, *Peninsula Moves*, to highlight events, updates, and announcements in greater detail for the region. Readers access articles pertaining to the SamTrans's multi-modal transit agencies at one website. Blog articles are written by JPB staff and take an in depth look into a variety of topics that affect both riders and non-riders.

2. Social Media

Currently, JPB/Caltrain posts notices and announcements on the agency's website (www.caltrain.com), uses Facebook, Twitter, Instagram, YouTube, and other social media outlets, and sends information via e-mail to customers on an opt-in basis.

Social media platforms allow users to have direct interaction with agency representatives for immediate interaction. Being relatively easy to use and less costly than other strategies, the JPB able to be creative and current with important information. In working with community partners and government entities, social media posts are easy to share and reach a wider audience. Live webcasting on these platforms allow staff receive and answer questions in real

time. For smart phones, third party applications can work similar to the SamTrans website and social media, providing fast update to stakeholders.

The JPB also hosts a website for the Peninsula Corridor Electrification Project, also known as CalMod, which provides specific updates and news on construction and the CalMod project.

3. Live Webcasts and Virtual Townhalls

The JPB allows viewing of public hearings via its website. Board Meetings for the JPB are held the first week of every month and videos are archived for interested community members. The JPB will provide language assistance when requested as per its language assistance plan. The JPB also plans to have videos captioned in English to increase accessibility.

Virtual Town halls on the Youtube platform are live webcasts that allow SamTrans employees to share recent developments and allow viewers to directly ask questions and receive immediate responses. This allows community members to view the content at any location and at any time. SamTrans will explore how to provide language assistance during virtual town halls to increase participation for individuals with limited English proficiency. Options may include 1) Written translations of the presentation, 2) Dubbed language versions, or 3) Language captioning.

4. Mobile App

The JPB launched its mobile app in February 2018 to provide time table information, trip planning, and ticket purchasing for smartphone users. Mobile apps are an increasingly popular way for community members to get real-time information, bus statuses, and Caltrain will continue to modify and improve the app to provide the most current information and needs, such as parking, for rides. Currently the app is only in English, with other languages to be made available in the future. The app will also provide a notification element to alert users of potential service changes.

5. On-Board / Station Information Resources

Many riders and community members reasonably expect to find information about public participation methods pertaining to projects or service plans at their bus stations and on vehicles. Providing written and printed information on buses is an efficient way to convey messages about potential service or fare changes, or other planning efforts. Printed material include hand-outs, seat drop flyers, and pamphlets that are also translated in the community's targeted languages. Caltrain also uses visual messaging and audio announcements.

Caltrain will continue to explore how visual and audio announcements can be made in other languages.

6. Customer Service Center and Dedicated Project Hotlines

The public can call into Caltrain's call center or, if available, a dedicated project hotline both to receive information and to give comments and input. The customer service number is easily accessible and is provided on all Caltrain's materials and on the website. Customer Service Representatives also provide outreach assistance at transit fairs, community meetings, and other public events.

The Caltrain Customer Service Center can handle calls in numerous languages through the use of the Language Line. Customer Service Representatives are on duty weekdays from 7 a.m. to 7 p.m. and on weekends and holidays from 8 a.m. to 5 p.m. The Customer Service Center also is equipped with Hearing-Impaired Equipment (TTY) services and access to a telephonic interpretation service.

7. Printed Materials

In addition to on-board printed information, Caltrain can publicize public participation opportunities and outreach information via print materials (such as newsletters, flyers, and posters). This method of outreach can be expensive, but effective. Printed materials related to service changes or the need for public participation can also be found at bus shelters. Crucial information should be translated into the languages identified as spoken and/or written by the target populations in the service area. If all information cannot be translated, notices should be provided that describe where translation/interpretation services can be obtained.

Caltrain Connection is newsletter that is published four times a year by the JPB. The newsletter contains information about Caltrain projects, operations, events, and transit and safety tips. The newsletter has a wide distribution to various community members, is distributed on-board and is also posted on the Caltrain website.

8. Surveys

The JPB conducts full-scope on-board passenger surveys every 3 years. Issue-specific surveys may be used in certain circumstances. Surveys are conducted in person, in print, and/or through online means. Printed surveys may have a low response rate. Telephone surveys may be more effective but are often costly. Internet surveys are the easiest of the three options for the agency to conduct, but only reach those with internet access, which may skew the results. Any survey must include adequate and appropriate translation provisions.

In addition to the larger full-scope on-board passenger survey that is completed every 3 years, Caltrain undertakes an annual Caltrain Customer Satisfaction Survey to assess how well Caltrain and its contractor are meeting the needs of their passengers. In 2015, Caltrain also introduced an annual Customer Experience Initiative survey that asks the general public to rate and identify priorities, and provide ridership and demographic information.

9. One-On-One Interviews/ Direct Stakeholder Interaction

In certain contexts, JPB staff can interview specific individuals or stakeholders to collect information or gain insight on their perspectives. Interviews can be used to obtain information from various demographics within the service area.

10. Targeted Focus Groups

The JPB can also host small discussion groups that are made up of targeted participants with an unbiased facilitator. Focus groups can provide in-depth information about potential impacts of a potential program or project, a fare change, or service change on a specific group or geographic region. The advantage of a focus group is that it can be conducted in a specific language, allowing participants to directly express their opinions and concerns.

11. Public Workshops/Open Houses

Public workshops are commonly used allowing for a more hands-on approach than focus group meetings. These public meetings allow for larger groups to directly talk to JPB staff and voice their concerns. Workshops are a way to give out information to a broad segment of the population, as well as receive feedback on planning efforts. Such meetings are broadly advertised and open to all stakeholder groups and interested individuals.

An open house format allows a large number of participants to receive information at their own pace, with no strict time period in which they have to arrive at and leave from the location. Information stations can include table top displays, maps, photographs, visualizations, and more. Staff is on hand to respond to questions and comments.

Workshops and open houses should be scheduled at times and locations that are convenient and accessible for minority and LEP communities. Interpreters should be present to help communicate information and attain feedback.

12. Direct Mail/Letters

Direct mail can be an effective way to communicate information to a specific geographic region or demographic. Mailers can provide specific information regarding a project or can be an effective tool to notify people about an upcoming event or activity. The use of direct mail can be costly depending on the number of targeted recipients.

13. Special Events

The JPB can host a special Caltrain event to promote, announce or kick-off a specific program or project, service, or activity. Special events can be open to specific demographics or for the general public. Effective promotion of these events can attract a large number of people and can be a good tool in highlighting organizational achievements.

14. Government Meetings

Government meetings are the most formal form of public meetings, in which official statements are presented by individual attendees and their comments are recorded. Time limits are often necessary to permit all interested persons to speak. Hearings allow each individual's perspectives and opinions to be heard by all in attendance.

The JPB can provide updates on its projects and programs at all levels of government – local, state and federal – by attending and presenting information at regularly scheduled government meetings, where appropriate. Possible government meetings include city and town councils, planning and public works commissions, state legislative committees and federal hearings.

15. Community Based Organizations Interactions

In the past three years, the JPB has developed mutually beneficial and unique relationships with community based organizations focused on equitable and environmental change. The JPB will continue to coordinate with and inform community based organizations, educational institutions, and other civic organizations about programs and activities to specifically engage minority, low-income and LEP communities. The JPB presents information and obtains feedback at these organizations' own meetings and community sponsored events. A few examples of the CBOs that have been actively engaged in JPB projects and plans: Friends of Caltrain, Transportation Equity Allied Movement Coalition, Youth Leadership Institute San Mateo, and North Fair Oaks Council, and Transform.

The Language Assistance Plan is consulted when reaching out to the populations served by CBOs. An updated listed is maintained by the Government Affairs Team of the Communications Department and is available upon request.

16. Advisory Committees

The JPB has a total of six Advisory Committees as of December 2019:

The ***Caltrain Citizens Advisory Committee (CAC)*** represents San Francisco, San Mateo and Santa Clara counties. The CAC is comprised of nine volunteer members who serve in an advisory capacity to the tri-county Caltrain policy board, providing input on the needs of current and potential rail customers, and reviewing and commenting on staff proposals and actions as requested by the board.

The ***Caltrain's Bicycle Advisory Committee (BAC)*** serves as the primary venue for the interests and perspectives of bicyclists to be integrated into the Caltrain planning processes. This group brings new ideas for discussion and helps Caltrain guide its future investments. The committee is a partnership composed of nine volunteer members and Caltrain staff. There are three representatives from each of the three counties served by Caltrain: San Francisco, San Mateo and Santa Clara. One member from each county is a public agency staff member responsible for bike planning and/or policy development, one is a member of a bicycle advocacy organization, and one is a Caltrain bike passenger from the general public.

The ***Caltrain Central Equipment Maintenance and Operation Facility (CEMOF) Monitoring Committee*** is an advisory committee established by the San Jose City Council in cooperation with Caltrain. The primary responsibility of the committee members is to provide communication with the community regarding the operation of the maintenance facility. The committee is comprised of seven members, one each representing the Arena, College Park, Garden Alameda and Shasta-Hanchett Park neighborhoods associations, Caltrain, City of San Jose and the Santa Clara Valley Transportation Authority.

The ***Caltrain Accessibility Advisory Committee (CAAC)*** meets bi-annually or as needed to discuss and advise JPB staff on policies, plans and procedures relating to the development, implementation and operation of Caltrain accessible transit services, and on compliance with the requirements of the American with Disabilities Act of 1990. Typically the committee is comprised of volunteer members from the San Francisco, San Mateo, Santa Clara, and other Bay Area counties.

The ***Local Policy Maker Group*** meets every month on the fourth Thursday to facilitate local input and guidance on the Caltrain Modernization Program. It is comprised of officials from all 19 cities and three counties along the Caltrain corridor. In 2018, it expanded the scope of the LPMG to include the Caltrain Business Plan and the LPMG membership was expanded to mirror the full corridor boundaries.

The ***City/ County Staff Coordination Council (SCC)*** was established in October 2012 to provide a venue for dialogue at the staff level. It is comprised of technical staff from the same cities and counties along the Caltrain Corridor. The CSCG is held a week before the LPMG meeting to help inform the format and the information to present at the LPMG meeting.

B. PAST AND CURRENT PUBLIC PARTICIPATION METHODS

The JPB implements a variety of outreach methods to ensure that all customers and concerned individuals and stakeholders are informed of any changes to existing Caltrain service. The agency also provides many options for submittal of comments, opinions, or input. Special efforts are made to ensure minority populations, low-income populations, LEP communities, and disabled persons are included in the public outreach process. These methods include:

- Community meetings
- Public hearings with interpreters and translators as requested
- Government meetings
- Bilingual newspaper notices
- Bilingual onboard notices
- News releases
- Social media (Facebook, Twitter, Instagram, blogs, etc.)
- Presentations to the Caltrain Citizens Advisory Committee (CAC)
- Presentations to the Caltrain Bicycle Advisory Committee (BAC)
- Presentations to the Caltrain Central Equipment Maintenance and Operations Facility (CEMOF) Monitoring Committee
- Presentations to the Caltrain Accessibility Advisory Committee (CAAC)
- Information on Caltrain website with Google Translate tool
- Customer Service Center (with bi-lingual and multi-lingual staff)
- Telephone Language Line
- JPB Board Secretary contact
- Station electronic message signs
- Caltrain Connection and other newsletters
- Advertisements (in community newsletters and email blasts)
- Workshops

- Personal interviews
- Rider forums
- Tabling events
- Communication with other transit agencies
- Communication with community based organizations
- Business Groups (C3) / Labor
- Local Policy Maker Group (elected officials from 17 cities along Caltrain-owned corridor)
- City / County Staff Coordinating Group (technical staff from 17 cities along the Caltrain-owned corridor)
- E-Newsletters/Construction Notices/Project Updates
- Passenger interaction at stations / events
- Virtual Townhalls
- Dedicated web pages, hotlines, emails for specific projects or issues (i.e. http://www.caltrain.com/projectsplans/CaltrainModernization.html)

C. INFORMATION DISSEMINATION

The JPB employs a number of methods to inform the public of policy changes, such as fare and service changes, in a timely manner. Caltrain utilizes the following methods of information dissemination:

- Issues news releases
- Distributes "Take One" notices on trains
- Posts flyers on station information boards
- Places ads in local newspapers, places translated ads in local newspapers in other languages
- Includes in on-board newsletter, "Caltrain Connection"
- Posts on Caltrain website
- Makes station audio and visual message announcements
- Informs local employee commute coordinators
- Discusses changes with its advisory committees
- Makes conductor announcements
- Provides social media updates (blogs, Twitter, Facebook)

Rail service information is published by the JPB, including the Caltrain timetable (only in English). The Caltrain website has language translation tools so information can be translated. All Caltrain information lists the toll-free number of the Caltrain Customer Service Center, which can handle calls in numerous languages through the use of multilingual staff and the Language Line.

D. FUTURE PUBLIC PARTICIPATION TECHNIQUES

The JPB uses many public outreach tools to encourage engagement in the decision-making process. In addition, tools are used to ensure inclusion of low-income, LEP, disabled, and minority populations, including consultation with the LAP. Based on survey data and outreach efforts, some new ideas to consider when implementing/updating the PPP may include:

- Expanding outreach efforts to include social media and traditional media in various languages so that higher participation for outreach events can be achieved. The placement of traditional media at train stations and on trains may be especially critical towards outreach participation.
- Improving communication with targeted organizations, such as community based organizations and faith-based groups, to assure that more LEP individuals participate in outreach efforts.
- Providing a short survey regarding LEP needs on trains in various languages for LEP individuals who cannot make it to outreach meetings.
- Providing future Customer Service surveys in more languages.
- Offering more opportunities for involved stakeholders to evaluate and offer feedback about the effectiveness of the JPB's public participation strategies.
- Identifying emerging groups that may need targeted outreach.
- Improving existing community relationships and developing new community relationships using public relations techniques.
- Discussing new ways to reach communities with key stakeholders representatives.
- Use new media to inform community about specific topics/issues that are not traditionally connected in a news release, such as a podcast.
- Define and develop metrics of success fort the variety of engagement and communication strategies.

E. SUMMARY OF OUTREACH EFFORTS

Caltrain promotes the use of PPP for its public participation activities to ensure participation from LEP, minority, and low-income populations. Since the last Title VI submission, Caltrain has conducted community outreach through rider surveys, public notices, direct mailers, website, earned media, social media, radio, television, on-board information resources, and paid advertising. Other means of gathering feedback include website and blog postings, email blasts and e-newsletter blasts to stakeholder groups, posted fliers and onboard take ones.

Caltrain targeted its outreach and sought input from underserved communities, including LEP, low income and minority populations, in the last three years by translating mailers and notifications in other languages when needed, offering

translator services for public meetings and over the telephone through the language assistance hotline, holding meetings after regular work hours and in low-income and minority communities, and collaborating with community based organizations.

A list of the types of projects or policies for which Caltrain has conducted public outreach to solicit public input in the past three years is provided below.

- Caltrain Electrification Project (CalMod Program)
  - Construction Outreach
  - Bike Design and Configuration
  - Safety Campaign
  - Rider Benefits
  - Mini Model Roadshow
- Caltrain Business Plan
- South San Francisco Station Improvement Project
- Bike Registration Outreach with Project 529
- 22nd Street Station Improvement
- 25th Ave Grade Separation
- Hillsdale Station Closure
- Caltrain Fare Change
- Gilroy Service Change
- Caltrain Customer Experience Survey
- Caltrain Customer Experience Focus Groups
- Community Based Organizations (CBO) Survey

Additional details of the specific public outreach events are available upon request.

The public has participated in all of these outreach efforts by attending Board of Directors, Citizens Advisory Committee and other meetings, public hearings, and public events; submitting written comments and e-mails; calling the Customer Service Center; responding to surveys, and providing input via social media. Feedback collected from these public outreach events allowed Caltrain to better design and implement our programs, services and policies.

Based on the information collected at these meetings, we can continue to assess the effectiveness of our outreach tools and strategies, and incorporate feedback from LEP and minority communities, to strengthen our program or service evaluations, ensure the community is aware of key-decision making activities, and regularly update the community on the status of issues and projects and identify additional opportunities for community input. Examples of some of the outreach materials are provided in the following pages.

Appendix 1: Public Hearing Notice

Caltrain News Release – June 29, 2017



7/6/2017 Caltrain to Hold Public Hearing on Proposed Fare and Parking Changes

Caltrain

Schedules | Stations | Fares | Rider Information | Projects & Plans | About Caltrain

Schedules
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> caltrain.com > About Caltrain > Media Relations > News > Caltrain to Hold Public Hearing on Proposed Fare and Parking Changes

Caltrain to Hold Public Hearing on Proposed Fare and Parking Changes

June 29, 2017

On Thursday, July 6, the Caltrain Board of Directors will take public comments regarding proposed changes to fare and parking rates at their monthly Board Meeting.

Caltrain last adjusted fares in 2016, when adult base fares and daily parking charges were increased by 50 cents. Monthly Pass, 8-ride Ticket, Day Pass and monthly parking permits were adjusted accordingly.

Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not currently receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodating record-setting ridership demand and maintaining an aging diesel system in a state of good repair. Without dedicated funding, Caltrain fare revenue covers about 86 percent of its operations costs and also depends on its member agencies to pay for system operations, but those agencies are unable to fully cover those costs in Fiscal Year 2018, leaving Caltrain with a projected $17.8 million operating budget shortfall.

As part of the proposed changes for this October, Caltrain is considering the following:

- Increasing the zone fare by 25 cents;
- Basing Monthly Pass prices on 15 days a month rather than 13 per month;
- Eliminating the discounted 8-ride Ticket; and
- Increasing Monthly parking prices from $55 to $82.50

The proposal would also increase Go Pass fares for employers by 50 percent from $190 per Pass to $285, which will raise the minimum participation from $15,960 to $23,940.

The proposal would also create a pilot program to provide discounted fares for weekend and evening riders.

To learn more about the proposed changes visit www.caltrain.com/ProposedFareChanges

The public meeting on the proposals will be held at the following time and place:

July 6, 2017, 10:00 a.m.

Second Floor Auditorium

Caltrain Administrative Headquarters

1250 San Carlos Ave, San Carlos

Individuals who are unable to attend can submit comments by mail, e-mail or phone and online:

- Peninsula Corridor Joint Powers Board, JPB Secretary P.O. Box 3006, San Carlos, CA 94070-1306
- changes@caltrain.com
- 1.800.660.4287 (TTY 650.508.6448)
- www.caltrain.com/ProposedFareChanges

After this hearing, Caltrain staff will evaluate the comments and identify potential changes for a final recommendation to the Board on August 3. If approved, the changes to the transit fares and parking charges would go into effect on October 1 of this year and the changes to the Go Pass & pilot program are scheduled to launch on January 1, 2018.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. Caltrain enjoyed five years of consecutive monthly ridership increases, surpassing more than 60,000 average weekday riders. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the system, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Real-time Station List
Weekday Timetable
Weekend Timetable
Special By date
VIDEO: Board Meetings
Electrification

You can now receive Caltrain notifications via e-mail!

Constant Contact Join Email List

Tweets by @Caltrain

Caltrain @Caltrain
Board: Proposed Fare Table Effective October 1, 2017. #Caltrain

44m

Caltrain @Caltrain
Board: Transit Police reported 6 bike thefts at stations in May. #PaloAlto saw most with 4. #Caltrain

Embed View on Twitter

http://www.caltrain.com/about/MediaRelations/news/Caltrain_to_Hold_Public_Hearing_on_Proposed_Fare_and_Parking_Changes.html 1/2

Appendix 2: Caltrain Construction Notice



Appendix 3: Caltrain News Release

Caltrain

site map | bids/contracts | jobs | con

Schedules | Stations | Fares | Rider Information | Projects & Pl

ALERTS System-Wide Construction, Check here for Current Advisories.

- Schedules
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- Projects & Plans
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  - Advisory Committees
  - Government Affairs
  - Social Media
  - Doing Business
  - Sustainability
  - Statistics & Reports
  - History
  - Jobs
  - JPB Agreements
  - Public Notices
  - Public Records Requests
  - Contact Us



A A A Text Size

> caltrain.com > About Caltrain > Media Relations > News > Caltrain to Hold Public Meeting on Electrification in Sunnyvale

Caltrain to Hold Public Meeting on Electrification in Sunnyvale

October 7, 2019

Caltrain will host a community meeting to discuss the continued construction activities for the Caltrain Electrification project in Sunnyvale.

In the coming months, crews will continue foundation installation and begin the installation of poles along the rail corridor in Sunnyvale. In addition, work continues on the Paralleling Station facility near the Sunnyvale Caltrain Station. The meeting will provide an opportunity for residents to learn more about the project, including the scope and schedule of upcoming construction activities.

Sunnyvale Community Meeting:

Thursday, October 10, 2019

6:00 p.m. to 7:00 p.m.

Washington Park, 840 West Washington Avenue
Sunnyvale, CA

The Caltrain Electrification project is a key component of the Caltrain Modernization Program that will electrify the corridor from the San Francisco Caltrain Station at 4th and King Streets to approximately the Tamien Station in San Jose, replacing diesel-hauled trains with electric trains. Electrification will improve Caltrain's system performance, enable more frequent and/or faster train service and minimize long-term environmental impact by reducing noise, improving regional air quality and decreasing greenhouse gas emissions. Caltrain Electrification is scheduled to be operational by 2022.

For more information, visit www.CalMod.org.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

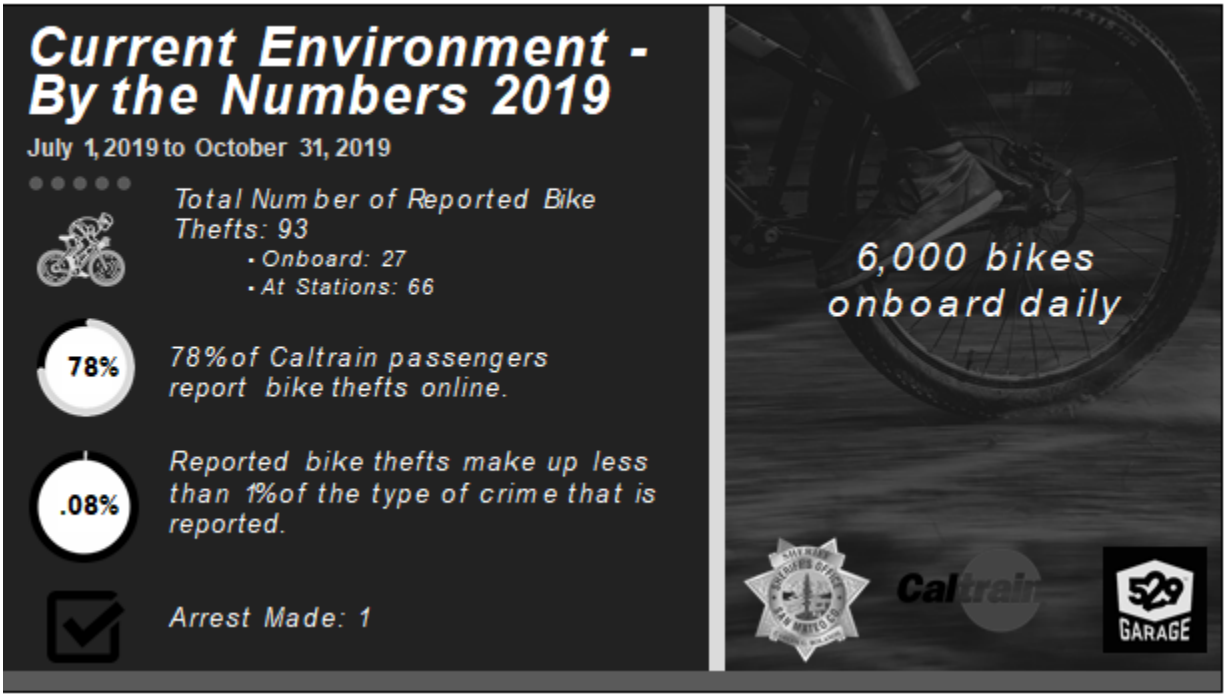
Follow Caltrain on Facebook and Twitter.

Free translation assistance is available. Para traducción llama al 1.800.660.4287; 如需翻譯, 請電 1.800.660.4287.

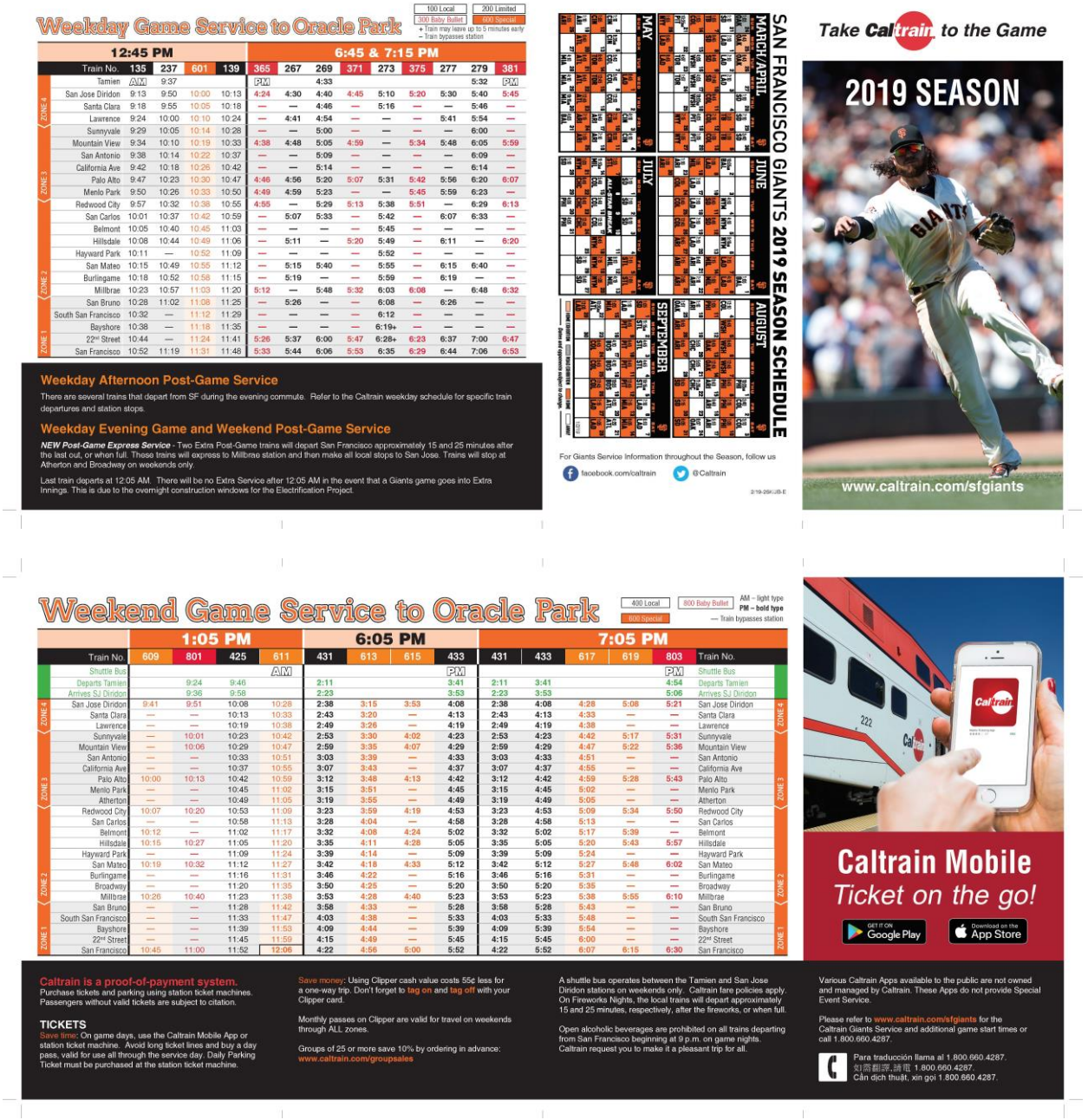
Caltrain NEWS

Appendix 4: Caltrain Citizen Advisory Committee (PowerPoint Presentation)





Appendix 5: Special Event Service – SF Giants Service (Brochure)



Weekday Game Service to Oracle Park

100 Local | 200 Limited | 300 Baby Bullet | 600 Special
+ Train may leave up to 5 minutes early
– Train bypasses station

	12:45 PM				6:45 & 7:15 PM								
Train No.	135	237	601	139	365	267	269	371	273	375	277	279	381
Tamien	AM	9:37			PM		4:33					5:32	PM
San Jose Diridon	9:13	9:50	10:00	10:13	4:24	4:30	4:40	4:45	5:10	5:20	5:30	5:40	5:45
Santa Clara	9:18	9:55	10:05	10:18	—	—	4:46	—	5:16	—	—	5:46	—
Lawrence	9:24	10:00	10:10	10:24	—	4:41	4:54	—	—	—	5:41	5:54	—
Sunnyvale	9:29	10:05	10:14	10:28	—	—	5:00	—	—	—	—	6:00	—
Mountain View	9:34	10:10	10:19	10:33	4:38	4:48	5:05	4:59	—	5:34	5:48	6:05	5:59
San Antonio	9:38	10:14	10:22	10:37	—	—	5:09	—	—	—	—	6:09	—
California Ave	9:42	10:18	10:26	10:42	—	—	5:14	—	—	—	—	6:14	—
Palo Alto	9:47	10:23	10:30	10:47	4:46	4:56	5:20	5:07	5:31	5:42	5:56	6:20	6:07
Menlo Park	9:50	10:26	10:33	10:50	4:49	4:59	5:23	—	—	5:45	5:59	6:23	—
Redwood City	9:57	10:32	10:38	10:55	4:55	—	5:29	5:13	5:38	5:51	—	6:29	6:13
San Carlos	10:01	10:37	10:42	10:59	—	5:07	5:33	—	5:42	—	6:07	6:33	—
Belmont	10:05	10:40	10:45	11:03	—	—	—	—	5:45	—	—	—	—
Hillsdale	10:08	10:44	10:49	11:06	—	5:11	—	5:20	5:49	—	6:11	—	6:20
Hayward Park	10:11	—	10:52	11:09	—	—	—	—	5:52	—	—	—	—
San Mateo	10:15	10:49	10:55	11:12	—	5:15	5:40	—	5:55	—	6:15	6:40	—
Burlingame	10:18	10:52	10:58	11:15	—	5:19	—	—	5:59	—	6:19	—	—
Millbrae	10:23	10:57	11:03	11:20	5:12	—	5:48	5:32	6:03	6:08	—	6:48	6:32
San Bruno	10:28	11:02	11:08	11:25	—	5:26	—	—	6:08	—	6:26	—	—
South San Francisco	10:32	—	11:12	11:29	—	—	—	—	6:12	—	—	—	—
Bayshore	10:38	—	11:18	11:35	—	—	—	—	6:19+	—	—	—	—
22nd Street	10:44	—	11:24	11:41	5:26	5:37	6:00	5:47	6:28+	6:23	6:37	7:00	6:47
San Francisco	10:52	11:19	11:31	11:48	5:33	5:44	6:06	5:53	6:35	6:29	6:44	7:06	6:53

ZONE 4 | ZONE 3 | ZONE 2 | ZONE 1

Weekday Afternoon Post-Game Service

There are several trains that depart from SF during the evening commute. Refer to the Caltrain weekday schedule for specific train departures and station stops.

Weekday Evening Game and Weekend Post-Game Service

NEW Post-Game Express Service - Two Extra Post-Game trains will depart San Francisco approximately 15 and 25 minutes after the last out, or when full. These trains will express to Millbrae station and then make all local stops to San Jose. Trains will stop at Atherton and Broadway on weekends only.

Last train departs at 12:05 AM. There will be no Extra Service after 12:05 AM in the event that a Giants game goes into Extra Innings. This is due to the overnight construction windows for the Electrification Project.

SAN FRANCISCO GIANTS 2019 SEASON SCHEDULE

For Giants Service Information throughout the Season, follow us

facebook.com/caltrain @Caltrain

2/19-25K-UB-E

Take Caltrain to the Game

Weekend Game Service to Oracle Park

400 Local | 800 Baby Bullet | 600 Special
AM – light type
PM – bold type
— Train bypasses station

	1:05 PM				6:05 PM				7:05 PM					
Train No.	609	801	425	611	431	613	615	433	431	433	617	619	803	Train No.
Shuttle Bus				AM				PM					PM	Shuttle Bus
Departs Tamien		9:24	9:46		2:11			3:41	2:11	3:41			4:54	Departs Tamien
Arrives SJ Diridon		9:36	9:58		2:23			3:53	2:23	3:53			5:06	Arrives SJ Diridon
San Jose Diridon	9:41	9:51	10:08	10:28	2:38	3:15	3:53	4:08	2:38	4:08	4:28	5:08	5:21	San Jose Diridon
Santa Clara	—	—	10:13	10:33	2:43	3:20	—	4:13	2:43	4:13	4:33	—	—	Santa Clara
Lawrence	—	—	10:19	10:38	2:49	3:26	—	4:19	2:49	4:19	4:38	—	—	Lawrence
Sunnyvale	—	10:01	10:23	10:42	2:53	3:30	4:02	4:23	2:53	4:23	4:42	5:17	5:31	Sunnyvale
Mountain View	—	10:06	10:29	10:47	2:59	3:35	4:07	4:29	2:59	4:29	4:47	5:22	5:36	Mountain View
San Antonio	—	—	10:33	10:51	3:03	3:39	—	4:33	3:03	4:33	4:51	—	—	San Antonio
California Ave	—	—	10:37	10:55	3:07	3:43	—	4:37	3:07	4:37	4:55	—	—	California Ave
Palo Alto	10:00	10:13	10:42	10:59	3:12	3:48	4:13	4:42	3:12	4:42	4:59	5:28	5:43	Palo Alto
Menlo Park	—	—	10:45	11:02	3:15	3:51	—	4:45	3:15	4:45	5:02	—	—	Menlo Park
Atherton	—	—	10:49	11:05	3:19	3:55	—	4:49	3:19	4:49	5:05	—	—	Atherton
Redwood City	10:07	10:20	10:53	11:09	3:23	3:59	4:19	4:53	3:23	4:53	5:09	5:34	5:50	Redwood City
San Carlos	—	—	10:58	11:13	3:28	4:04	—	4:58	3:28	4:58	5:13	—	—	San Carlos
Belmont	10:12	—	11:02	11:17	3:32	4:08	4:24	5:02	3:32	5:02	5:17	5:39	—	Belmont
Hillsdale	10:15	10:27	11:05	11:20	3:35	4:11	4:28	5:05	3:35	5:05	5:20	5:43	5:57	Hillsdale
Hayward Park	—	—	11:09	11:24	3:39	4:14	—	5:09	3:39	5:09	5:24	—	—	Hayward Park
San Mateo	10:19	10:32	11:12	11:27	3:42	4:18	4:33	5:12	3:42	5:12	5:27	5:48	6:02	San Mateo
Burlingame	—	—	11:16	11:31	3:46	4:22	—	5:16	3:46	5:16	5:31	—	—	Burlingame
Broadway	—	—	11:20	11:35	3:50	4:25	—	5:20	3:50	5:20	5:35	—	—	Broadway
Millbrae	10:26	10:40	11:23	11:38	3:53	4:28	4:40	5:23	3:53	5:23	5:38	5:55	6:10	Millbrae
San Bruno	—	—	11:28	11:42	3:58	4:33	—	5:28	3:58	5:28	5:43	—	—	San Bruno
South San Francisco	—	—	11:33	11:47	4:03	4:38	—	5:33	4:03	5:33	5:48	—	—	South San Francisco
Bayshore	—	—	11:39	11:53	4:09	4:44	—	5:39	4:09	5:39	5:54	—	—	Bayshore
22nd Street	—	—	11:45	11:59	4:15	4:49	—	5:45	4:15	5:45	6:00	—	—	22nd Street
San Francisco	10:45	11:00	11:52	12:06	4:22	4:56	5:00	5:52	4:22	5:52	6:07	6:15	6:30	San Francisco

ZONE 4 | ZONE 3 | ZONE 2 | ZONE 1

Caltrain is a proof-of-payment system. Purchase tickets and parking using station ticket machines. Passengers without valid tickets are subject to citation.

TICKETS

Save time: On game days, use the Caltrain Mobile App or station ticket machine. Avoid long ticket lines and buy a day pass, valid for use all through the service day. Daily Parking Ticket must be purchased at the station ticket machine.

Save money: Using Clipper cash value costs 55¢ less for a one-way trip. Don't forget to tag on and tag off with your Clipper card.

Monthly passes on Clipper are valid for travel on weekends through ALL zones.

Groups of 25 or more save 10% by ordering in advance: www.caltrain.com/groupsales

A shuttle bus operates between the Tamien and San Jose Diridon stations on weekends only. Caltrain fare policies apply. On Fireworks Nights, the local trains will depart approximately 15 and 25 minutes, respectively, after the fireworks, or when full.

Open alcoholic beverages are prohibited on all trains departing from San Francisco beginning at 9 p.m. on game nights. Caltrain request you to make it a pleasant trip for all.

Caltrain Mobile
Ticket on the go!

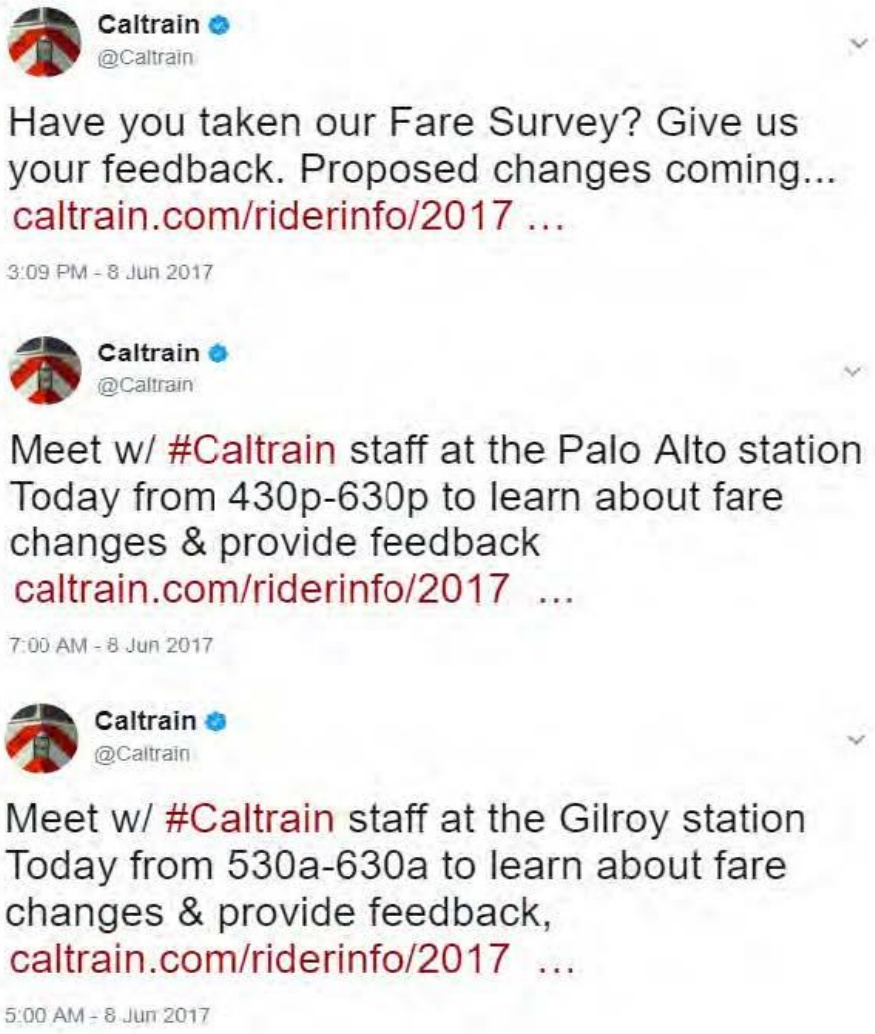
GET IT ON Google Play | Download on the App Store

Various Caltrain Apps available to the public are not owned and managed by Caltrain. These Apps do not provide Special Event Service.

Please refer to www.caltrain.com/sfgiants for the Caltrain Giants Service and additional game start times or call 1.800.660.4287.

Para traducción llama al 1.800.660.4287.
如需翻譯,請電 1.800.660.4287.
Cần dịch thuật, xin gọi 1.800.660.4287.

Appendix 6a: Official Caltrain Twitter Account



Appendix 6b: Official Caltrain Twitter Account for Events, Activities & Information

season starts! #dancecammom #warriors #dubnation @Caltrain
instagram.com/p/B3QVgSKB-UZ/...

4 24

Caltrain @GoCaltrain · Oct 4

Sharks take on Las Vegas tonight @SAPCenter - Final train departs SJ at 10:30, and may hold up to 15 minutes if game runs late.
#TealTogether #SJSharks caltrain.com/riderinfo/spec...



1

Caltrain @GoCaltrain · Oct 4

Head over to the @WDFMuseum this Sat, Oct 5 for #TheBigDraw, the world's largest drawing festival!

Show your #Caltrain ticket for FREE admission to the museum & 15% off the museum store.

waltdisney.org

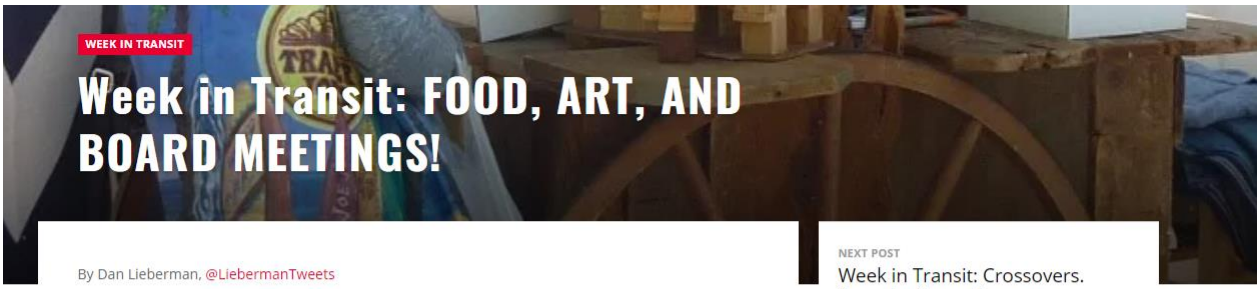


1

Caltrain @GoCaltrain · Oct 4

Hey #Gilroy Passengers, adjustments to So. Santa Clara Co. service take effect Mon, 10/7

Appendix 7: Week in Transit (Previously Track the Fun)



WEEK IN TRANSIT

Week in Transit: FOOD, ART, AND BOARD MEETINGS!

By Dan Lieberman, @LiebermanTweets

Taste of Potrero @ The Midway: Peninsula foodies have their eyes on San Francisco this week, with Taste of Potrero happening at the Midway from 7-10 p.m. on Thursday, May 2. Featuring food from Nopa, The Slanted Door, Humphry Slocombe and a whole lot more, gourmands will have a place to go (provided they have a ticket of course). Thankfully, the Midway is less than a mile from the 22nd Street Caltrain Station, so you can either catch Muni's T Third Street line or just work up your appetite with a walk. Bon appetit!

A La Carte & Art @ Mountain View: Art and wine season continues, with A La Carte & Art happening this weekend, May 4-5, in beautiful downtown Mountain View. Located on Castro Street, just down the way from the Mountain View Caltrain Station, the festival has food, art, classic cars, live music and fun for the whole family. Just remember to ride with us, unless you want to park in Sunnyvale and hoof it.

Board Week @ San Carlos: Board Week is back, so transportation advocates, fans and critics can rejoice. This Wednesday, May 1, the SamTrans Board meets at 2 p.m. to talk about potential changes to the Codified Tariff, as well as honoring the winners of the Safe Driver, Bus Maintenance and Base Safety Awards. Thursday, May 2 has the Caltrain Meeting at 10 a.m. talking polls and Business Plans, followed by talk of the FY 2020 Budget at the TA at 5 p.m. Come on down to 1250 San Carlos Ave. in San Carlos to catch the action live, or check out our livestreams.

###

SHARE THIS:

Twitter Facebook

LIKE THIS:

Like

NEXT POST

Week in Transit: Crossovers. Carpets. Concerts.

PREVIOUS POST

Caltrain Launches Data Visualization Challenge

Upcoming Events

Andrea Bocelli & the San Francisco Symphony and Chorus – Chase Center
December 5 @ 7:30 pm - 10:30 pm

Pac-12 Championship
December 6 @ 5:00 pm - 8:00 pm

2019 Caltrain Holiday Train
December 7 @ 4:00 pm - December 8 @ 4:00 pm

Trevor Noah – Chase Center
December 7 @ 7:30 pm - 10:30 pm

Appendix 8: Peninsula Moves – SamTrans / Caltrain/ TA (Blog)



Take Caltrain to Silicon Valley Pride Festival & Parade

FROM CALTRAIN COMMUNICATIONS STAFF

The annual Silicon Valley Pride Festival and Parade takes place this weekend, Saturday and Sunday, August 25 and 26. There will be plenty of festivities, special guests and food vendors.

Enjoy the Trans and Friends Rally, Saturday, from 4:30 p.m. until 6 p.m., in celebration of transgender and gender non-binary community. After the rally is the Night Festival, "Fantasy." This special event will be held from 6 p.m. until 11 p.m., with attendees encouraged to wear costumes. The Pride Parade itself is being held Sunday, from 12 p.m. to 6 p.m. There will be performers, food trucks, a cocktail lounge, high-tech pavilion and more. The day festival is free if you go to the Trans and Friends Rally and $5 otherwise. All the fun can be found at the Plaza de Cesar Chavez in San Jose.



Take Caltrain to the San Jose Diridon Station then board VTA Routes 902 or 201.

Caltrain is a proof-of-payment system. Save time while purchasing your ticket with the new Caltrain Mobile ticketing app. Tickets are not sold onboard but can be purchased at vending machines at the stations. Clipper card users are reminded to tag on and tag off.

Parking at Caltrain stations costs $5.50 for the day, and permits can only be purchased through ticket machines onsite. Paid parking rules are enforced throughout the day. Parking permits cannot be purchased on the Caltrain Mobile app.

For more information about Caltrain schedules and fares or for help planning your trip, call Caltrain Customer Service at 1.800.660.4287 (TTY 650.508.6448) or visit www.caltrain.com.

NEXT POST
WEEK IN TRANSIT: ART ON THE SQUARE, PALO ALTO FESTIVAL OF THE ARTS, FREE GUIDED HIKE, AND SILICON VALLEY PRIDE

PREVIOUS POST
Palo Alto Festival of Arts this Weekend

Upcoming Events

Andrea Bocelli & the San Francisco Symphony and Chorus – Chase Center
December 5 @ 7:30 pm - 10:30 pm

Pac-12 Championship
December 6 @ 5:00 pm - 8:00 pm

2019 Caltrain Holiday Train
December 7 @ 4:00 pm - December 8 @ 4:00 pm

Trevor Noah – Chase Center
December 7 @ 7:30 pm - 10:30 pm

49ers vs. Falcons
December 15 @ 1:25 pm - 4:25 pm

View All Events

Appendix 9: Caltrain Connection – Summer 2019 Issue (Newspaper)

Summer 2019

Caltrain Connection

Information for Caltrain Customers

Caltrain Poll Shows Support for Dedicated Revenue



Nearly two-thirds of voters in the three counties Caltrain serves would support creating new investment from local sales tax to expand rail service, according to a recent public opinion poll commissioned by the agency.

The poll was conducted as Caltrain considers options for a dedicated revenue source, something the agency lacks when compared to other public transit systems in the Bay Area. The Caltrain Board of Directors reviewed the results at their May 2 meeting.

Approving dedicated investment in Caltrain from local sales tax is being considered thanks to legislation passed by State Senator Jerry Hill. The legislation allows the Caltrain Board to place a measure on the ballot in all three counties, provided that the transportation agency and board of supervisors in each county concurs. The measure would then require approval from two-thirds of residents that vote in the three counties.

If approved, the measure would provide stable, dedicated funding to operate and maintain the service, and to invest in infrastructure that will be needed to expand service in all three counties. With peak hour trains that are well over 100% capacity, Caltrain will need to offer more service to meet current and projected demand. The ability to operate expanded service is made possible by the Caltrain Electrification project, which is currently under construction. The Caltrain Business Plan is evaluating what infrastructure will be needed to operate the system's new electric trains and what service levels will be needed to meet ridership demand that is expected to increase by 300% over the next 20 years.

The poll identifies voters' top reasons for supporting a potential measure, with easing highway traffic congestion, reducing air pollution, and improving Caltrain frequency and capacity topping the list.

4

22nd Street Station

continued from page 1



A newly designed entrance to the 22nd Street Station

added secure bike lockers and a bike share station and recoded curbs around the station for easier pick up and drop off. San Francisco Public Works installed new LED lights adjacent to the station.

"The Dogpatch and Potrero are vibrant and growing neighborhoods, and they deserve a sharp, modern station to match," said Caltrain Board Chair Gillian Gillett. "This collaborative effort to benefit transit users is a model of partnerships done right."

"Development in San Francisco is edging closer and closer to our major transit corridors," said Julie Christensen, Executive Director of the GBD. "That's great because it makes those modes of transportation more accessible, but it also makes it important to better integrate those pathways into the urban fabric."



New landscaping has made the station a more attractive stop.

Caltrain Connection is produced by the Peninsula Corridor Joint Powers Board. Comments, questions, contributions and suggestions should be directed to:

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www.caltrain.com 1.800.660.4287

Summer Onboard!



From Giants Baseball to the San Mateo County Fair, to Pride, Caltrain is your ride to an exciting summer!

22nd Street Station Improvements

Caltrain recently celebrated its newly refurbished 22nd Street Station at an event held in June to thank the Dogpatch and Northwest Potrero Hill Green Benefits District (GBD) for improving the station.

In February of this year, GBD began work on the station, delivering a newly resurfaced plaza and walkway, seat walls, improved fencing, enhanced landscaping and new lighting. Funding for the renovation was provided to Dogpatch neighbors by the University of California, San Francisco (UCSF).

The renovation benefited from the help of numerous San Francisco City Departments. The San Francisco Municipal Transportation Agency (SFMTA) collaborated with the GBD to provide a new, designated parking area for motorcycle and scooter parking. The SFMTA also

continued on page 4

Caltrain will operate a Sunday schedule on September 2.



The schedule is available at **www.caltrain.com**

CalMod CORNER

Summer is upon us, and we continue to make strides towards the electrification of Caltrain in 2022. Back at the Stadler Plant in Utah, three of the 19 new trainsets are currently under construction. The first article inspections are taking place, making sure the various elements of the trains are where they're supposed to be (including the newly installed staircases), but we're well on our way towards having an electric fleet.

Parking is still limited at the Sunnyvale and Hillsdale stations as construction continues on the traction power facilities there. Six of the 10 traction power facilities are currently under construction. Work continues on the two facilities in San Jose, in addition to Redwood City and South San Francisco. These facilities will regulate the power supply used to power our trains when the electrified fleet launches.

Poles that will hold the catenary system that supplies power to the trains continue to go up throughout the system, including the first ones to be erected in San Carlos. And the AEM 7 locomotives Caltrain purchased have arrived at the San Francisco Rail Yard, awaiting the opportunity to test out the catenary system next year. The electrification of Caltrain continues to ove towards modernizing your commute and making the Peninsula a little bit smaller.

2

Chew-Chew Train

OFF THE RAILS BREWERY

– BECAUSE THE WORK DAY DOESN'T DECOMPRESS ITSELF



Nachonific!

At a past job, I occasionally went to grab a few beers after work in downtown Sunnyvale. The drinking hole of choice at the time was dark, dank, and not particularly pleasant, but it fit the bill for cheap appetizers and complaining. Last time I went through downtown, I was pleased to find that it had been replaced, by a rail-themed brewery no less. Flattered by the fact that they must have changed up solely to get the attention of this column, in I went.

The dank had been banished. Off the Rails Brewery has white walls, big windows, and plenty of light. Those seeking to drink in quiet shame will have to find a new home.

Food came fast, and we were not disappointed. The nachos were properly loaded, avoiding the all-too-common problem of ending up with a bunch of naked chips with nothing to pile upon them, worthy of the logistical challenge of sharing a sloppy dish four ways. The popcorn shrimp may have been even better, with a light breading, plenty of seasoning, and a smattering of pickled jalapeños throughout.

I moved on to a pepperoni and corn flatbread, which seemed like a pleasantly upscale version of childhood cafeteria pizza. I wouldn't have imagined that pepperoni needed a companion, let alone such a non-traditional one, but the spicy-sweet combo actually worked quite well. The diablo burger brought the heat, with a bun that managed to be both airy and crispy, while also holding up to the many toppings. My vegetarian-inclined coworker enjoyed the veggie burger, with its nutty taste and two forms of onions, caramelized and pickled. The cod sandwich also hit the spot, with a thick cut of fish that was perfectly flaky, and a good slaw kicked up by the addition of jalapeños.

If you're waiting on a train in Sunnyvale, step into the light. Off the Rails offers a good array of food and plenty to imbibe. So if you're looking for a way to blow off some steam after a long day of work, don't sit in the dark and complain; sit in the light and celebrate the end of the day and the potential of the next. Then grab a handful of garlic curry fries, because they're on point.

Chew Chew Train is a monthly blog feature highlighting places to eat along the Caltrain line. If you have a suggestion for a future restaurant, please email Public Affairs Specialist Dan Lieberman at liebermand@samtrans.com.



Rail bridge will allow trains to skip traffic @ 25th Avenue

25th Avenue Grade Separation Project Kicks Into High Gear

With the 25th Avenue Grade Separation Project expected to be complete in 2021, the major aspects of the project are beginning to take shape. The project was designed to provide grade separations in San Mateo, allowing 25th, 28th and 31st Avenues to continue under Caltrain's tracks to prevent traffic jams and make both the tracks and roads safer. If you've been around 25th Avenue lately, you would have noticed the rail bridge that's been installed, where future trains will be running. This, combined with a lowered roadway, will be of great help to drivers looking for a shortcut from El Camino Real to Highway 92.

There's been a great deal of progress around the Hillsdale Station as well in anticipation of the closure of the station in December to allow for the construction of the brand new station. The Hillsdale Station has gone without an overhaul since SamTrans acquired it back in 1991, so a new and improved station for the newly elevated track seems in order. The new station will be located at 28th Avenue, and Hillsdale riders can use SamTrans to connect to Belmont Station in order to minimize the inconvenience during the six months of construction.

Of course, any construction in a busy area such as San Mateo will cause some disruptions, and some road closures will be necessary during this process. You can learn more about what's going on with this project by going to **www.caltrain.com/25thGS** and signing up for weekly notices.

Caltrain Safety Tips

- Always watch for second train. When crossing multiple tracks, be careful of other trains that you may not see. The first train can block your view and give you the impression that the tracks are clear when they're not. Wait for the first train to completely clear your view of the tracks in both directions before crossing.
- Always walk your bike on the platform.

EVENTS CALENDAR

Take Caltrain to these special events. The station name and any additional transit service are listed below each event.

September 11
Biggest Baby Shower Ever
San Mateo County Event Center, San Mateo
Hillsdale Caltrain Station
www.smcec.co

September 13 & 15
Elton John
Chase Center, San Francisco
San Francisco Caltrain Station
www.chasecenter.com

September 14
Kings of the West: Snoop Dogg & Ice Cube
SAP Center, San Jose
San Jose Diridon Caltrain Station
www.sapcenter.com

September 21
Redwood City Salsa Festival
Courthouse Square, Redwood City
Redwood City Caltrain Station
www.redwoodcity.org

October 13
Italian Heritage Parade
Fisherman's Wharf, San Francisco
San Francisco Caltrain Station
www.sfitalianheritage.org

October 20
Baby Shark Live!
Center for the Performing Arts, San Jose
San Jose Diridon Caltrain Station
www.sanjosetheaters.org

3

Appendix 10: Caltrain Information (Notices)

Expires 10/7/19

Caltrain to Adjust Gilroy Service

Effective Monday, Oct. 7, 2019, Caltrain will adjust its southbound Gilroy service based on feedback provided by our South Santa Clara County riders in a survey conducted on April 23, 2019.

Service changes include:

- **Train 262** will provide service to all stations from Tamien to Gilroy station. Train 262 will also stop at **Lawrence station**.
- **Train 274** will no longer serve stations south of Tamien and will terminate at Tamien station.
- The last train to stations south of Tamien will be **Train 268**.
- Northbound service from Gilroy will remain unchanged.

New timetable available at
www.caltrain.com/GilroyService

Para traducción llama al 1.800.660.4287.
如需翻譯,請電 1.800.660.4287.
Cần dịch thuật, xin gọi 1.800.660.4287.

9/4/19

Appendix 11: Caltrain Take One (Notices)



Expires 3/8/19

Caltrain

Caltrain wants your opinion!

Take our Survey.

Caltrain is partnering with EMC Research, a local independent market research company to conduct a survey of Caltrain riders to gather opinions about Caltrain and its service. This survey should take about 15 minutes to complete.

You can complete the survey in one of the following ways:

Go to www.CaltrainSurvey.com

Call 1.888.207.2491 and leave your name, phone number and the best time of day to call you back.

Make your voice heard and enter for a chance to win a $250 VISA gift card!

We appreciate you sharing your opinion. Thank you for your participation!

You must be at least ~~18 years old to~~ participate. To enter the sweepstakes without participating in the survey, send a postcard with your name, mailing address, and phone number to 436 14th Street, Suite 820, Oakland, CA 94612.

¡Caltrain quiere su opinión!

¡Ingrese para ganar una tarjeta de regalo VISA de $250!

Caltrain está llevando a cabo una encuesta de los pasajeros de Caltrain para reunir opiniones sobre el servicio.

Ir a www.CaltrainSurvey.com

Llame al 1.888.207.2491 y deje su nombre, número de teléfono y la mejor hora del día para devolverle la llamada.

加州火車Caltrain想知道您的看法!

參加就有機會贏得一張250元VISA禮卡!

加州火車Caltrain正在對加州火車乘客進行一項調查，來收集有關服務的意見。

请访问www.CaltrainSurvey.com

拨打1.888.207.2491并留下您的姓名,电话号码和最佳时间给您回电。

Caltrain đang cần ý kiến của quý vị!

Hãy tham gia để có cơ hội trúng thưởng Phiếu Quà Tặng VISA trị giá $250!

Caltrain đang thực hiện một cuộc khảo sát dành cho hành khách của Caltrain để xin ý kiến về các dịch vụ.

Truy cập www.CaltrainSurvey.com

Gọi 1.888.207.2491 và để lại tên, số điện thoại và thời gian tốt nhất trong ngày để gọi lại cho bạn.

1/31/19

E. LIMITED ENGLISH PROFICIENCY LANGUAGE ASSISTANCE PLAN

The following document is JPB's Limited English Proficiency (LEP) Language Assistance Plan (LAP), updated for this Title VI Compliance Program submission.

Limited English Proficiency (LEP)
Language Assistance Plan (LAP)



Prepared by
NWC Partners, Inc.
with
CDM Smith, Inc.
October 2013
Revised by the JPB October 2019

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Executive Summary

Title VI prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including the denial of meaningful access for limited English proficient (LEP) people. As a recipient of Federal funds, the Peninsula Corridor Joint Powers Board ("JPB," owner and operator of the Caltrain commuter rail service) must "take reasonable steps to ensure meaningful access to their programs and activities by LEP persons."[1]

On August 11, 2000, the President signed Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" that requires Federal agencies and recipients of Federal funds to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those needed services so that LEP persons can have meaningful access to them. Further guidance was provided in 2012 with the release of the Federal Transit Administration (FTA) Circular – FTA C 4702.1B — that further codified the FTA's objective to "promote full and fair participation in public transportation decision-making without regard to race, color, or national origin; and ensure meaningful access to transit-related programs and activities by persons with limited English proficiency." [2]

As a means of ensuring this access, the FTA Office of Civil Rights has created a handbook for public transportation agencies that provides step-by-step instructions for conducting the required LEP needs assessment and developing a Language Assistance Plan. The Language Assistance Plan becomes a blueprint for ensuring that language does not present a barrier to access to the agency's programs and activities.

To develop the Language Assistance Plan necessary to comply with the guidance, an individualized agency assessment is required that balances the following four factors:

1. The number or proportion of LEP persons eligible to be served or likely to encounter a program, activity, or service of the recipient or grantee;
2. The frequency with which LEP individuals come in contact with the program;
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives; and
4. The resources available to the recipient and costs for translation services.

To ensure compliance with federal guidance, the JPB has revised its Limited English Proficiency Language Assistance Plan (LEP/LAP) to continue to ensure that no member of its riding public is left underserved due to a limited ability to speak, read, write and understand English. The JPB believes in the rights of all residents within its community, and wholeheartedly supports the goal of providing meaningful access to its services by LEP persons. Given the diverse nature of the Caltrain service area, eliminating the barrier to persons of limited-English-speaking abilities will

[1] Federal Register Volume 70, Number 239 (Wednesday, December 14, 2005)

[2] FTA Circular 4702.1B- TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS, October 1, 2012.

have a positive impact not only on LEP individuals themselves, but also on Caltrain ridership in general.

Agency Background

Caltrain provides commuter rail service along the San Francisco Peninsula, through the South Bay to San Jose and Gilroy. The San Francisco and San Jose Railroad Company began passenger rail service on the Peninsula in 1863. The system known today as Caltrain had its start in 1992, when the Peninsula Corridor Joint Powers Board took over the operation of the train. It operates within three diverse counties: San Francisco, San Mateo and Santa Clara. Caltrain is governed by the Peninsula Corridor Joint Powers Board (JPB), which consists of agencies from the three Caltrain counties. The member agencies are: the City and County of San Francisco, San Mateo County Transit District and the Santa Clara Valley Transportation Authority (VTA). Caltrain's service area population is 3,393,237.[3]

Caltrain has 29 regular stops, one special event-only stop (Stanford Stadium), and two weekend-only stops (Broadway and Atherton). There are three main types of services provided: Local service, which stops along all of the 29 regular stations; Limited-stop service that operates in the peak periods and bypasses some of the local stops; and Baby Bullet service, which only stops at 6 stations in the peak period between San Francisco and San Jose Diridon station. There is also special service provided for football games at Stanford Stadium. Currently, Caltrain operates 92 weekday trips, 36 Saturday trips, and 32 Sunday trips.

Plan Methodology

A variety of data for the three counties within the Caltrain service area was combined to form the basis of the Caltrain LAP development. This included Census data, information from the Department of Education Language Learner data set, a Caltrain On-Board Survey (October 2016), a Caltrain Shuttle Survey (2017 and 2018), and information obtained through Community Based Organization outreach on the development of LAPs in the service area (2013, 2016, and 2019). Surveys for Community Based Organizations (CBOs) were also distributed for development of this LAP.

Because Caltrain provides commuter rail service within three counties—each with their own robust bus and rail transit operators (VTA, San Francisco Municipal Transportation Agency, and SamTrans)—the original Caltrain Four-Factor analysis considered the significant level of outreach that had already been undertaken by the transit operators in the service area to complete their individual LAPs. The three transit agencies' outreach represents a comprehensive engagement with LEP communities who use transit in the service area and there was extensive information available directly from LEP communities about the importance of transit and the methods of outreach and communication that they would prefer. This update uses direct outreach to CBOs to inform the plan and to provide new considerations for language assistance measures as well as preferred methods of communication in order to ensure that language is not a barrier to Caltrain's programs and services.

[3] 2017 American Community Survey 5 year Estimates

The plan was also informed by the existing translations being provided through the Caltrain website, on-board the trains and at the stations, through the call-center Language Line, and through the customer service and train personnel that provide front line interaction with Caltrain riders. These employees were also consulted to help assess prior experiences with LEP individuals through an employee survey devised to seek information about the frequency of contact with LEP individuals.

Plan Key Findings

Based on the Four-Factor analysis, the most frequently encountered languages have been broken down into the following three categories:

- Tier One Languages: Spanish and Chinese (Mandarin and Cantonese)
- Tier Two Languages: Vietnamese, Tagalog, Korean, Russian, Japanese, Persian and Hindi
- Tier Three "Safe Harbor" Languages for vital document translation in addition to those listed above: Arabic, Portuguese, French, Mon-Khmer Cambodian, Thai, Italian, Urdu, Gujarati, German, Serbo-Croatian and Armenian.

Spanish remains the most predominantly spoken language within the service area and within the Caltrain rider population. However, Chinese is highly used and is also above 5% threshold for Safe Harbor.[4] As a result, while other languages should be considered for translation assistance, as reflected in the Language Assistance Plan, continued care should be taken to translate information into Spanish and Chinese to ensure that these language speakers are not presented with barriers to access Caltrain's services and programs based on their English language ability. Other languages, including those falling under the "Safe Harbor" provision, should be provided translation services as funding permits or if required by federal regulations.

Additionally, while Caltrain continues its commitment to language assistance to LEP riders, ensuring that employees understand how to access language assistance remains a goal that will require additional effort.

[4] Chinese includes Cantonese and Mandarin as they both use the same written text which is over the 5% Safe Harbor threshold and helpful to identify the need for Chinese translated documents.

Limited English Proficiency:
Four Factor Framework Analysis

Factor 1: Determine the number or proportion of LEP persons in the service area who may be served or are likely to encounter a Caltrain program, activity or service

The first step in the Language Assistance Plan development process is to quantify the number of persons in the service area who do not speak English fluently and would benefit from language assistance. This process includes examining the agency's prior experience with LEP populations, using Census data to identify concentrations of LEP persons in the service area, using alternate data sources to help in the analysis, and reaching out to Community Based Organizations that serve LEP populations to obtain information from them to help assess the unique needs of the LEP populations.

Service Area Boundaries

In attempting to isolate the likely populations for consideration, the Caltrain Shuttle Survey was consulted to determine the catchment areas of Caltrain riders. The survey was conducted in 2018 and represents the most recent information available. Based on the survey data, both the average and median distance to the Caltrain stop was 20 miles. Caltrain Shuttle Survey data from 2013 to 2018 are also included for reference. 2018 Shuttle Survey responses show a significant change and increase for distances between shuttle passengers' home and Caltrain stations.

Table 1: Distance from Home to Station[5]

Distance	2018	2017	2016	2015	2014	2013
Less than 1 mile	3%	20%	15%	29%	20%	10%
1-10 miles	28%	57%	61%	30%	66%	48%
11-20 miles	21%	7%	10%	9%	4%	10%
21-30 miles	20%	5%	4%	3%	1%	9%
31 or more miles	18%	5%	6%	5%	2%	8%
No response	10%	6%	4%	24%	7%	16%
TOTAL:	100%	100%	100%	100%	100%	100%
Average:	20 Miles	7 miles	8 miles	7 miles	4 miles	11 miles
Median:	20 Miles	2 miles	3 miles	1 mile	2 miles	5 miles

Using the average distance from home based on data from the last two survey years, a 5-mile buffer was drawn from the Caltrain line. Under this approach, very few areas of the three counties were excluded from consideration. Consequently, the entire three counties were used as the service area for the Caltrain LEP analysis. Map 1 provides a three county map of the Caltrain line and stations that form the geographic basis of the analysis.

[5] Caltrain Shuttle Survey Oct 2017 and Oct 2018

Map 1: Caltrain Service Area and Stations



Data Sources

A variety of data were consulted to determine the most prevalent languages spoken in the service area, as well as those that may benefit from language assistance. This included:

- United States Census
- American Community Survey 2017 five-year sample languages of people that speak English less than "Very Well"
- California Department of Education (English Language Learners) for 2018/2019
- Caltrain 2016 Triennial On-Board Survey
- Caltrain Customer Service Satisfaction Survey 2018

Data Analysis

Using data from the American Community Survey (ACS) 5-year sample (2017) within the three-county Caltrain service area, the estimated percentage of the population that indicated they speak English "Less than Very Well" is approximately 19.59%. This is an increase from 13.5% reported in the 2016 Caltrain LEP/LAP. Table 2 presents the breakdown by language for those within the service area that speak English Very Well and Less Than Very Well. Based on the information, the most prevalent languages spoken in the Caltrain service area are Spanish, Chinese, Vietnamese and Tagalog, with each language representing greater than 1% of the service area population.

Because the Department of Transportation (DOT) guidelines regarding "Safe Harbor Provision" for translation of written materials requires the identification of "Safe Harbor Languages," careful attention must be paid to the absolute numbers as well as the percentage of the population that do not speak English in the development of the LEP Plan. FTA Circular 4702.1B states the following with respect to the Safe Harbor Provision:

> *The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations. Translation of non-vital documents, if needed, can be provided orally. If there are fewer than 50 persons in a language group that reaches the five percent (5%) trigger, the recipient is not required to translate vital written materials but should provide written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials, free of cost.*

Based on these guidelines, 20 discrete languages have more than 1,000 persons who speak English less than "Very Well" and would qualify as "Safe Harbor" languages, requiring the translation of vital documents. According to federal guidance, vital written documents include, but are not limited to, consent and complaint forms; intake and application forms with the potential for important consequences; written notices of rights; notices of denials, losses, or decreases in benefits or services; and notices advising LEP individuals of free language assistance services.[6] The Safe Harbor list does not include seven groups of languages (such as, "Other Pacific

[6] FTA Circular 4702.1B

Island Languages") that also have more than 1,000 individuals represented, as there are no discrete languages represented by these groups.

The Safe Harbor Languages are indicated in bold on Table 2. It is important to note that due to the size of the service area, the 1,000 person Safe Harbor threshold can sometimes represent a very small percentage of the overall population. For instance, while almost 2,000 French speakers speak English "Less Than Very Well," this equates to about .06% of the total population in the service area. Regardless, this language constitutes more than 1,000 individuals and would qualify for "Safe Harbor Provisions" along with several other languages that represent less than 1% of the service area population.

Table 2: Three County LEP Populations by Language

Language	Total Caltrain Service Area	Speak English "Very Well"	Speak English "less than Very well)	% of Total Caltrain Service Area Speaking English Less Than "Very Well"
Spanish	562,565	345,765	216,800	6.39%
Chinese (incl. Mandarin, Cantonese)	383,418	180,049	203,369	5.99%
Vietnamese	130,066	50,458	79,608	2.35%
Tagalog (incl. Filipino)	131,026	80,402	50,624	1.49%
Korean	34,313	19,210	15,103	0.45%
Russian	36,418	22,438	13,980	0.41%
Hindi	64,641	54,076	10,565	0.31%
Japanese	25,150	14,891	10,259	0.30%
Persian (incl. Farsi, Dari)	23,597	16,613	6,984	0.21%
Ilocano, Samoan, Hawaiian, or other Austronesian languages	18,597	14,092	4,505	0.13%
Nepali, Marathi, or other Indic languages	17,810	13,583	4,227	0.12%
Punjabi	14,254	10,043	4,211	0.12%
Khmer	6,070	2,536	3,534	0.10%
Thai, Lao, or other Tai-Kadai languages	6,090	2,788	3,302	0.10%
Arabic:	15,763	12,477	3,286	0.10%
Portuguese	15,389	12,148	3,241	0.10%
Telugu	20,146	17,044	3,102	0.09%

Amharic, Somali, or other Afro-Asiatic languages	11,659	8,741	2,918	0.09%
Other languages of Asia	8,479	5,588	2,891	0.09%
Tamil	22,066	19,252	2,814	0.08%
Gujarati	12,559	9,766	2,793	0.08%
Italian	11,824	9,093	2,731	0.08%
French (incl. Cajun)	24,125	22,080	2,045	0.06%
Malayalam, Kannada, or other Dravidian languages	13,680	12,010	1,670	0.05%
Urdu	7,992	6,402	1,590	0.05%
Other Indo-European languages	9,506	7,944	1,562	0.05%
Serbo-Croatian	4,540	3,585	955	0.03%
Armenian	2,632	1,721	911	0.03%
German	15,721	14,956	765	0.02%
Ukrainian or other Slavic languages	5,399	4,711	688	0.02%
Greek	4,328	3,702	626	0.02%
Bengali	6,081	5,525	556	0.02%
Polish	3,034	2,506	528	0.02%
Other and unspecified languages	2,386	1,861	525	0.02%
Yiddish, Pennsylvania Dutch or other West Germanic languages	4,467	4,053	414	0.01%
Swahili or other languages of Central, Eastern, and Southern Africa	1,967	1,619	348	0.01%
Hebrew	7,338	7,017	321	0.01%
Yoruba, Twi, Igbo, or other languages of Western Africa	1,013	886	127	0.00%
Haitian	578	468	110	0.00%
Navajo	53	0	53	0.00%
Hmong	177	177	0	0.00%
Other Native languages of North America	180	180	0	0.00%
Speak only English	1,706,140			
Total	**3,393,237**	**1,022,456**	**664,641**	**19.59%**

Source: US Census American Community 2017 5 Year Community Survey Table B16001

Additional data points were also analyzed using the American Community Survey (ACS) 5-year sample to help understand the percentage of the community that may be affected by language barriers. The Census defines a "linguistically isolated" household as one in which no member over the age of 14 years old speaks English only or the household members speak a non-English language and don't speak English "very well." Individuals in these households may face significant language barriers because they may not be able to rely on an adult relative who speaks English well to provide translation assistance. Table 3 shows that approximately 11% of the households would be considered linguistically isolated. Table 4 provides the information for Linguistic Isolation by county. Figures may not add to 100% due to sampling variability.

Table 3: Linguistically Isolated Households in Caltrain Service Area

Linguistically Isolated Households	Estimate Average
All Considered "Linguistically Isolated"	10.5%
Households Speaking--	
• Spanish	19.4%
• Other Indo-European languages	13.1%
• Asian and Pacific Island languages	27.0%
• Other languages	11.5%

Source: 2017 5 year US Census American Community Survey Table S1602

Table 4: Percentages of Linguistically Isolated Households by County

Linguistically Isolated Households	San Francisco	San Mateo	Santa Clara
Considered Linguistically Isolated	11.8%	9%	10.8%
• Spanish	19.7%	21.9%	16.6%
• Other Indo European	16.2%	13.1%	10%
• Asian and Pacific Islander	35.2%	19.6%	26.2%
• Other Languages	12.6%	10.3%	11.6%

Source: 2017 5 year US Census American Community Survey Table S1602

GIS Analysis of the American Community Survey 2017

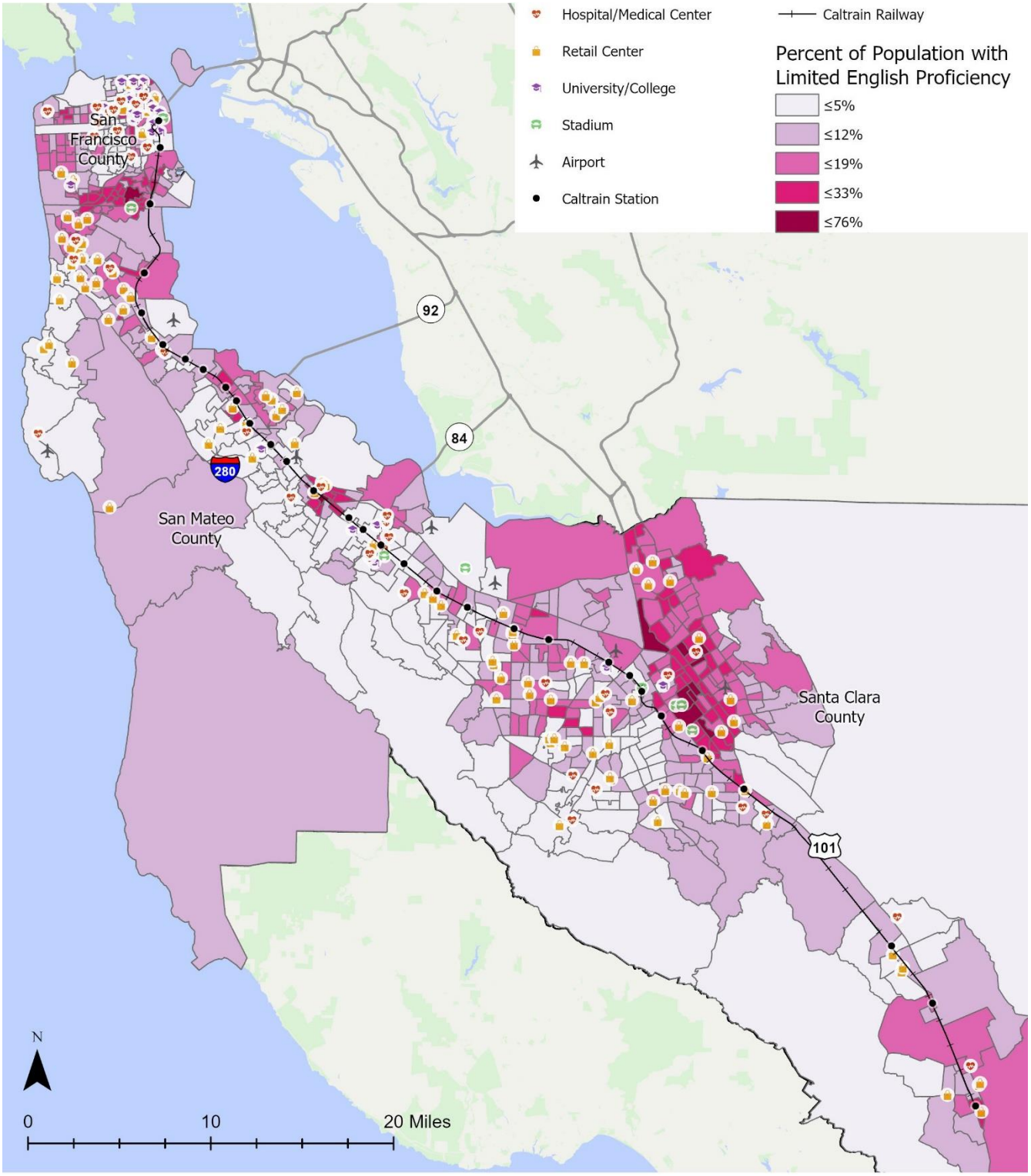
In order to better understand the location of the LEP concentrations, the analysis also includes a Geographic Information Systems (GIS) analysis of the ACS survey data. The data provides tract-level information to provide a geographic picture of where concentrations of LEP individuals live within the service area. The following maps 2 through 10 provide a GIS view of the concentrations of LEP populations for the following top eight discrete languages from the ACS data that represent greater than 10,000 individuals per language who speak English Less Than Very Well:

- Spanish or Spanish Creole
- Chinese
- Vietnamese
- Tagalog
- Korean

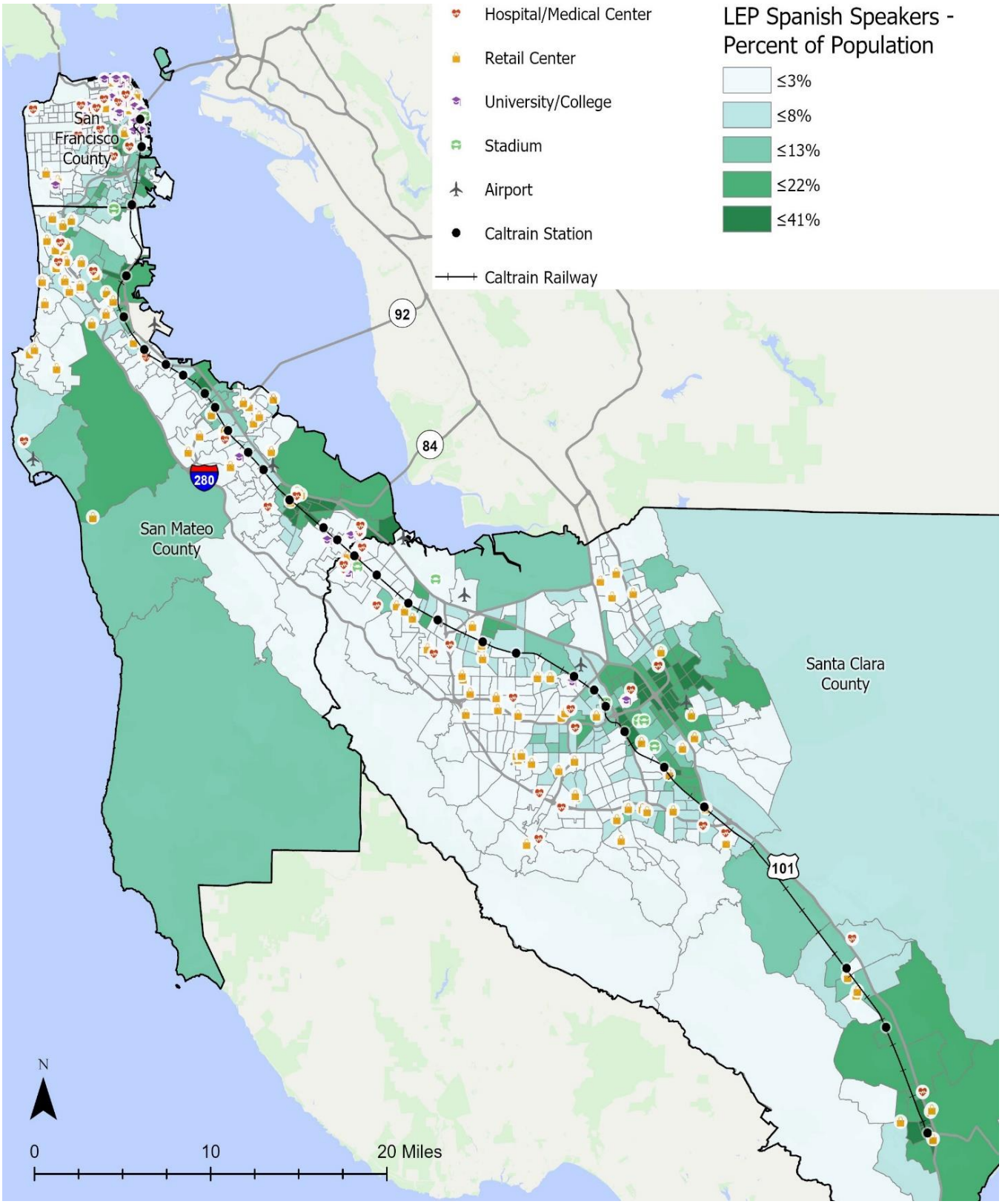
- Russian

While the maps contained within this report provide a broad overview within the service area, they can be used by Caltrain staff in their electronic form, allowing the agency to “zoom-in” to see the data represented at a more relevant level. For example, if planners were anticipating conducting an information campaign at a particular station, staff could review the areas adjacent to the station to determine what languages will need to be highlighted.

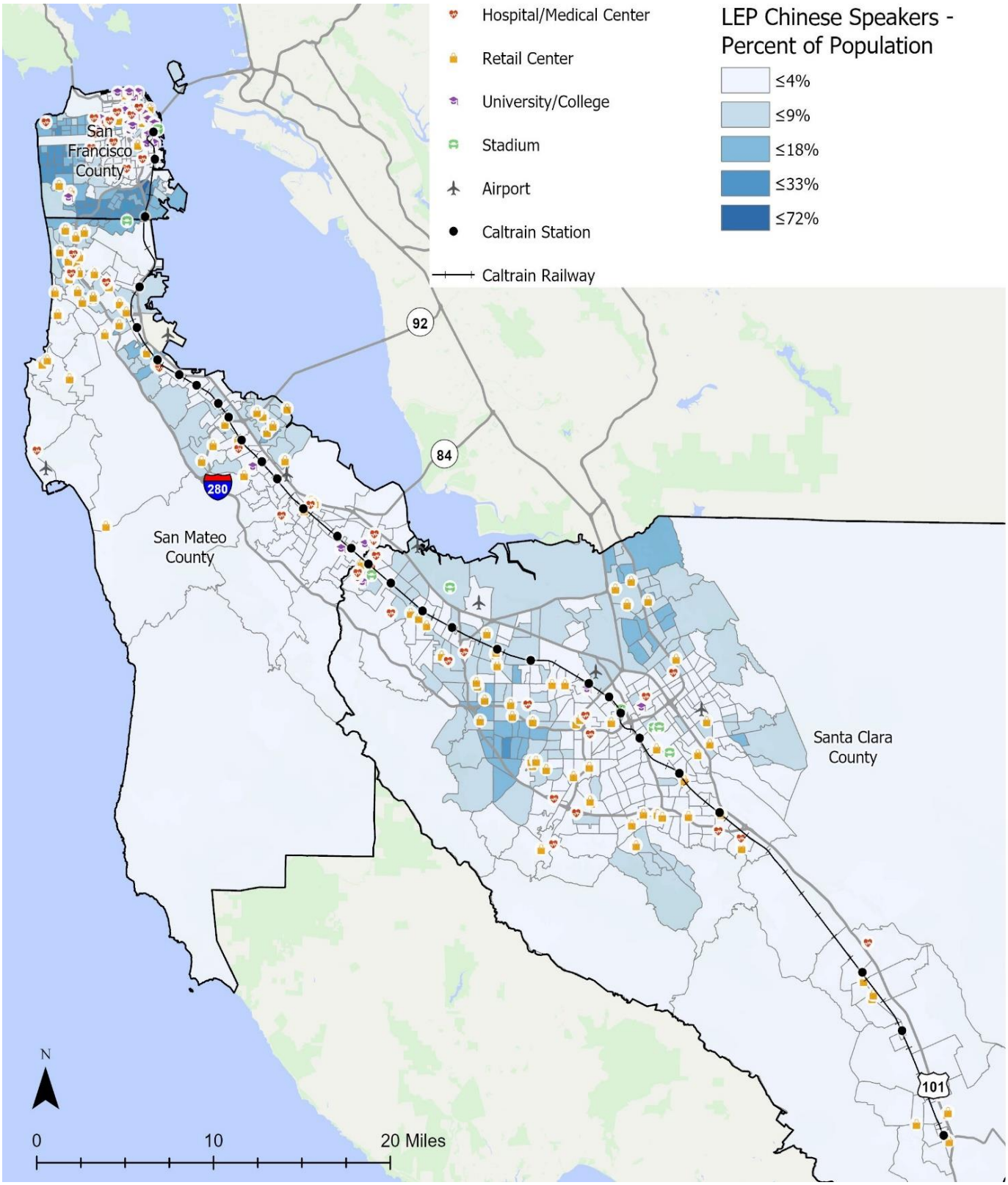
Map 2: Caltrain Service Area LEP Concentrations



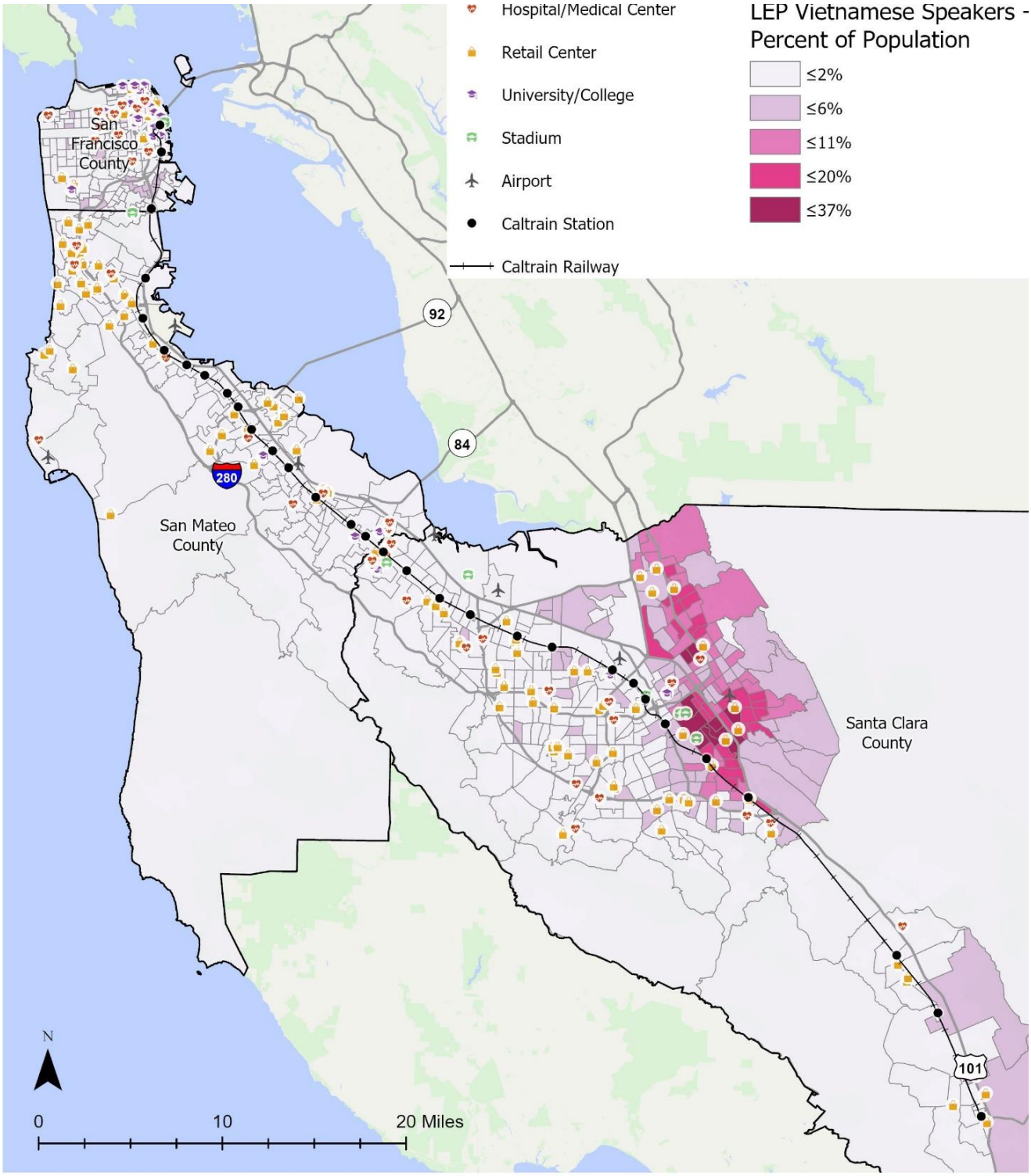
Map 3: Caltrain Service Area Spanish LEP Concentrations



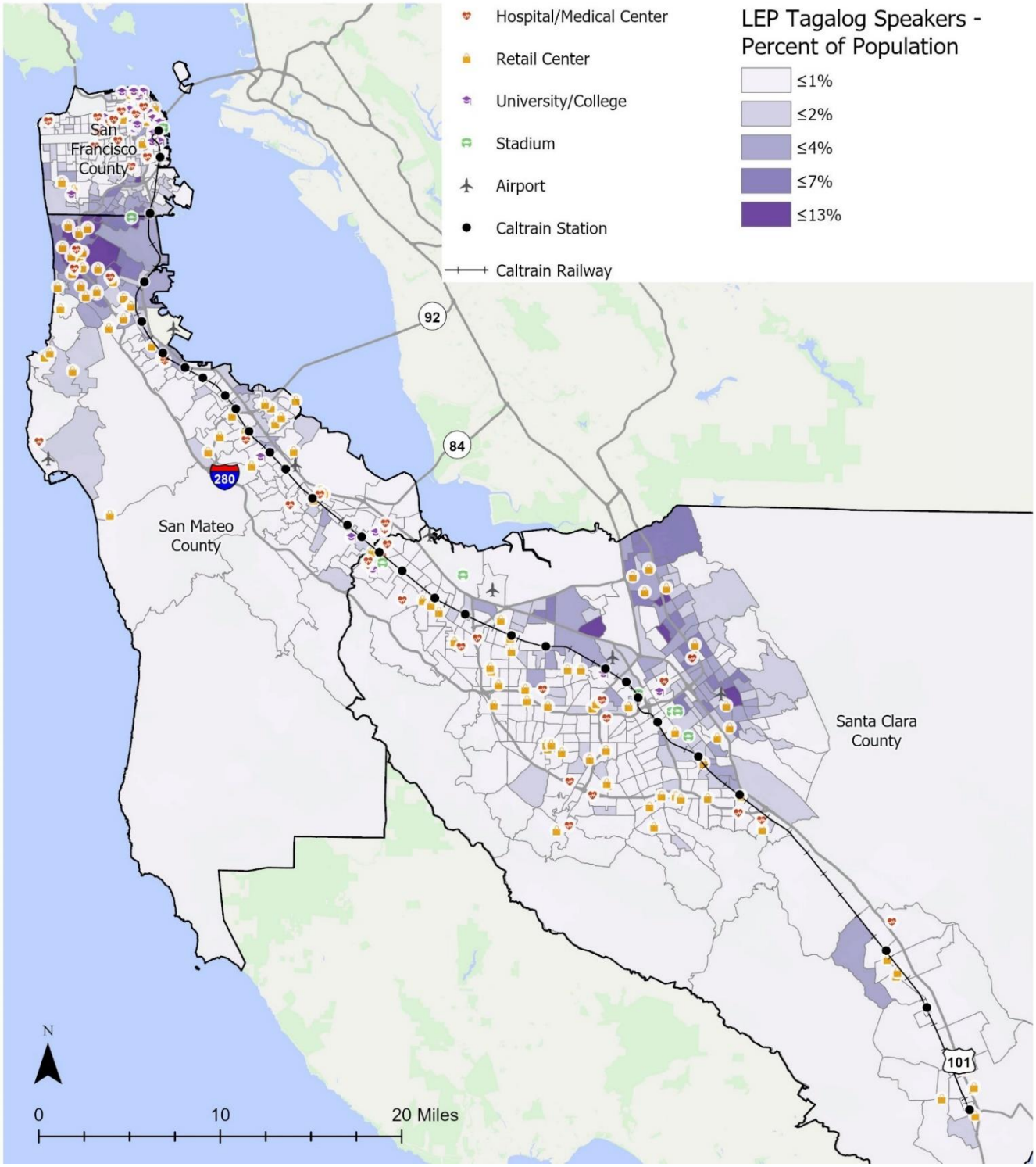
Map 4: Caltrain Service Area Chinese LEP Concentrations



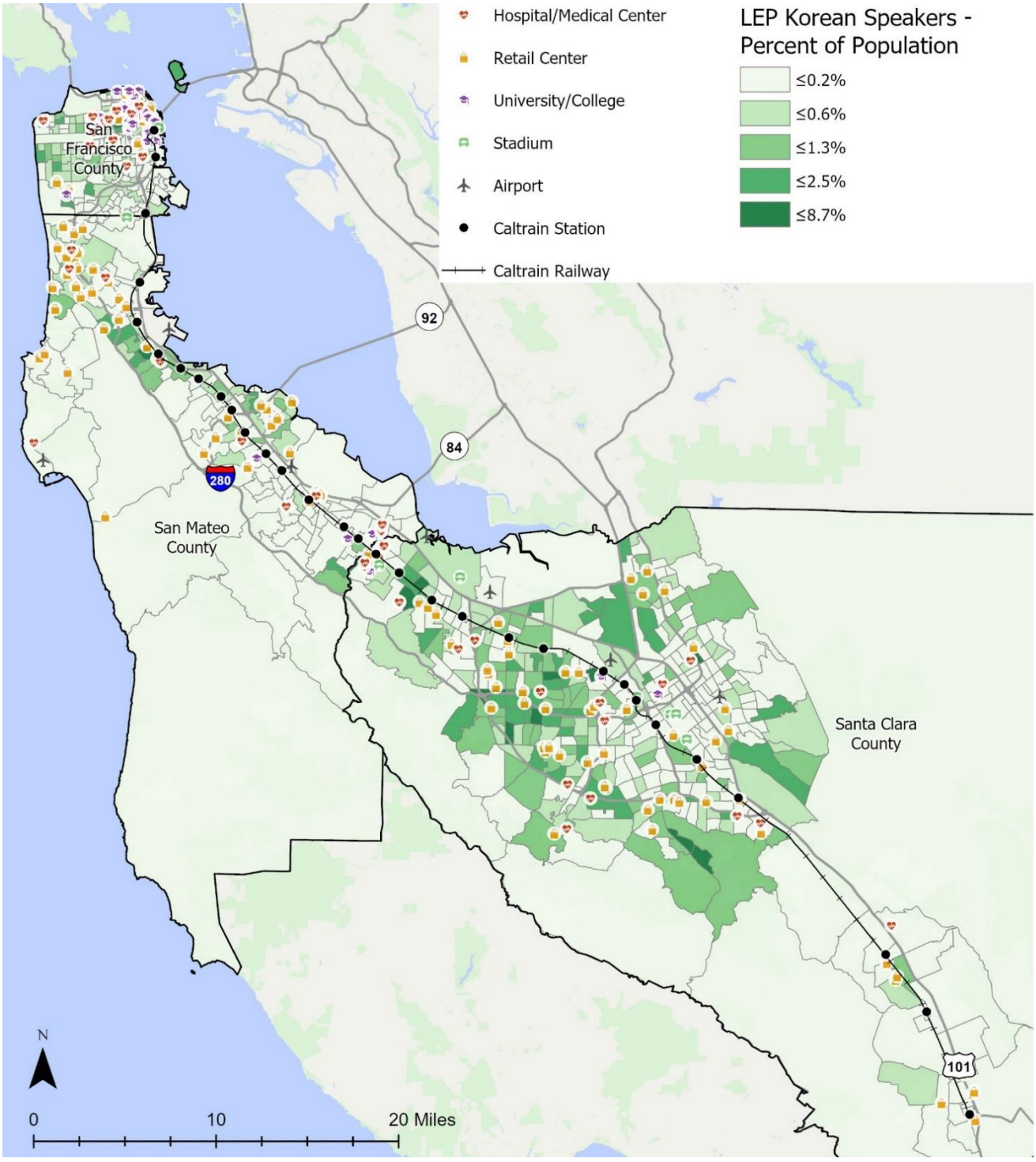
Map 5: Caltrain Service Area Vietnamese LEP Concentrations



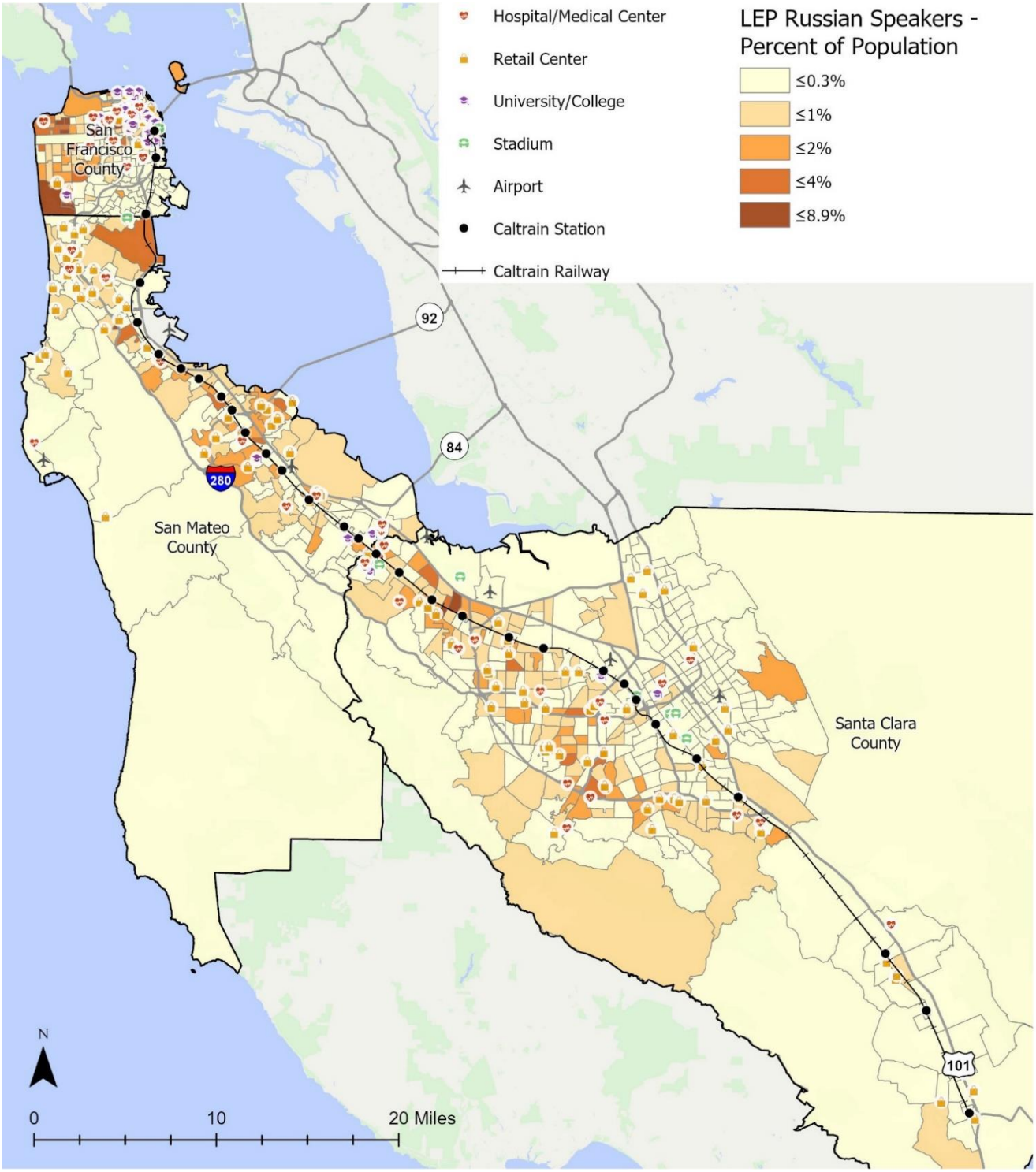
Map 6: Caltrain Service Area Tagalog LEP Concentrations



Map 7: Caltrain Service Area Korean LEP Concentrations



Map 8: Caltrain Service Area Russian LEP Concentrations



According to the guidelines set forward by the FTA, the LEP analysis should also review alternate and local sources of data. For this analysis, the California Department of Education (DOE) 2018/2019 Census of English Learners provides an overview of the primary languages of the English Learners in the service area. The English Learner survey does not provide the most useful data for the LEP analysis, as it is collected among students and not the population as a whole. However, it provides another means of cross-checking Census data analyses. It will be noted that the most common languages reported spoken are within the 20 languages identified as "Safe Harbor" languages by the Census data analysis.

Table 5 provides a breakdown of the primary language of the DOE English Learners reported for the school districts in all three counties of the Caltrain service area. Appendix A contains a breakdown of language by county.

Table 5: Department of Education English Learners for San Francisco, San Mateo and Santa Clara County (2018 School Year)

Language	Number of English Learners (EL)	Percentage of Total English Learners
Spanish	58685	61.5%
Vietnamese	6720	7.0%
Cantonese	5138	5.4%
Mandarin (Putonghua)	4063	4.3%
Other non-English languages	3702	3.9%
Filipino (Pilipino or Tagalog)	3190	3.3%
Japanese	1586	1.7%
Arabic	1323	1.4%
Russian	1203	1.3%
Korean	1145	1.2%
Hindi	932	1.0%
Telugu	810	0.8%
Portuguese	683	0.7%
Punjabi	679	0.7%
Hebrew	523	0.5%
Tamil	515	0.5%
Farsi (Persian)	409	0.4%
French	354	0.4%
Turkish	286	0.3%
Urdu	281	0.3%
Toishanese	256	0.3%
Tongan	241	0.3%

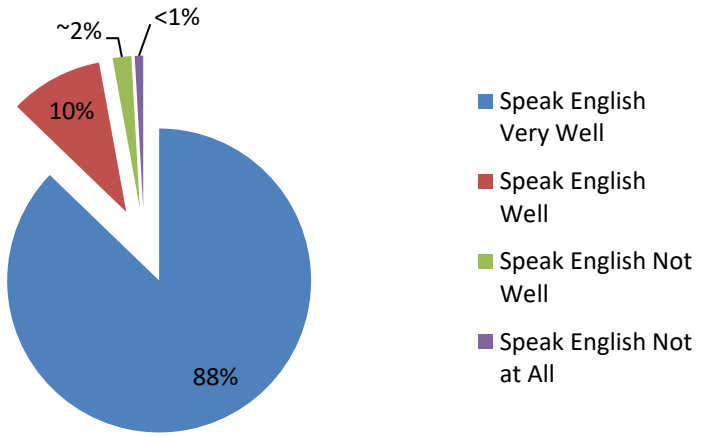
Language	Number of English Learners (EL)	Percentage of Total English Learners
Khmer (Cambodian)	214	0.2%
Burmese	181	0.2%
Marathi	173	0.2%
Ilocano	171	0.2%
Gujarati	161	0.2%
Kannada	154	0.2%
German	152	0.2%
Samoan	151	0.2%
Thai	129	0.1%
Bengali	104	0.1%
Somali	94	0.1%
Serbo-Croatian (Bosnian, Croatian, Serbian)	94	0.1%
Italian	90	0.1%
Tigrinya	81	0.1%
Assyrian	81	0.1%
Dutch	80	0.1%
Polish	77	0.1%
Ukrainian	56	0.1%
Indonesian	51	0.1%
Swedish	49	0.1%
Armenian	48	0.1%
Pashto	47	0.0%
Lao	43	0.0%
Cebuano (Visayan)	43	0.0%
Taiwanese	41	0.0%
Hungarian	40	0.0%
Greek	30	0.0%
Rumanian	27	0.0%
Chaozhou (Chiuchow)	23	0.0%
Hmong	16	0.0%
Albanian	11	0.0%
Mien (Yao)	3	0.0%
Chamorro (Guamanian)	2	0.0%
Marshallese	2	0.0%
Kurdish (Kurdi, Kurmanji)	1	0.0%
Kikuyu (Gikuyu)	0	0.0%

Caltrain Rider Data

In addition to reviewing Census and other pertinent available data, it is also helpful to view any available data collected by Caltrain about its ridership regarding its prior experience with LEP individuals and their needs. Two important sources are the Language Line Usage data and the Caltrain 2016 Triennial On-Board Survey.

Caltrain 2016 Triennial On-Board Survey

According to the report, almost all riders (98%) speak English "Well" or "Very Well."[7] Ten percent indicate that they speak English "Well," while about 2% indicate that they either speak English "Not Well" or "Not at all." This is similar to the data reported in the last Title VI program using the 2013 data. When asked about personal English use, the following response percentages were reported.



The survey questionnaire also asked about "English Spoken in the Home," which can provide additional information about the rider that may or may not need language assistance. In this case, 88% of the riders indicate that English is spoken in the home "Very Well" with 10% of the riders indicating that English is spoken "Well" and about 2% indicate that English is spoken "Not Well" or "Not at All."

The analysis also considers other aspects of survey responses to understand the language stratification of those who do not indicate they speak English well. For the most part, the top languages correspond to the languages previously presented from the ACS and DOE English Learner data. Table 6 presents the languages spoken in households that speak English less than "Very Well." Respondents could select more than one language.

[7] Ibid

Table 6: Languages Spoken in the Home

Respondents to the survey speak 72 languages in their homes. While 87% of respondents speak English, in their homes, 12% speak Spanish, 11% speak Hindi or other South Asian languages and 7% speak Mandarin.

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents)	5,554	4,212	890	452
	%	%	%	%
English	87	88	86	83
Spanish	12	11	13	14
Hindi Or Other Indian Languages	11	11	9	9
Mandarin	7	7	6	5
Cantonese	3	3	3	2
Tagalog	3	3	2	3
French	2	2	2	1
Russian	2	2	2	1
German	1	1	1	3
Korean	1	1	1	1
Vietnamese	1	1	1	<1
Japanese	1	1	<1	1
Italian	1	1	1	1
Portuguese	1	1	1	1
Farsi (Persian)	1	1	1	<1
Arabic	1	<1	1	1

Source: Caltrain Triennial On-Board Survey 2016

Language Line Data

Caltrain call-in Customer Service provides Language Line assistance for those needing translation services. The information contained in Table 7 below, provides the number of calls that used Language Line services. This provides a good corroboration of the languages that are most often used by individuals seeking language assistance. Additionally, translation services for Caltrain customers are also provided by in-house staff persons who are paid a stipend for translation services. However, at this time, those services are not tracked.

Between 2017 and 2019, over 200,000 customer service calls were received annually, including those requesting language line assistance. Both Caltrain and SamTrans customers' calls are received at the same Customer Service Center, and Language Line calls are not differentiated between the two transit providers. When viewing these numbers in totality, total telephonic interpretations requested amount to about 1.6 % of all Call Center calls, provided in Table 8.

Table 7: Language Line Usage from November 1, 2017 to October 31, 2019

Languages	Annual Estimated Number of Translations
SPANISH	2496
MANDARIN	518
CANTONESE	106
RUSSIAN	96
TAGALOG	18
VIETNAMESE	16
HINDI	14
JAPANESE	13
FARSI	11
BURMESE	10
KOREAN	10
OTHER LANGUAGES	6
ARMENIAN	1
FRENCH	1
HEBREW	1
PORTUGUESE BRAZILIAN	1
SHANGHAINESE	1
THAI	1

Table 8: Total Calls to Translations November 1, 2017 to October 31, 2019

Languages	Annual Estimated Calls and Translations
English	202,359
All translations	3340
Percent of all calls translated	1.6%

Factor 1 Findings:

Factor 1 of the LEP Plan was studied to assess the proportion of LEP individuals that may encounter or use the Caltrain services. A number of data sources were used to inform the conclusions, including the American Community Survey (Census), the California Department of Education English Learners data, and information from the most recent Caltrain On-Board survey. Additionally, data on use of existing translation services provided through the Caltrain customer service department was also viewed to verify the top languages. By consulting a number of data sources, the findings reveal the following about languages spoken in the Caltrain service area that will inform the Language Assistance Plan:

- 20 Discrete languages qualify under the "Safe Harbor Provision" for written materials
- 9 Languages represent the top languages spoken in the Caltrain service area
- 16 Languages represent those predominantly spoken in the home by Caltrain riders

Table 9, below, combines the outputs of the data considered and presents a ranking of the languages by the data used. The resulting top 9 highlighted languages are identified as those that should be considered for translation service. Spanish could be considered a predominant language using all data sets, as it is almost twice as prevalent as other languages. However, the ACS 2017 data shows that Chinese as a written language follows close behind with less than a 1% margin.

Table 9: Top 9 Predominant Languages within Caltrain Service Area

Safe Harbor Languages	ACS 2017 5-year	English Language Learner	On Board Survey 2016
Spanish	1	1	1
Chinese (incl. Mandarin, Cantonese)	2	3	2
Vietnamese	3	2	5
Tagalog (incl. Filipino)	4	4	3
Korean	5	9	5
Russian	6	8	4
Hindi	7	10	N/A
Japanese	8	6	5
Persian (incl. Farsi, Dari)	9	16	5
Punjabi	11	13	N/A
Khmer	12	22	N/A
Arabic	13	7	5
Portuguese	14	12	5
Telugu	15	11	N/A
Tamil	16	15	N/A
Gujarati	17	25	N/A
Italian	18	35	5
French (incl. Cajun)	19	17	4
Urdu	20	18	N/A

Factor 2: The frequency with which LEP Populations come in contact with Caltrain's programs activities and services

Assessing the frequency with which LEP populations come in contact with Caltrain's programs, activities and service helps the agency determine which languages need to be considered for language services. Generally, "the more frequent the contact, the more likely enhanced language services will be needed."[8] Strategies that help serve an LEP person on a one-time basis will be very different than those that may that serve LEP persons on a daily basis. For purposes of estimating the frequency of contact with LEP individuals, Caltrain reviewed the programs and services, and analyzed data from the following sources:

- Caltrain 2016 Triennial On-Board Survey
- Calls to Caltrain Customer Service Number and Language Line Use
- Caltrain website page views
- Review of Community Based Organization (CBO) Interactions

Caltrain Triennial On-Board Survey 2016

As noted in Factor 1, the vast majority of Caltrain riders speak English "Well" or "Very Well" (88%), while 10% speak English "Well," 2% speak English "Not Well," and 1% do not speak English at all. Knowing this helps inform the frequency that non-English speaking riders come in contact with Caltrain's services.

Using survey data, it appears that LEP persons use Caltrain frequently. Almost 50% of those that indicate they speak English less than "Very Well" use Caltrain 5 days a week or more. Table 10 presents the frequency of using Caltrain for those who live in households that speak English less than "Very Well."

Table 10: Frequency of Caltrain Usage by Riders Who Speak English Less Than "Very Well"

Frequency	Percentage
6 -7 days/week	6.8%
5+ days/week	42.3%
4 days/week	14.8%
3 days/week	8.0%
2 days/week	4.7%
1 day/week	3.3%
1-3 days/month	7.3%
Less than once a month	12.8%
Total	100.00%

[8] Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons--A Handbook for Public Transportation Providers, 2007

Language Line and Website

In addition to the Language Line information presented in Factor 1 that indicated that Spanish was the predominant language requested for translation, the JPB also compiles information from the Caltrain website regarding numbers of translations sought through the website, which offers a Google Translate option. In 2019, of the 3 million unique page views, approximately 131,000 (4.0%) were viewed in languages other than English.

CBO and LEP Outreach

Because CBO and LEP outreach was conducted by all three of the main transit systems with the Caltrain service area (SamTrans, VTA and SFMTA) in recent years the Caltrain LEP Plan capitalizes on the work completed by these agencies, and augments the effort with some additional outreach to CBOs in 2016 and 2019. This helps to ensure that the information collected and reviewed represents the best understanding of the needs of the LEP population. While the number of respondents to the 2019 outreach was not significant, it did corroborate the 2013 findings.

The CBOs were identified based on their intimate ties with the counties' populations that were considered language-isolated or disenfranchised for cultural, language, or income-related reasons. The outreach helped to identify the issues that LEP populations face, as well as to brainstorm ideas to improve their riding experience (as addressed in Factor 3). Table 13 provides the CBOs that were contacted in 2019. Appendix B also provides addresses for the CBOs consulted and Appendix C provides the CBO survey instrument.

Table 11: CBOs Contacted and Language Constituency

CBO Name	Language Constituency
African Community Health Institute	Tigrinya, Amharic, Swahili, Somali, and Arabic
Arab Resource & Organizing Center	Arabic
Asian Americans for Community Involvement	Asian
Asian Pacific American Community Center	Chinese
Asian Pacific Islander American Public Affairs Association Bay Area Chapter	Asian
Bayshore Child Care Services	Various
Bayview Footprints	Various
Bayview Multi-Purpose Senior Center	English as Second Language
Cameron House	Chinese
Catholic Charities' Refugee & Immigrant Forum	Various
Chicana Latina Foundation	Spanish
Chinatown Community Development Center	Chinese
Chinese for Affirmative Action	Chinese

CBO Name	Language Constituency
Chinese Progressive Association	Chinese
Coastside Hope	Chinese, Filipino, Portuguese, Russian, Spanish
College of San Mateo	Various
College Track East Palo Alto	Various
Daly City Community Service Center	English, Spanish, Tagalog
Daly City Friendship Center/Mental Health Association of San Mateo County	Various
Daly City Youth Health Center	Various
Destination Home	Various
Fair Oaks Community Center	Spanish
Family Crossroads/Shelter Network of San Mateo County	Various
Family Health Services	Various
Friends of Caltrain	Various
Filipino Community Center San Francisco	Filipino
Filipino-American Chamber of Commerce	Filipino
First Filipino American United Church of Christ	Filipino
Gujarati Cultural Association of Bay Area	Guajarati
Hunters Point Family	Various
India Community Center	Indian Languages
Indo American Chamber of Commerce	Indian Languages
Japanese American Community Center	Japanese
Japanese Chamber of Commerce	Japanese
Jewish Family and Children's Services	Russian
Jordanian American Association	Arabic
Korean American Community Services	Korean
Korean American Professional Society	Korean
Korean Community Center	Korean
Lady of Pillar Catholic Church	Spanish
Language Pacifica	English as Second Language
Metropolitan Education District	ESL-Various
Mexican American Community Services	Spanish
Mid-Peninsula Housing	Various
Mission Neighborhood Center	Spanish
Moon Ridge Apartments	Various
Neighborhood Jobs Initiative	Various
North Peninsula Neighborhood Services	Spanish
Northern Peninsula Mandarin School	Chinese
Nuestra Casa	Spanish

CBO Name	Language Constituency
Organization of Chinese Americans	Chinese
Our Second Home	Various
Pars Equality Center	English as Second Language
Peninsula Interfaith Action	Spanish
Persian American Society	Persian
Persian Center	Persian
Pilipino Bayanihan Resource Center	Filipino
Pillar Ridge Manufactured Home Community	Spanish
Public Advocates	Spanish
Puente De La Costa Sur	Spanish
Renaissance Entrepreneurship Center	Spanish
Russian-American Community Services	Russian
Samaritan House	Spanish
San Bruno Chinese Church/Chinese School	Chinese
San Francisco Institute of English	Various
San Mateo County Commission on Disabilities Aging and Adult Services	Spanish
San Mateo County Hispanic Chamber of Commerce	Spanish
Santa Clara County Office of Human Relations	Various
Services Immigration Rights & Education Network (SIREN)	Spanish and Vietnamese
Seton Medical Center	Various
Shared Housing Program/Human Investment Project	Various
Sikh Gurdwara of San Francisco	Various
Silicon Valley Community Foundation	Various
Sitike Counseling Center	Various
Skyline College Language and Arts Division	Various
South of Market Health Center	Spanish, Tagalog, Farsi, and Chinese
Southeast Asian Community Center	Cantonese, English, Hindi, Japanese, Korean, Mandarin, Spanish, Tagalog, Vietnamese
SparkPoint Center at Skyline College	English as Second Language
Transform	Various
Urban Habitat	Various
Veterans Equity Center	Filipino
Vietnamese Community Center	Vietnamese
Vista Center for the Blind and Visually Impaired	Various
Yaseen Foundation	Arabic
Youth United for Community Action (YUCA)	Various
Zawaya	Arabic

CBO Outreach Findings

While the 2019 and 2016 outreach to CBOs did not result in significant input to the findings, the feedback revealed a number of key findings that underscore the 2013 survey results and the need to provide vital information in languages other than English, along with the reliance on transportation services in their daily life. Feedback was received from throughout the Caltrain Corridor. The most common recommendations are summarized below:

- Of primary importance to LEP individuals are the following: transit service, information on service changes, fare changes and additional services, including native language information at the Customer Service call center. They desire this information in their native language whenever possible.
- Increase inclusion of simple language graphics or multi-use graphics to communicate with the community.
- Use of the service was not difficult, but it could be improved by native language information.
- Use of payment procedure can be confusing, such as "tag on, tag off," and how to pay needs to be better explained.
- Using ethnic community leaders for advice and direction on how best to approach the LEP constituencies will improve access for LEP communities.
- Information is most easily accessed when provided directly to community centers or community leaders.
- Native-language or bilingual information in signage and brochures in stations and on vehicles (at point-of-travel) is favored as an information source.
- Maps and timetables in multiple languages are preferred.
- Some customers (language not specified) would appreciate a phone line or an ability to email questions or concerns, which may indicate they are unaware of existing translation services.
- Ticket machines with languages other than English and Spanish were indicated as a way to improve the customer experience.
- Increased multilingual community outreach events in all major cities along Caltrain corridor to gather feedback from the population on any upcoming changes. This also includes meetings at faith-based organizations or partnerships with respected community organizations.
- Audible announcements on-board vehicles and at stations should be interpreted.
- Conducting outreach to CBOs on an on-going basis to determine language assistance needs would render the most comprehensive information.

Language-Specific Input

The following provides language-specific information for the top three language groups that were heard most often in the outreach with CBOs and LEP individuals.

Those who indicated preferences for communicating in Spanish include:

- Preference for translated schedules, although LEP Spanish speakers could read the timetables.
- Preference for word-of-mouth or printed timetables.
- Prefer interpretation at public meetings if held to talk about service or fare changes.
- Prefer to receive information by the following resources/methods:
    - Newspaper: Gilroy Newspaper, El Observador
    - Radio: Station(s): 93.3 La Preciosa
    - TV: Station(s): Univision and Telemundo
    - Other: Promotoras. This is a model that is used in the public health sector where laypersons are trained to provide medical information to members of their community. The same model could be applied to transit where laypersons would be used to educate residents of their respective communities about public transit issues and using public transportation.

Those who indicated preferences for communicating in Chinese include:

- Preference for translated schedules.
- Prefer interpretation at public meetings if held to talk about service or fare changes.
- Prefer to receive information by the following resources/methods:
    - Newspaper: Sing Tao Daily
    - Radio: Station(s): 1400 AM
    - TV: Station(s): KTSF Channel 26
    - Other:
        - Website (Internet)
        - Maps
        - Mobile Phone

Those who indicated preferences for communicating in Tagalog include:

- Preference for verbal interpretation in Tagalog; however, Tagalog speakers prefer written information in English.
- Prefer to receive information through watching the Filipino News Channel that broadcasts in Tagalog and may be a good tool to communicate important information.

Factor 3: The nature and importance of the program, activity, or service provided by the recipient to people's lives.

"The more important the activity, information, service, or program, or the greater the possible consequences of the contact to the LEP individuals, the more likely language services are needed."[9]

As previously noted, in addition to the input from outreach conducted with the CBOs, using the Caltrain On-Board rider survey also helps the agency understand the nature and importance of the Caltrain service to its riders. A little less than 50% of the riders that come from households where English is spoken less than "Very Well" take Caltrain more than 5 days a week. And, almost 72% use Caltrain more than 3 days a week. It also appears that individuals that speak English less than "Well" have limited car availability. Table 14 presents those who indicate that they speak English less than "Very Well" along with their car availability.

Table 12: Car Availability for Riders in Household based on English Proficiency

	Car Availability		
How well do you speak English	**Yes**	**No**	**Percentage**
Very Well	90%	84%	87.66%
Well	9%	13%	10.46%
Not Well	1%	2%	1.59%
Not Very Well	0%	0%	.29%
	Total		100%

Source: Caltrain 2016 Triennial On-Board Survey

Caltrain Critical Services

Caltrain provides commuter rail service along the San Francisco Peninsula, through the South Bay to San Jose and Gilroy. As discussed above, Caltrain is governed by the Peninsula Corridor Joint Powers Board (JPB), which consists of three member agencies: the City and County of San Francisco, San Mateo County Transit District and the Santa Clara Valley Transportation Authority.

There are three main types of services are provided: Local service, which stops along all of the 29 regular stations; Limited-stop service that operates in the peak periods and bypasses some of the local stops; and Baby Bullet service, which only stops at 6 stations in the peak period between San Francisco and Diridon Station. There is also special service provided for football games at Stanford Stadium. As of October 2017, Caltrain operates 92 weekday trips with 22 weekday express trains and 68 weekend trips with 8 express trains.

[9] Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons--A Handbook for Public Transportation Providers, 2007

In addition to train service, the following elements of the Caltrain operation could also be considered part of the services, activities or programs that LEP populations may encounter:

- Station Information, including safety and security signage
- On-board vehicle information (announcements or printed materials)
- Television and print ads
- Customer Service Call-in Center
- Website and Social Media
- Station Access and Parking
- Ticket Machines and Clipper (Regional Transit Card) Machines
- Construction notices

To better understand the needs of the LEP community, the Caltrain On-Board Survey was examined to see how LEP individuals may access Caltrain information or services. Table 15 provides an overview of how different language groups receive Caltrain materials.

Based on this evaluation, the top five ways that LEP populations access Caltrain information is:

- Printed material on Train
- Caltrain website
- Station information boards
- Caltrain and Mobile Apps
- Conductor/Engineer

Table 13: Access to Caltrain Information by Language Spoken Less than "Very Well"

Access to Caltrain Information	Spanish	Mandarin	Hindi	Cantonese	Tagalog	Russian	Korean	Vietnamese	Japanese	Other Language	Percent of All LEP Responses
Printed Material on Train	20%	8%	9%	20%	28%	4%	8%	22%	14%	17%	13%
Conductor	2%	1%	1%	2%	5%	4%	0%	6%	5%	0%	2%
Station information boards	12%	6%	8%	10%	11%	11%	3%	6%	5%	0%	8%
Caltrain Customer Service	3%	0%	1%	0%	5%	0%	3%	6%	3%	8%	2%
Caltrain Website	39%	37%	47%	46%	42%	56%	48%	32%	35%	42%	42%
Caltrain connection	1%	1%	1%	0%	2%	0%	3%	0%	0%	0%	1%
Other	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Caltrain App	19%	26%	27%	17%	9%	25%	30%	22%	30%	17%	23%
Twitter	1%	5%	1%	1%	0%	2%	0%	6%	5%	0%	2%
Google/Apple Maps	2%	14%	6%	2%	0%	0%	5%	0%	0%	17%	6%
511 (phone number or website)	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Family/friends	1%	1%	0%	0%	0%	0%	0%	0%	3%	0%	1%
Smartphone	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Community Place	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Source: Caltrain 2016 Triennial On-board Survey – In this survey, riders were able to choose multiple languages spoken in the home and some responses may refer to multiple riders.

Factor 3 Findings

Insofar as it is practical, ensuring that critical information is available in languages most commonly spoken within the Caltrain service area is important to providing access to Caltrain service for LEP populations. By evaluating the services Caltrain provides, the following represent the most important general areas in which Caltrain would benefit from ensuring language is not a barrier to access:

- Station information, including safety and security signage
- Payment information (when to "tag on" and "tag off")
- On-board proof-of-payment checks
- Service and fare change information
- Onboard vehicle information (announcements or printed materials)
- Customer Service Call-in Center

Based on feedback from CBO leaders and LEP individuals obtained through the outreach, it is clear that Caltrain provides a critical service and it will need to continuously update, assess, and identify program components that may require language assistance to LEP customers. This includes information on service, fares, schedules, service disruptions, emergencies and safety and security information. By identifying the most critical elements to ensure LEP access, Caltrain's programs and activities can be routinely assessed to avoid language barriers that could have serious consequences to LEP customers. For example, as Caltrain introduces its smartphone application in multiple languages, it should identify the outreach opportunities to LEP communities. Caltrain should continue to seek input on the importance of its programs, activities and services to LEP customers to help identify how to best meet their needs. The CBOs have continued to be part of an extended information network that benefits both Caltrain and their stakeholders.

Factor 4: The resources available to Caltrain and costs associated with translation services

Caltrain currently provides a variety of translation services to ensure that language proficiency is not a barrier to access Caltrain's service and programs. Not only does Caltrain translate many documents, such as outreach materials on fare increases or service changes, into Spanish—the predominant language in the service area—it also provides ticket machines that provide audio and menu-screen instructions in English or Spanish.

Language translation of the website is provided by Google Translate, and currently provides translations for 71 languages, though the JPB recognizes that the FTA does not consider Google Translate as a sufficient translation tool for vital documents. Caltrain also has a number of bilingual staff that can provide translation services for public events when requested in advance, as well as in the Customer Call Center, where representatives are provided an extra stipend to provide translations in languages that they speak besides English. Caltrain uses the Language Line when needed for telephonic interpretation and contracts with outside providers for translation of documents. Caltrain's Department of Marketing and Customer Experience maintains a list of on-site and for-hire bilingual resources available for LEP services.

Part of Caltrain's signage also includes the use of pictographs, aimed at eliminating language barriers for all non-English speakers. Pictographs provide universal instruction, such as those pictured, below, and do not require translations. These are often a very cost effective way to communicate vital information to the greatest number of people.







Caltrain's Operating Budget does not have a specific line item for providing language services and translations; costs for translators and outsourcing translation needs are split among several departments, depending on which department is responsible for the outreach project being undertaken. A formula (65% SamTrans and 35% Caltrain) is used to fund the Customer Service Center, including Language Line expenses. In general, translation expenses are within the Marketing and Market Research and Development department's budget.

Typical annual expenses include:

- Other Contracted Services (Including Translation): $230,000
- Public meetings/hearings: $6,500
- Printing and Information Services: $93,000
- Market research: $71,000 every three years

Translated documents include mailers, customer "take ones," surveys, meeting notices, brochures, and other customer outreach materials, such as construction-related notices and information documents. Historically, most translation has been from English into Spanish, which covers the predominant language of Caltrain's customer base. As there may be a need for more materials in written Chinese given the changing demographics, the JPB will revisit which documents it may need to translate. Additional languages – Arabic, Russian, Vietnamese, Tagalog and other "Safe Harbor Provision" languages – are translated as resources allow and circumstances dictate. Appendix E provides current examples of materials and pictographs.

In addition to traditional and routine materials, the Communications Department spends roughly $125,000 to $175,000 annually, but these expenses are generally associated with specific, large-scale projects being undertaken by both SamTrans and Caltrain as a whole. Caltrain also has specific projects, such as the Caltrain Modernization project, that budget for public communications that include translation of related notices.

Factor 4 Findings

Even though Caltrain does not have many LEP individuals using the system, Caltrain has made great strides in ensuring that language does not represent a barrier to Caltrain use. In 2013, Caltrain implemented "I Speak" cards that depict all Safe Harbor languages. These cards assist employees in providing language assistance through the use of the Language Line telephone number. Increasing the use of "I Speak" cards on-board the trains, and increasing the use of pictograms for safety signage on-board trains and at grade crossings, evidences the JPB's continued commitment to LEP access. Additionally, the JPB plans to improve LEP services over the next few years, including budgeting for additional language services for anticipated Caltrain fare and service plans.

However, there also are additional LEP-based elements that Caltrain should implement in order to strengthen its practice and improve LEP services. Translation is one of the budgetary assumptions given to all departments to help guide cost estimates for the fiscal year. This will also help establish practices that get the greatest result in the most cost-effective manner. However, as Caltrain is engaged in several high-profile capital projects, it is also anticipated that translation services will continue to be included in those projects as needed.

The following are recommendations that will be implemented or will continue within the next year (end of calendar year 2020):

- Providing Title VI complaint forms in all "Safe Harbor" languages
- Installing a separate phone number for translation services, where customers will be prompted in languages in which they need assistance
- Increasing use of universal pictograms or other symbols at stations or trains
- Providing more translated material on-board trains, such as information regarding fares and service, or FAQs
- Increasing translation of safety signage within the Caltrain Right of Way at crossings and stations
- Conducting Customer Satisfaction Surveys in multiple languages beyond Spanish
- Increasing the translations of documents, such as train schedules or rider newsletters
- Conducting more language-specific outreach to assess Caltrain's efforts to engage non-English speaking populations
- Improving signage associated with construction projects to ensure LEP consideration.

Limited English Proficiency Language Assistance Plan

Language Assistance Plan Overview

The DOT LEP Guidance recommends that recipients develop an implementation plan to address the needs of the LEP populations they serve. The DOT LEP Guidance notes that effective implementation plans typically include the following five elements: 1) identifying LEP individuals who need language assistance; 2) providing language assistance measures; 3) training staff; 4) providing notice to LEP persons; and 5) monitoring and updating the plan.

1. Identifying LEP Individuals Who Need Language Assistance

As indicated in the Four-Factor analysis, while the Caltrain ridership base does not reflect the large concentrations of LEP populations within the service area, there remains a need to provide vital information in Spanish, which represents the largest concentration of LEP riders as well as population.

The Four-Factor analysis considered a number of data sets to determine the languages that would require "Safe Harbor" consideration, in addition to languages predominantly used by Caltrain rders. These data included Census data (American Community Survey 2017 5-year sample), the Department of Education English Learners data, and the Caltrain 2016 Triennial On-Board Survey. Approximately 20% of the population in the three-county service area speak English less than "Very Well" and would be considered part of the LEP population.

Based on the Four-Factor analysis, the most frequently encountered languages have been broken down into the following three categories:

- Primary Languages: Spanish, Chinese (Mandarin & Cantonese)
- Tier Two Languages: Vietnamese, Tagalog, Korean, Russian, Japanese and Hindi
- Tier Three "Safe Harbor" Languages for vital document translation in addition to those listed above: Arabic, Persian, Portuguese, Punjabi, French, Mon-Khmer Cambodian, Telugu, Tamil, Italian, Urdu, Gujarati, and German.

Both Spanish and Chinese exceed the 5% Safe Harbor Threshold and exceed the 1,000 person population limit. Previously, only Spanish was the predominant language. Caltrain will continue to provide language assistance in Spanish and also focus on expanding Chinese language support. There is a need for more language translations beyond Spanish and Chinese for vital documents.

Caltrain also provides taglines indicating oral interpretation is available in primary languages for all press releases and notices.

2. Providing Language Assistance Measures

Caltrain is committed to providing meaningful access to information and services to its LEP customers. Caltrain uses various methods to accomplish this goal. Specific methods pertaining to outreach will be discussed in Caltrain's Public Participation Plan.

Currently, Caltrain's primary language assistance tools include:

- Using "I-Speak" cards including all Safe Harbor languages on-board trains to facilitate translation services
- Google Translate tool on Caltrain website
- Language line
- Spanish translations on ticket machines
- Pictograms on trains, at stations and at grade crossings
- Translators and interpreters (by request) for focus groups and public hearings
- Multilingual printed materials, especially for fare and service changes, and construction notices
- Posting Caltrain news, notices, and information to newspapers in other languages (e.g. El Observador, El Reportar, Singtao Daily)
- Multilingual media advertising (print, television and radio)
- Partnering with Clipper (regional fare card) to produce shared multilingual Caltrain customer information
- Caltrain bilingual Customer Service Representatives
- CBO assistance in outreach to LEP populations and translations

The following are recommendations that would improve the level of service that Caltrain provides to its LEP customers and that can be implemented within the next several years:

- Providing complaint forms in all "Safe Harbor" languages
- Increasing use of universal pictograms or other symbols at stations or trains
- Increasing frontline employee training about methods of accessing language assistance
- Providing more translated material on-board trains, such as information regarding fares and service, or FAQs that would address general questions
- Increasing translation of safety signage within Caltrain Right of Way
- Adding national flags to delineate "Google Translate" languages for the most prominent languages.
- Use of Social Media in other languages and publicize language assistance
- Increase translation services at key locations where LEP individuals board
- Using "language name badges" on trains for employees that indicate additional languages spoken
- Conducting Customer Satisfaction Surveys in multiple languages beyond Spanish
- Increasing the translations of documents, such as train schedules or rider newsletters
- Conducting more language-specific outreach to assess Caltrain's efforts to engage non-English speaking populations

- Improving signage associated with construction projects to ensure LEP consideration
- Continue to work with CBOs to serve multilingual communities
- Continue partnering with regional and other agencies to produce shared multilingual customer information materials (511.org and Clipper)

Vital Documents and Translation Policy:
An effective Language Assistance Plan includes the translation of vital and other documents into the languages of frequently-encountered LEP customers. According to federal guidance, vital written documents include, but are not limited to, consent and complaint forms; intake and application forms with the potential for important consequences; written notices of rights; notices of denials, losses, or decreases in benefits or services; and notices advising LEP individuals of free language assistance services.[10]

Table 14 below lists both vital and non-vital documents and categories of documents (such as promotional materials) and identifies the language category into which they should be translated. Caltrain may provide a summary of a vital document and/or notice of free language assistance in the "Safe Harbor" languages, rather than a word-for-word translation of the vital document. Caltrain may reserve the right to translate documents into more languages as circumstances dictate and resources allow. For example, community outreach may provide translated construction notices in languages other than Spanish, depending on the area and particular concentrations of LEP individuals, as is the current practice. Due to the critical nature of safety and security information, Caltrain may rely on pictographs to the extent possible, so that information is communicated regardless of language spoken.

[10] FTA Circular 4702.1B

Table 14: Vital and Non Vital Document List

Document	Languages	Examples	Vital Document?
Title VI Notices	All Safe Harbor Languages	On-Board Take Ones	Yes
Safety and Security Information	All Safe Harbor Languages/ Icons and Symbols to reach as many LEP riders as possible, regardless of language spoken and literary levels.	Emergency Safety Procedures	Depends on subject matter
Notice of Free Language Assistance	All Safe Harbor Languages		Yes
Legal Notices	All Safe Harbor Languages		Yes
Title VI Complaint Form and Procedures	All Safe Harbor Languages		Yes
Instructional or informational ridership brochures	Primary Tier 2 and Tier 3 when requested	Take ones, Traveling Tips, Rider Guides	Yes
Applications to Participate in Programs, Benefits, and Services	Primary Tier 2 and Tier 3 when requested		Yes
Fare and Major Service Change Notices	Primary Tier 2 and Tier 3 when requested		Yes
Select Other Fare and Major Service Change Documentation	Primary and Tier 2/Tier3 as requested		No
Project Fact Sheets	Primary and Tier 2/Tier 3 determined by location and/or as requested	Translated Fact Sheets/Summaries may be created in lieu of large document translations depending on the subject matter and cost.	Depends on Subject Matter
Public Hearings	Primary (Meeting Notices) and Tier 2/Tier3 as requested	Formal Notices, protocols to submit comments, presentation materials	Yes
Public Outreach	Primary (Meeting Notices) Tier 2/Tier 3 as determined by location and as funding permits	Formal Notices, Documents that require public input, fact sheets, informational brochures with key information	Depends on Subject Matter
General Promotional Materials/ Promotional Events	Primary and Tier 2/Tier 3 languages as determined by location and as funding permits	Fliers, brochures	No
Construction and Other Courtesy Notices	Primary and Tier 2/Tier 3 languages determined by location and as funding permits.	Service Disruptions, Retrofits, Special Events	No
Surveys	Primary as determined by location and as funding permits. Oral interpretation by request.		No

Caltrain will review to ensure the following documents are available in the most recent Safe Harbor languages and available to the public by the end of calendar year 2020 using the Vital Document table, above:

- Title VI Public Notice
- Title VI Complaint Form and Procedures
- Public Hearing and Legal Notices
- Notice of Free Language Assistance

3. Training Staff

Currently, frontline Caltrain staff members are trained in a number of areas to ensure that they consider the needs of LEP individuals along with the general understanding of Title VI principles. Employees are put through a variety of "course modules" that concentrate on understanding and interacting with a diverse customer clientele. They are also given specific skills for giving service to customers with a variety of challenges that may require extra attention. In all cases, employees practice appropriate responses to sensitive cases such as those involving non-English speaking customers. Appendix E includes materials depicting the subject matter.

Caltrain also uses bilingual staff within the organization to provide translation services for events, hearings and in the Customer Service Call Center. When recruiting for customer service personnel, bilingualism is a desired qualification to ensure that the best customer service can be provided. Caltrain's continued use of the diverse employee base helps to ensure that the needs of LEP groups can be accommodated efficiently and effectively. It is Caltrain's goal to recruit and train more staff that is bilingual in order to provide an effective and cost-efficient method of addressing the needs of LEP populations.

Caltrain employees received Title VI specific training following the submission of the 2016 Title VI Program. Caltrain will continue to train front line and other employees on accessing language accessing language assistance measures within the organization. Additional or "refresher" training, along with clear direction on translations and language assistance, would help employees become more familiar with translation requirements. Caltrain will continue to provide training to front line and other employee staff on overall Title VI procedures and interacting with limited English proficient individuals.

4. Providing Notice to LEP Persons of Language Assistance Measures

The methods that Caltrain will use to notify LEP customers of language assistance services include the following:

- Post Language Assistance Notification on Caltrain website, in lobby and at stations
- Provide Language Assistance Notification for use on public hearing notices
- Post availability of Language Line Assistance on the Caltrain website under "Contact Us" page
- Continue posting Caltrain news, notices, and information to newspapers in other languages (e.g. El Observador, El Reporta, Singtao Daily)
- Work with CBOs to inform LEP customers about the Language Assistance services
- Incorporate a separate phone number that is routed to Customer Service that directs those seeking Translation Services to select their specific language in which they need language assistance.

5. Monitoring and Updating the Plan

On an on-going basis, Caltrain will monitor activities and information that require LEP accessibility, including data collection and continued LEP plan assessment, to ensure that the Language Assistance Plan meets the changing needs of LEP populations. At a minimum, monitoring will be conducted to coincide with the submittal of the Title VI Program update as required by FTA Circular 4702.1B. It is the goal of Caltrain to show continued improvement to Language Assistance Services and LEP Plan monitoring.

Monitoring methods include:

- Review new customer outreach materials prior to production to determine whether the document can be considered "vital" and what translation is needed.
- Review existing customer documentation to assess whether the document is "vital" and what translation is needed.
- Evaluate and analyze outreach efforts pertaining to LEP populations.
- Review translation and language assistance efforts to determine whether they are adequate and/or effective.
- Analyze demographic data from the U.S. Census, the ACS, and Caltrain Triennial On-Board Survey that will release information in 2020.
- Gather information from CBOs, Frontline Employees and regional agencies and partners through on-going coordination.
- Gather feedback from LEP customers (public outreach, CBO meetings, etc.).

Compliance will be monitored by the Caltrain Title VI Administrator in coordination with Caltrain and SamTrans staff, and the JPB Board of Directors.

Appendix A: California Department of Education English Learners by County 2018/19

Languages	Number of English Learners	Percentage of Total English Learners	San Mateo County	% of SM County	San Francisco County	% of SF County	Santa Clara County	% of SC County
Spanish	58685	61.5%	13936	68.9%	8326	48.5%	36423	62.8%
Vietnamese	6720	7.0%	87	0.4%	391	2.3%	6242	10.8%
Cantonese	5138	5.4%	833	4.1%	3606	21.0%	699	1.2%
Mandarin (Putonghua)	4063	4.3%	688	3.4%	641	3.7%	2734	4.7%
Other non-English languages	3702	3.9%	273	1.4%	2372	13.8%	1057	1.8%
Filipino (Pilipino or Tagalog)	3190	3.3%	1412	7.0%	343	2.0%	1435	2.5%
Japanese	1586	1.7%	363	1.8%	97	0.6%	1126	1.9%
Arabic	1323	1.4%	567	2.8%	386	2.2%	370	0.6%
Russian	1203	1.3%	331	1.6%	138	0.8%	734	1.3%
Korean	1145	1.2%	143	0.7%	68	0.4%	934	1.6%
Hindi	932	1.0%	162	0.8%	44	0.3%	726	1.2%
Telugu	810	0.8%	34	0.2%	1	0.0%	775	1.3%
Portuguese	683	0.7%	393	1.9%	50	0.3%	240	0.4%
Punjabi	679	0.7%	39	0.2%	9	0.1%	631	1.1%
Hebrew	523	0.5%	39	0.2%	6	0.0%	478	0.8%
Tamil	515	0.5%	27	0.1%	0	0.0%	488	0.8%
Farsi (Persian)	409	0.4%	46	0.2%	19	0.1%	344	0.6%
French	354	0.4%	81	0.4%	54	0.3%	219	0.4%
Turkish	286	0.3%	70	0.3%	2	0.0%	214	0.4%
Urdu	281	0.3%	46	0.2%	24	0.1%	211	0.4%
Toishanese	256	0.3%	6	0.0%	249	1.5%	1	0.0%
Tongan	241	0.3%	190	0.9%	6	0.0%	45	0.1%
Khmer (Cambodian)	214	0.2%	16	0.1%	17	0.1%	181	0.3%
Burmese	181	0.2%	132	0.7%	34	0.2%	15	0.0%
Marathi	173	0.2%	6	0.0%	0	0.0%	167	0.3%
Ilocano	171	0.2%	29	0.1%	23	0.1%	119	0.2%
Gujarati	161	0.2%	20	0.1%	7	0.0%	134	0.2%
Kannada	154	0.2%	13	0.1%	0	0.0%	141	0.2%
German	152	0.2%	34	0.2%	17	0.1%	101	0.2%
Samoan	151	0.2%	61	0.3%	55	0.3%	35	0.1%
Thai	129	0.1%	28	0.1%	43	0.3%	58	0.1%
Bengali	104	0.1%	15	0.1%	4	0.0%	85	0.1%
Somali	94	0.1%	2	0.0%	5	0.0%	87	0.1%

Languages	Number of English Learners	Percentage of Total English Learners	San Mateo County	% of SM County	San Francisco County	% of SF County	Santa Clara County	% of SC County
Serbo-Croatian (Bosnian, Croatian, Serbian)	94	0.1%	11	0.1%	4	0.0%	79	0.1%
Italian	90	0.1%	19	0.1%	14	0.1%	57	0.1%
Tigrinya	81	0.1%	1	0.0%	25	0.2%	55	0.1%
Assyrian	81	0.1%	2	0.0%	1	0.0%	77	0.1%
Dutch	80	0.1%	0	0.0%	4	0.0%	51	0.1%
Polish	77	0.1%	25	0.1%	9	0.0%	43	0.1%
Ukrainian	56	0.1%	10	0.0%	15	0.1%	31	0.1%
Indonesian	51	0.1%	0	0.0%	18	0.1%	33	0.1%
Swedish	49	0.1%	12	0.0%	0	0.0%	37	0.1%
Armenian	48	0.1%	8	0.0%	6	0.0%	34	0.1%
Pashto	47	0.0%	5	0.0%	5	0.0%	37	0.1%
Lao	43	0.0%	1	0.0%	3	0.0%	39	0.1%
Cebuano (Visayan)	43	0.0%	18	0.1%	5	0.0%	20	0.0%
Taiwanese	41	0.0%	5	0.0%	0	0.0%	36	0.1%
Hungarian	40	0.0%	8	0.0%	1	0.0%	31	0.1%
Greek	30	0.0%	14	0.1%	0	0.0%	16	0.0%
Rumanian	27	0.0%	5	0.0%	1	0.0%	21	0.0%
Chaozhou (Chiuchow)	23	0.0%	0	0.0%	6	0.0%	17	0.0%
Hmong	16	0.0%	1	0.0%	3	0.0%	12	0.0%
Albanian	11	0.0%	0	0.0%	0	0.0%	11	0.0%
Mien (Yao)	3	0.0%	0	0.0%	2	0.0%	1	0.0%
Chamorro (Guamanian)	2	0.0%	0	0.0%	1	0.0%	1	0.0%
Marshallese	2	0.0%	1	0.0%	0	0.0%	1	0.0%
Kurdish (Kurdi, Kurmanji)	1	0.0%	0	0.0%	1	0.0%	0	0.0%
Kikuyu (Gikuyu)	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Appendix B: CBO Contact List

CBO Name	Street Address	City	Language Constituency
African Community Health Institute	1922 The Alameda Suite 425	San Jose	Tigrinya, Amharic, Swahili, Somali, and Arabic
Arab Resource & Organizing Center	522 Valencia St.	San Francisco	Arabic
Asian Americans for Community Involvement	2400 Moorpark Ave. Suite #300	San Jose	Asian
Asian Pacific American Community Center	2442 Bayshore Blvd	San Francisco	Chinese
Asian Pacific Islander American Public Affairs Association Bay Area Chapter	1963 Sabre Street	Hayward	Asian
Bayshore Child Care Services	45 Midway Drive	Daly City	Various
Bayview Footprints	1747 Quesada Ave	San Francisco	Various
Bayview Multi-Purpose Senior Center	1706 Yosemite Avenue	San Francisco	ESL
Cameron House	920 Sacramento St	San Francisco	Chinese
Catholic Charities' Refugee & Immigrant Forum	36 37th Avenue 2nd Floor	San Mateo	Various
Chicana Latina Foundation	1419 Burlingame Ave. Suite W2	Burlingame	Spanish
Chinatown Community Development Center	1525 Grant Avenue	San Francisco	Chinese
Chinese for Affirmative Action	17 Walter U. Lum Place	San Francisco	Chinese
Chinese Progressive Association	1042 Grant Ave. 5th Floor	San Francisco	Chinese
Coastside Hope	99 Avenue Alhambra	El Granada	Chinese, Filipino, Portuguese, Russian, Spanish
College of San Mateo	1700 W. Hillsdale Blvd.	San Mateo	Various
College Track East Palo Alto	1877 Bay Road	East Palo Alto	

CBO Name	Street Address	City	Language Constituency
Daly City Community Service Center	333 90th Street	Daly City	English, Spanish, Tagalog
Daly City Friendship Center/Mental Health Association of San Mateo County	2686 Spring St.	Redwood City	Various
Daly City Youth Health Center	2780 Junipero Serra Blvd.	Daly City	Various
Destination Home	3180 Newt Ave.	San Jose	Various
Fair Oaks Community Center	2600 Middlefield Rd.	Redwood City	Spanish
Family Health Services	2000 Alameda de Las Pulgas	San Mateo	Various
Family Crossroads/Shelter Network of San Mateo County	181 Constitution Drive	Menlo Park	Various
Filipino Community Center San Francisco	4681 Mission St.	San Francisco	Filipino
Filipino-American Chamber of Commerce	1415 Rollins Road Suite 202	Burlingame	Filipino
First Filipino American United Church of Christ	461 Linden Ave.	San Bruno	Filipino
Gujarati Cultural Association of Bay Area	46560 Fremont Blvd. #109	Fremont	Guajarati
Hunters Point Family	1800 Oakdale Ave.	San Francisco	Various
India Community Center	525 Los Coches St.	Milpitas	Various Indian
Indo American Chamber of Commerce	1616 University Ave.	Berkeley	Various Indian
Japanese American Community Center	415 South Claremont St.	San Mateo	Japanese
Japanese Chamber of Commerce	1875 South Grant Street Suite 760	San Mateo	Japanese
Jewish Family and Children's Services	2150 Post Street	San Francisco	Russian

CBO Name	Street Address	City	Language Constituency
Jordanian American Association	305 Linden Ave.	South San Francisco	Various
Korean American Community Services	1800-B Fruitdale Ave.	San Jose	Korean
Korean American Professional Society			Korean
Korean Community Center	765 Buchannan St.	San Francisco	Korean
Lady of Pillar Catholic Church	400 Church Street	Half Moon Bay	Spanish
Language Pacifica	585 Glenwood Avenue	Menlo Park	ESL
Metropolitan Education District	760 Hillsdale Ave	San Jose	ESL classes—various locations
Mexican American Community Services	660 Sinclair Dr.	San Jose	Spanish
Mid-Peninsula Housing	303 Vintage Park Drive Suite 250	Foster City	
Mission Neighborhood Center	362 Capp Street	San Francisco	Spanish – 2 sessions
Moon Ridge Apartments	2001 Miramontes Point Rd	Half Moon Bay	Various
North Peninsula Neighborhood Services	600 Linden Ave.	South San Francisco	Spanish
Northern Peninsula Mandarin School	3115 Del Monte Street	San Mateo	Chinese
Organization of Chinese Americans (Peninsula Chapter of San Mateo)	P.O. Box 218	San Mateo	Chinese
Our Second Home	725 Price Street	Daly City	Various
Pars Equality Center	P.O. Box 1383	Menlo Park	ESL
Peninsula Interfaith Action	1336 Arroyo Ave	San Carlos	Spanish
Persian American Society	P. O. Box 25005	San Mateo	Persian

CBO Name	Street Address	City	Language Constituency
Persian Center	2029 Durant Ave.	Berkeley	Persian
Pilipino Bayanihan Resource Center	2780 Junipero Serra Blvd.	Daly City	Filipino
Pillar Ridge Manufactured Home Community	164 Culebra St	Moss Beach	Spanish
Public Advocates	131 Steuart Street Suite 300	San Francisco	Spanish
Puente De La Costa Sur	620 North Street	Pescadero	Spanish
Renaissance Entrepreneurship Center	275 5th St.	San Francisco	Spanish
Russian-American Community Services	300 Anza St.	San Francisco	Russian
Samaritan House	4031 Pacific Blvd.	San Mateo	Spanish
San Bruno Chinese Church/Chinese School	250 Courtland Dr.	San Bruno	Chinese
San Mateo County Commission on Disabilities Aging and Adult Services	225 37th Ave.	San Mateo	Spanish
San Mateo County Hispanic Chamber of Commerce	475 El Camino Real Suite 100A	Millbrae	Spanish
Santa Clara County Office of Human Relations	2310 North First Street, Suite 104	San Jose	Various
Services Immigration Rights & Education Network (SIREN)	1425 Koll Cir.	San Jose	Spanish and Vietnamese
Seton Medical Center	1900 Sullivan Ave.	Daly City	Various
Shared Housing Program/Human Investment Project	2600 Middlefield Road	Redwood City	Various
Sikh Gurdwara of San Francisco	P.O. Box 25493	San Mateo	Various Indian

CBO Name	Street Address	City	Language Constituency
Sitika Counseling Center	306 Spruce Ave.	San Francisco	Various
Skyline College Language and Arts Division	3300 College Drive	San Bruno	Various
South of Market Health Center	229 7th St.	San Francisco	Spanish, Tagalog, Farsi, and Chinese
Southeast Asian Community Center	875 O'Farrell St.	San Francisco	Cantonese, English, Hindi, Japanese, Korean, Mandarin, Spanish, Tagalog, Vietnamese
SparkPoint Center at Skyline College	3300 College Drive Building 1 Floor 2	San Bruno	ESL
Transform	436 14th Street Suite 600	Oakland	Various
Urban Habitat	1212 Broadway Suite 500	Oakland	Various
Veterans Equity Center	1010 Mission Street	San Francisco	Filipino
Vietnamese Community Center	766 Geary	San Francisco	Vietnamese
Vista Center for the Blind and Visually Impaired	3200 Hillview Ave.	Palo Alto	Various
Yaseen Foundation	621 Masonic Way	Belmont	Arabic
Youth United for Community Action (YUCA)	2135 Clarke Ave.	East Palo Alto	Various
Zawaya	311 41st Ave.	San Mateo	Arabic

Appendix C: CBO Survey Instrument

Caltrain 2019 Community Based Organizations (CBO) Questionnaire

Caltrain provides commuter rail service along the San Francisco Peninsula, through the South Bay to San Jose and Gilroy. Our vision is to provide a safe, reliable, sustainable modern rail system that meets the growing mobility needs of the San Francisco Bay Area region. Caltrain is in the process of completing a Limited English Proficiency Plan (LEP) to establish a Language Assistance Plan (LAP) so that Caltrain riders can access information regardless of language proficiency. For questions or more information, you can contact Wendy Lau, Title VI Administrator at TitleVI@samtrans.com

We are asking a variety of people questions about interactions with Caltrain and any barriers that might be encountered when accessing Caltrain services. Since your organization advocates for or provides services to precisely the population Caltrain is striving to improve its communication, outreach, and services to, we would like to ask you to take 10 to 15 minutes of your time to provide your ideas about the needs of the community you serve and how Caltrain can best serve that community. **PLEASE COMPLETE BY DECEMBER 5, 2019**

Thank you for giving us your input.

1. What is the name of your organization?

2. Does your agency or organization cover a specific geographic area?
   ___Yes
   ___No

3. What neighborhood, city or county do you serve?

4. What are the top countries of origin of the population you serve?

5. What are the **three** primary languages spoken by the population you serve?
   (Please select no more than three.)

   ___English
   ___Spanish
   ___Chinese (including Mandarin, Cantonese)
   ___Tagalog (Filipino)
   ___Vietnamese
   ___Korean
   ___Russian
   ___Japanese
   ___Other languages (please specify)_____

1 of 3

Caltrain 2019 Community Based Organizations (CBO) Questionnaire

6. What age groups do you serve? (Please check all that apply.)

___Youth (under the age of 17)
___Adults (18-64)
___Seniors (65 and older)

7. How would you assess the literacy level of the population you serve in the native language? In other words, how well can they read in their native language?

___Below basic
___Basic
___Intermediate
___Proficient
___Not sure

8. How well do they read in English?

___Below basic
___Basic
___Intermediate
___Proficient
___Not sure

9. Has the population inquired about how to access public transportation or expressed a need for public transportation service?

10. What are language access methods would be helpful for your community?
___Multilingual Helpline
___Translated Notices
___Websites
___ Ethnic Newspapers
___ Translated Fact Sheets or Brochures
___In Person Presentations in the community's language

11. How does the population you serve access information about transportation services or government services?
___Word of Mouth
___Ethnic Media such as publications, newspapers, or newsletters
___ Ethnic Radio
___Translated websites produced by public agencies
___ Customer Service centers
___On vehicle announcements

Caltrain 2019 Community Based Organizations (CBO) Questionnaire

12. To what degree does your population access information about projects or programs from Caltrain? Would you say they seek information:

___A great deal
___Some
___Very little
___Not at all
___Not sure

11a. To what degree does your population ride Caltrain

___A great deal
___Some
___Very little
___Not at all
___Not sure

11b. And to what degree does your population rely on Caltrain for trip making?

___A great deal
___Some
___Very little
___Not at all
___Not sure

13. What are the barriers a population may face when in using Caltrain services? (Please be as specific as possible.)

14. What is the best way to obtain input from the population in order to better serve them? (Please be as specific as possible.)

15. What two or three things do you think this population needs from Caltrain to be better served? (Please be as specific as possible.)

Appendix D: Examples of Translated Materials and Pictographs

"I-Speak" Cards



Translations

Free Language Assistance

For translations, please call 1.800.660.4287

Arabic
1.800.660.4287 أتصل علي ,للترجمة.

Armenian
Թարգմանության համար զանգահարել 1.800.660.4287.

Chinese
如需翻譯,請電 1.800.660.4287.

French
Pour traduction, appelez au 1.800.660.4287.

German
Übersetzung unter +1.800.660.4287.

Gujarati
અનુવાદ માટે, 1.800.660.4287 પર ફોન કરો.

Hebrew
1.800.660.4287 לתרגום יש להתקשר לטלפון

Hindi
अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।

Italian
Per traduzioni chiamare 1.800.660.4287.

Japanese
翻訳のご用命は,+1.800.660.4287までお電話ください。

Korean
번역을 원하시면, 1.800.660.4287번으로 전화하십시오.

Mon-Khmer, Cambodian
សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាមទូរស័ព្ទលេខ 1.800.660.4287.

more on reverse



Translations

Free Language Assistance

For translations, please call 1.800.660.4287

Persian
برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.

Portuguese
Para tradução, ligue para 1.800.660.4287.

Polish
Po tłumaczenie proszę dzwonić na 1.800.660.4287.

Russian
Если вам нужны услуги переводчика, обращайтесь по телефону 1-800-660-4287.

Serbo-Croatian
Za prevodjenje nazovite 1.800.660.4287.

Spanish
Para traducción llama al 1-800-660-4287.

Tagalog
Para sa pagsasaling-wika, mangyaring tumawag sa 1-800-660-4287.

Thai
สำหรับการแปลภาษา โทร 1.800.660.4287.

Urdu
ترجمہ کے لیے، 1.800.660.4287 پر کال کریں.

Vietnamese
Cần dịch thuật, xin gọi 1.800.660.4287.

more on reverse

Caltrain provides commuter rail service along the San Francisco Peninsula, to San Jose and Gilroy.
Caltrain Customer Service | 1.800.660.4287 (TTY 650.508.6448)
Weekdays: 7am - 7pm | Weekends & Holidays: 8am - 5pm

Caltrain

7/29/16 - rjc

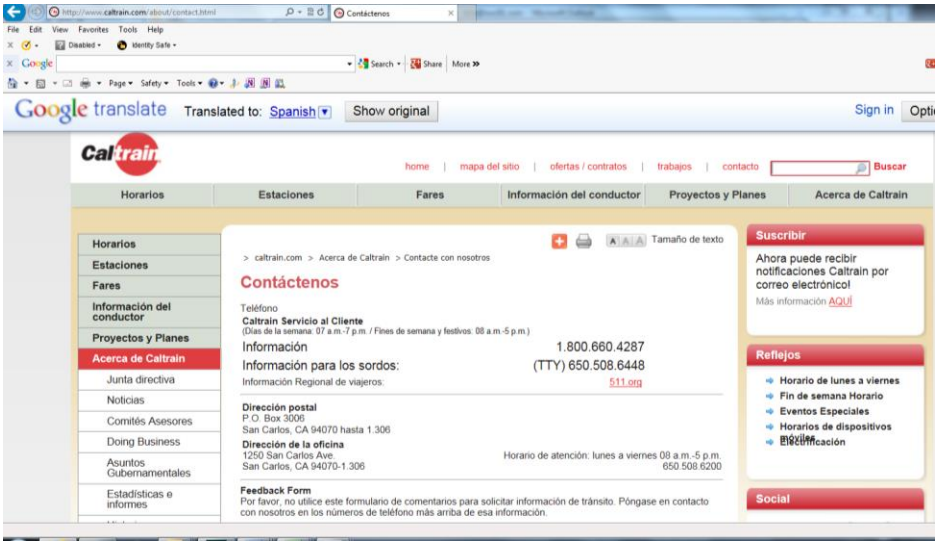
Ticket Vending Machine: Spanish



Pictograms at Station



Google Translate of Caltrain Website



Translation of Fare Change Proposal

Chinese

Expires 8/2/19

Caltrain

半岛走廊联合电力理事会
公众会议及听证公告
加州火车调整票价建议

半岛走廊联合电力理事会为了保持系统资金充足，并且修复状态良好，正在考虑建议调整加州火车（Caltrain）的票价结构。加州火车不像大部分运输系统那样，当前并未获得专项基金来支持其营运。由于须面对挑战容纳乘客不住变动的需求和维护日益老旧的柴油系统保持修复状态良好，营运和维持服务的成本正在增加中。

理事会邀请公众于该会8月1日举行的会议就以下可能作出的改动提供意见。

1. 增加GoPass的价格，最高达百份之20，于2020年1月1日生效；并自2022年1月起，于往后的每一双数年的1月1日实施增收百份之5
2. 取消使用路路通卡（Clipper®）的$0.55单程票价折扣和“符合折扣资格”者$.15的单程票价折扣，不早于2020年1月生效。由于月票价格等同 30 x 单程票价，取消路路通卡折扣将令月票价格上升。
3. 实施票价每两年递增一次（举例子：定于2020年7月将基本票价上调$.50、定于2022年7月将区域票价上调$.25、定于2024年7月将基本票价上调$.50）。由于月票价格等同 30 x 单程票价，基本票价和区域票价递增将令月票价格上升。
4. 参与区域性“经济能力为本折扣票价”试验计划，目前定于2019年秋季启动。这个计划将提供符合资格者单程成人路路通卡加州火车（Caltrain）百份之20的票价折扣。
5. 租用列车、汽车停车和自行车贮存柜收费将自“法定收费表”移除。这些收费会于另外文件列载，而且收费或规定有任何改动的话，都将于一般后程序提交理事会处理。

建议改动的详细内容可以在这里找到：**www.caltrain.com/farechanges**.

加州火车（Caltrain）的职员会于以下的三次公众会议中讨论这些改动，并邀请就建议对“法定收费表”所作之变更提供意见：

三藩市 – 7月 18日 下午 6 时 -
7 时米慎溪长者社区中心

圣荷西 – 7月22日 下午 6 时 -
7 时加德纳社区中心

红木城 – 7月 30日 下午6 时 -
7 时红木城市中心图书馆

此外，半岛走廊联合电力理事会邀请公众出席于以下时间和地点举行之公听会，就建议对“法定收费表”所作之改动提供意见：

2019年8月1日星期四上午 9 时
圣卡洛斯市加州火车行政办公室二楼礼堂.

公听会举行以前，想提意见可上网到这里填妥一份在线意见表：www.caltrain.com/farechanges、致电1-800-660-4287联络客户服务中心、用电传打字机（TTY 650-508-6448）、发电邮至：changes@caltrain.com, 或寄信至：

District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006
San Carlos, CA 94070

听障人士和不说英语的出席者可于会议及/或听证会前起码三个工作天致电650-508-6242安排手语或外语翻译服务。

7/9/19

Expires 8/2/19

Caltrain

Proposed Fare Changes

The Peninsula Corridor Joint Powers Board of Directors is considering proposed changes to the Caltrain fare structure. Unlike most transit systems, Caltrain does not currently receive dedicated funding to support its operations. The cost of operating and maintaining the service has increased due to the challenge of accommodating changing ridership demand and maintaining an aging diesel system in a state of good repair.

The Board invites public comment on the following proposed changes at its August 1 meeting:

GoPass
- Price of the GoPass will increase by up to 20%, effective January 1, 2020.
- 5% increase every two years on January 1, starting in 2022.

Clipper
- Clipper discounts for one-way fares and monthly passes will be removed after January of 2020.

One-Way/Day Pass/Monthly Pass
- Incremental fare increases every two years
- $.50 increase to the base fare scheduled for July of 2020
- $.25 increase to the zone fare scheduled for July of 2022
- $.50 increase to the base fare for July of 2024

Spanish

Means-Based Fare Pilot Program
- Caltrain will officially participate in a regional Means-Based Discount Fare pilot program, which is currently scheduled to begin in Fall 2019
- This program will offer eligible participants a 20% discount off of the single-ride adult Clipper Card Caltrain fares

Administrative Changes
- Charter trains, parking and bicycle locker fees will be removed from the Codified Tariff. These fees will be placed in a separate document and any changes to the fees or the rules will be brought to the Board in a later process.

More information on the proposed changes can be found at **www.caltrain.com/farechanges**.

Caltrain staff will discuss these proposed changes and invites comments on the proposed changes to the Codified Tariff at the following public meetings:

Public Meetings

San Francisco - July 18, 6 p.m. - 7 p.m.
Mission Creek Senior Community Center
930 4th St, San Francisco

San Jose - July 22, 6 p.m. - 7 p.m.
Gardner Community Center
520 W. Virginia St., San Jose

Redwood City - July 30, 6 p.m. - 7 p.m.
Redwood City Downtown Library
1044 Middlefield Rd, Redwood City

In addition, the Peninsula Corridor Joint Powers Board of Directors invites public comments regarding the proposed changes to the Codified Tariff during a public hearing to be held:

Thursday, August 1, 2019, 9 a.m.
Caltrain Administrative Office
2nd Floor Auditorium
1250 San Carlos Ave., in San Carlos.

Prior to the hearing, comments may be sent by completing an online comment form available at www.caltrain.com/farechanges, calling Customer Service Center at 1-800-660-4287(TTY 650-508-6448), e-mail to changes@caltrain.com or mail to:

District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070

Hearing impaired and non-English speaking attendees may arrange for sign language or foreign language translation by calling 650-508-6242 at least three business days prior to the meetings and/or hearing.

Cambios de tarifa propuestos

La Peninsula Corridor Joint Powers Board está considerando los cambios propuestos en la estructura tarifaria de Caltrain con el fin de mantener el sistema adecuadamente financiado y en un estado de buena reparación. A diferencia de la mayoría de los sistemas de tránsito, Caltrain no recibe actualmente fondos dedicados para apoyar sus operaciones. El costo de operar y mantener el servicio ha aumentado debido al desafío de acomodar la demanda cambiante de los pasajeros y mantener un sistema diesel envejecido en un estado de buena reparación.

La Junta invita al público a formular observaciones sobre los siguientes cambios propuestos en su reunión del 1 de agosto:

GoPass
- El precio del GoPass aumentará hasta en un 20%, a partir del 1 de enero de 2020.
- Aumento del 5% cada dos años el 1 de enero, a partir de 2022.

Clipper
- Los descuentos de Clipper para tarifas de ida y pases mensuales se eliminarán después de enero de 2020.

Pase de ida/día/pase mensual
- Aumentos incrementales de la tarifa cada dos años
- aumento de $.50 a la tarifa base programada para julio de 2020
- $.25 de aumento a la tarifa de zona programada para julio de 2022
- $.50 de aumento a la tarifa base programada para julio de 2024

Programa piloto de tarifas basado en medios
- Caltrain participará oficialmente en un programa piloto regional de Tarifas de Descuento Basado en Medios, que actualmente está programado para comenzar en otoño 2019
- Este programa ofrecerá a los participantes elegibles un 20% de descuento en la Tarjeta Clipper para adultos de un solo viaje Tarifas Caltrain

Cambios administrativos
- Los trenes chárteres, el estacionamiento y las tarifas de taquilla de bicicletas se eliminarán de la tarifa codificada. Estas tarifas se colocarán en un documento separado y cualquier cambio en las tasas o las reglas se llevará a la Junta en un proceso posterior.

Puede encontrar más información sobre los cambios propuestos en **www.caltrain.com/farechanges**.

El personal de Caltrain hablará de estos cambios propuestos e invita los comentarios de los cambios propuestos en la Tarifa Codificada en las siguientes reuniones públicas:

San Francisco - 18 de julio, 6 p.m. - 7 p.m.
Mission Creek Senior Community Center
930 4th St, San Francisco

San José - 22 de julio, 6 p.m. - 7 p.m.
Gardner Community Center
520 W. Virginia St., San Jose

Redwood City - 30 de julio, 6 p.m.
Redwood City Downtown Library
1044 Middlefield Rd, Redwood City

Además, la Junta Directiva de Los Poderes Conjuntas del Corredor de la Península les invita a formular comentarios públicos sobre los cambios propuestos al Arancel Codificado durante una audiencia pública que se celebrará:

Jueves, 1 de agosto de 2019, 9 a.m.
Caltrain Administrative Office
2nd Floor Auditorium
1250 San Carlos Ave., San Carlos.

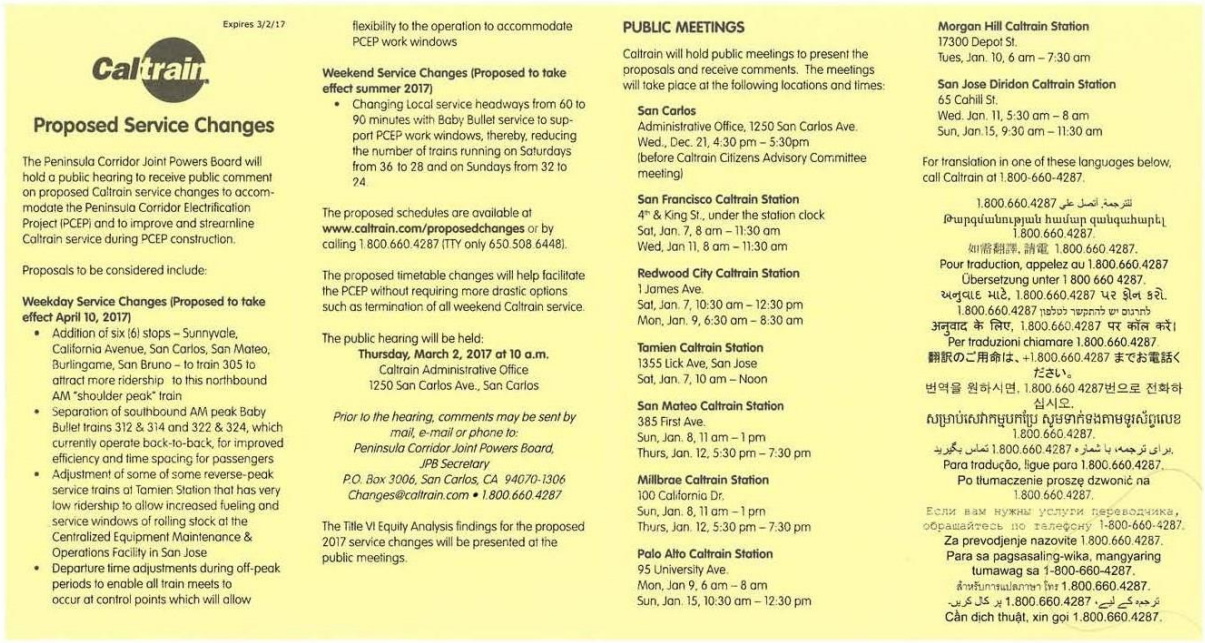
Antes de la audiencia, los comentarios pueden ser enviados completando un formulario de comentarios en línea disponible en **www.caltrain.com/farechanges**, llamando al Centro de Servicio al Cliente al 1-800-660-4287 (TTY 650-508-6448), correo electrónico a changes-caltrain.com o por correo a:

District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070

Los asistentes con discapacidad auditiva y que no hablan inglés pueden organizar la traducción del idioma de señas o del idioma extranjero llamando al 650-508-6242 con al menos tres días hábiles antes de las reuniones y/o audiencias.

Translations of Policy Change Input

TAKE ONE NOTICE (ENGLISH)



Expires 3/2/17

Caltrain

Proposed Service Changes

The Peninsula Corridor Joint Powers Board will hold a public hearing to receive public comment on proposed Caltrain service changes to accommodate the Peninsula Corridor Electrification Project (PCEP) and to improve and streamline Caltrain service during PCEP construction.

Proposals to be considered include:

Weekday Service Changes (Proposed to take effect April 10, 2017)

- Addition of six (6) stops – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – to train 305 to attract more ridership to this northbound AM "shoulder peak" train
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
- Adjustment of some of some reverse-peak service trains at Tamien Station that has very low ridership to allow increased fueling and service windows of rolling stock at the Centralized Equipment Maintenance & Operations Facility in San Jose
- Departure time adjustments during off-peak periods to enable all train meets to occur at control points which will allow flexibility to the operation to accommodate PCEP work windows

Weekend Service Changes (Proposed to take effect summer 2017)

- Changing Local service headways from 60 to 90 minutes with Baby Bullet service to support PCEP work windows, thereby, reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24

The proposed schedules are available at **www.caltrain.com/proposedchanges** or by calling 1.800.660.4287 (TTY only 650.508.6448).

The proposed timetable changes will help facilitate the PCEP without requiring more drastic options such as termination of all weekend Caltrain service.

The public hearing will be held:
Thursday, March 2, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the hearing, comments may be sent by mail, e-mail or phone to:
Peninsula Corridor Joint Powers Board,
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

The Title VI Equity Analysis findings for the proposed 2017 service changes will be presented at the public meetings.

PUBLIC MEETINGS

Caltrain will hold public meetings to present the proposals and receive comments. The meetings will take place at the following locations and times:

San Carlos
Administrative Office, 1250 San Carlos Ave.
Wed., Dec. 21, 4:30 pm – 5:30pm
(before Caltrain Citizens Advisory Committee meeting)

San Francisco Caltrain Station
4th & King St., under the station clock
Sat, Jan. 7, 8 am – 11:30 am
Wed, Jan 11, 8 am – 11:30 am

Redwood City Caltrain Station
1 James Ave.
Sat, Jan. 7, 10:30 am – 12:30 pm
Mon, Jan. 9, 6:30 am – 8:30 am

Tamien Caltrain Station
1355 Lick Ave, San Jose
Sat, Jan. 7, 10 am – Noon

San Mateo Caltrain Station
385 First Ave.
Sun, Jan. 8, 11 am – 1 pm
Thurs, Jan. 12, 5:30 pm – 7:30 pm

Millbrae Caltrain Station
100 California Dr.
Sun, Jan. 8, 11 am – 1 pm
Thurs, Jan. 12, 5:30 pm – 7:30 pm

Palo Alto Caltrain Station
95 University Ave.
Mon, Jan 9, 6 am – 8 am
Sun, Jan. 15, 10:30 am – 12:30 pm

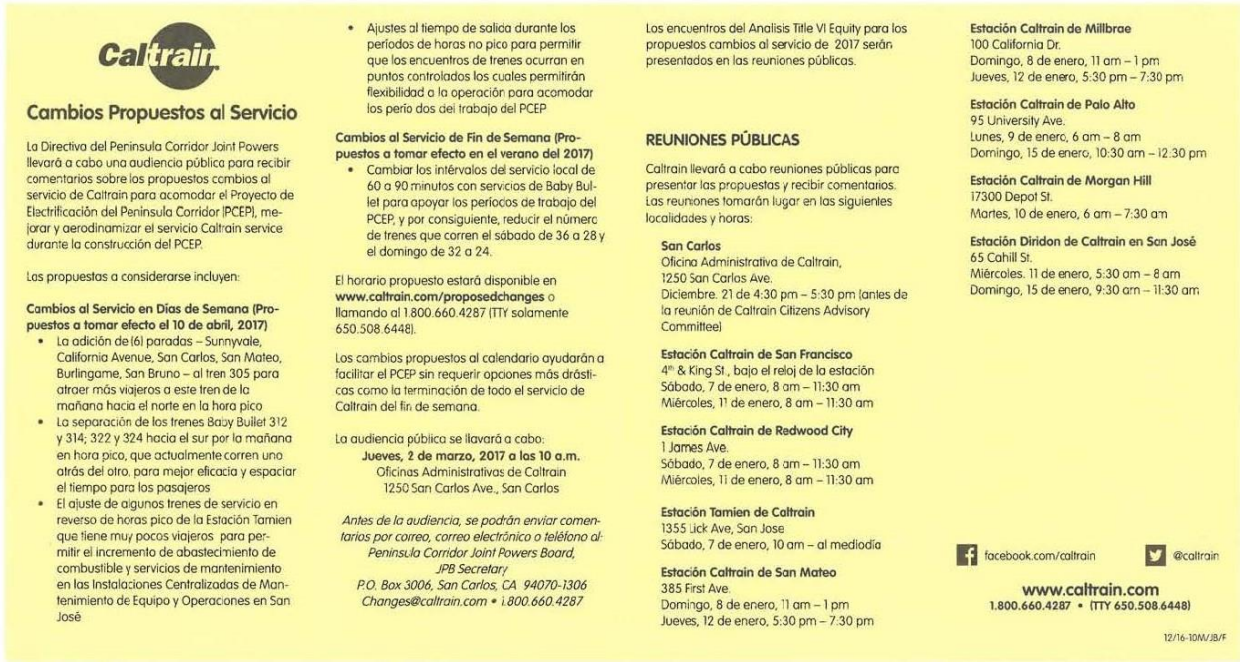
Morgan Hill Caltrain Station
17300 Depot St.
Tues, Jan. 10, 6 am – 7:30 am

San Jose Diridon Caltrain Station
65 Cahill St.
Wed. Jan. 11, 5:30 am – 8 am
Sun, Jan.15, 9:30 am – 11:30 am

For translation in one of these languages below, call Caltrain at 1.800-660-4287.

للترجمة، اتصل على 1.800.660.4287
Թարգմանության համար զանգահարել 1.800.660.4287.
如需翻譯, 請電 1.800.660.4287.
Pour traduction, appelez au 1.800.660.4287
Übersetzung unter 1 800 660 4287.
અનુવાદ માટે, 1.800.660.4287 ૫૨ કૉલ કરો.
לתרגום יש להתקשר לטלפון 1.800.660.4287
अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।
Per traduzioni chiamare 1.800.660.4287.
翻訳のご用命は、+1.800.660.4287 までお電話ください。
번역을 원하시면, 1.800.660.4287번으로 전화하십시오.
សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាមទូរស័ព្ទលេខ 1.800.660.4287.
برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.
Para tradução, ligue para 1.800.660.4287.
Po tłumaczenie proszę dzwonić na 1.800.660.4287.
Если вам нужны услуги переводчика, обращайтесь по телефону 1-800-660-4287.
Za prevodjenje nazovite 1.800.660.4287.
Para sa pagsasaling-wika, mangyaring tumawag sa 1-800-660-4287.
สำหรับการแปลภาษา โทร 1.800.660.4287.
ترجمہ کے لیے، پر کال کریں 1.800.660.4287.
Cần dịch thuật, xin gọi 1.800.660.4287.

TAKE ONE NOTICE (SPANISH)



Caltrain

Cambios Propuestos al Servicio

La Directiva del Peninsula Corridor Joint Powers llevará a cabo una audiencia pública para recibir comentarios sobre los propuestos cambios al servicio de Caltrain para acomodar el Proyecto de Electrificación del Peninsula Corridor (PCEP), mejorar y aerodinamizar el servicio Caltrain service durante la construcción del PCEP.

Las propuestas a considerarse incluyen:

Cambios al Servicio en Días de Semana (Propuestos a tomar efecto el 10 de abril, 2017)

- La adición de (6) paradas – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – al tren 305 para atraer más viajeros a este tren de la mañana hacia el norte en la hora pico
- La separación de los trenes Baby Bullet 312 y 314; 322 y 324 hacia el sur por la mañana en hora pico, que actualmente corren uno atrás del otro, para mejor eficacia y espaciar el tiempo para los pasajeros
- El ajuste de algunos trenes de servicio en reverso de horas pico de la Estación Tamien que tiene muy pocos viajeros para permitir el incremento de abastecimiento de combustible y servicios de mantenimiento en las Instalaciones Centralizadas de Mantenimiento de Equipo y Operaciones en San José
- Ajustes al tiempo de salida durante los períodos de horas no pico para permitir que los encuentros de trenes ocurran en puntos controlados los cuales permitirán flexibilidad a la operación para acomodar los perío dos del trabajo del PCEP

Cambios al Servicio de Fin de Semana (Propuestos a tomar efecto en el verano del 2017)

- Cambiar los intérvalos del servicio local de 60 a 90 minutos con servicios de Baby Bullet para apoyar los períocios de trabajo del PCEP, y por consiguiente, reducir el número de trenes que corren el sábado de 36 a 28 y el domingo de 32 a 24.

El horario propuesto estará disponible en **www.caltrain.com/proposedchanges** o llamando al 1.800.660.4287 (TTY solamente 650.508.6448).

Los cambios propuestos al calendario ayudarán a facilitar el PCEP sin requerir opciones más drásticas como la terminación de todo el servicio de Caltrain del fin de semana.

La audiencia pública se llavará a cabo:
Jueves, 2 de marzo, 2017 a las 10 a.m.
Oficinas Administrativas de Caltrain
1250 San Carlos Ave., San Carlos

Antes de la audiencia, se podrán enviar comentarios por correo, correo electrónico o teléfono al:
Peninsula Corridor Joint Powers Board,
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

Los encuentros del Analisis Title VI Equity para los propuestos cambios al servicio de 2017 serán presentados en las reuniones públicas.

REUNIONES PÚBLICAS

Caltrain llevará a cabo reuniones públicas para presentar las propuestas y recibir comentarios. Las reuniones tomarán lugar en las siguientes localidades y horas:

San Carlos
Oficina Administrativa de Caltrain,
1250 San Carlos Ave.
Diciembre. 21 de 4:30 pm – 5:30 pm (antes de la reunión de Caltrain Citizens Advisory Committee)

Estación Caltrain de San Francisco
4th & King St., bajo el reloj de la estación
Sábado, 7 de enero, 8 am – 11:30 am
Miércoles, 11 de enero, 8 am – 11:30 am

Estación Caltrain de Redwood City
1 James Ave.
Sábado, 7 de enero, 8 am – 11:30 am
Miércoles, 11 de enero, 8 am – 11:30 am

Estación Tamien de Caltrain
1355 Lick Ave, San Jose
Sábado, 7 de enero, 10 am – al mediodía

Estación Caltrain de San Mateo
385 First Ave.
Domingo, 8 de enero, 11 am – 1 pm
Jueves, 12 de enero, 5:30 pm – 7:30 pm

Estación Caltrain de Millbrae
100 California Dr.
Domingo, 8 de enero, 11 am – 1 pm
Jueves, 12 de enero, 5:30 pm – 7:30 pm

Estación Caltrain de Palo Alto
95 University Ave.
Lunes, 9 de enero, 6 am – 8 am
Domingo, 15 de enero, 10:30 am – 12:30 pm

Estación Caltrain de Morgan Hill
17300 Depot St.
Martes, 10 de enero, 6 am – 7:30 am

Estación Diridon de Caltrain en San José
65 Cahill St.
Miércoles. 11 de enero, 5:30 am – 8 am
Domingo, 15 de enero, 9:30 am – 11:30 am

facebook.com/caltrain @caltrain

www.caltrain.com
1.800.660.4287 • (TTY 650.508.6448)

12/16-10M/JB/F

TAKE ONE NOTICE (CHINESE)

Front and back



如需翻譯，請致電加州火車1.800.660.4287

للترجمة، اتصل على 1.800.660.4287

Թարգմանության համար զանգահարել 1.800.660.4287.

如需翻譯，請電 1.800.660.4287.

Pour traduction, appelez au 1.800.660.4287

Übersetzung unter 1 800 660 4287.

અનુવાદ માટે, 1.800.660.4287 પર કૉલ કરો.

לתרגום יש להתקשר לטלפון 1.800.660.4287

अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।

Per traduzioni chiamare 1.800.660.4287.

翻訳のご用命は、+1.800.660.4287 までお電話ください。

번역을 원하시면, 1.800.660.4287번으로 전화하십시오.

សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាមទូរស័ព្ទលេខ 1.800.660.4287.

برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.

Para tradução, ligue para 1.800.660.4287.

Po tłumaczenie proszę dzwonić na 1.800.660.4287.

Если вам нужны услуги переводчика, обращайтесь по телефону 1-800-660-4287.

Za prevodjenje nazovite 1.800.660.4287.

Para sa pagsasaling-wika, mangyaring tumawag sa 1-800-660-4287.

สำหรับการแปลภาษา โทร 1.800.660.4287.

ترجمہ کے لیے، پر کال کریں 1.800.660.4287

Cần dịch thuật, xin gọi 1.800.660.4287.

12/16-6K/JB/F

Expires 3/2/17

Caltrain

加州火車服務改動提議

「中半島走廊聯合管理局」即將舉行公聽會，就加州火車為配合「中半島走廊電氣化計劃」(PCEP)提議的服務改動，以及於PCEP工程期間改善和簡化加州火車服務，聽取公眾的意見和建議。

當局考慮的方案包括如下：

周一至周五服務變動（建議於2017年4月10日起實施）

- 為305號列車增加六 (6)個停靠站 – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – 以期為這條北向晨間通勤次高峰時間的火車線吸引更多乘客。
- 南向晨間高峰期「小型子彈」火車312和314號、以及322和324號，將從現時接連營運改為錯開，以改善效率和有助乘客更好地安排時間。
- 針對Tamien Station反高峰期乘客量嚴重不足作出調整，利於聖荷西的「中央設備維護及操作中心」增多加油和維護服務空檔。
- 調整高峰期外時段的列車離站時間，令所有列車會合時間都發生在操作重點時刻，增加工作彈性，配合PCEP工程進行。

周末服務變動（建議於 2017夏季實施）

- 將小型子彈火車的本地服務間隔時間從60分鐘改至90分鐘，配合PCEP工程，因此星

Inside cover



期六營運火車將從36減至28班次，星期日從32減至24班次。

變動建議時間表將刊於加州火車官網 **www.caltrain.com/proposedchanges**，也可致電 1.800.660.4287 (TDD 650.508.6448)諮詢。

上述變動建議有助於PCEP工程展開，免於採取更激烈的諸如取消所有周末加州火車服務的措施。

公聽會將於下列時間地點舉行：

星期四，2017年3月2日，上午10時
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

公聽會舉行前，各界建言可通過郵件、電郵或致電傳達：
Peninsula Corridor Joint Powers Board,
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

遵守聯邦民權法第六條規定，就2017火車服務變動而進行的平等分析報告，將於公聽會上呈交。

社區會議

加州火車將舉行一系列社區會議，向公眾介紹有關服務變動和聽取各界意見。這些會議將於下列時間和地點舉行：

San Carlos
Administrative Office, 1250 San Carlos Ave.
星期三，12月21日，下午4時半至5時半（在加州火車公民顧問委員會舉行會議前）

三藩市加州火車站
4th & King St.，在車站大鐘下。
星期六，1月7日，上午8時至11時半
星期三，1月11日，上午8時至11時半

紅木城加州火車站
1 James Ave.
星期六，1月7日，上午10時半至中午12時半
星期一，1月9日，上午6時半至8時半

Tamien 加州火車站
1355 Lick Ave, San Jose
星期六，1月7日，上午10時至中午12時

聖馬刁加州火車站
385 First Ave.
星期日，1月8日，上午11時至下午1時
星期四，1月12日，下午5時半至7時半

密爾勃雷加州火車站
100 California Dr.
星期日，1月8日，上午11時至下午1時
星期四，1月12日，下午5時半至7時半

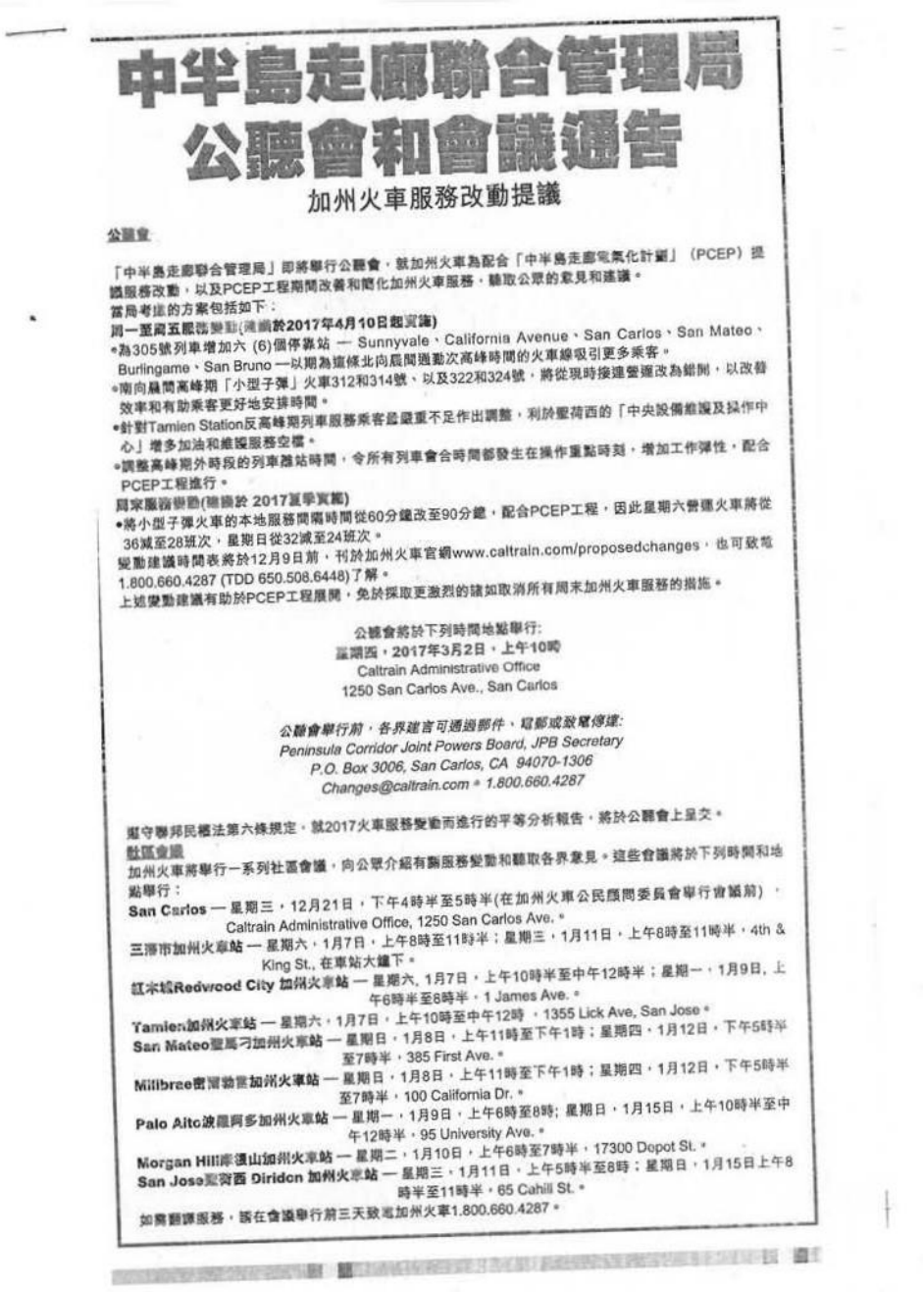
波羅阿多加州火車站
95 University Ave.
星期一，1月9日，上午6時至8時
星期日，1月15日，上午10時半至中午12時半

摩根山加州火車站
17300 Depot St.
星期二，1月10日，上午6時至7時半

聖荷西 Diridon 加州火車站
65 Cahill St.
星期三，1月11日，上午5時半至8時
星期日，1月15日，上午8時半至11時半

Newspaper Translations (Chinese)

SING TAO (CHINESE TRANSLATION)



中半島走廊聯合管理局
公聽會和會議通告

加州火車服務改動提議

公聽會

「中半島走廊聯合管理局」即將舉行公聽會，就加州火車為配合「中半島走廊電氣化計劃」（PCEP）提議服務改動，以及PCEP工程期間改善和簡化加州火車服務，聽取公眾的意見和建議。

當局考慮的方案包括如下：

周一至周五服務變動(建議於2017年4月10日起實施)

•為305號列車增加六 (6)個停靠站 — Sunnyvale、California Avenue、San Carlos、San Mateo、Burlingame、San Bruno 一以期為這條北向晨間通勤次高峰時間的火車線吸引更多乘客。

•南向晨間高峰期「小型子彈」火車312和314號、以及322和324號，將從現時接連營運改為錯開，以改善效率和有助乘客更好地安排時間。

•針對Tamien Station反高峰期列車服務乘客最嚴重不足作出調整，利於聖荷西的「中央設備維護及操作中心」增多加油和維護服務空檔。

•調整高峰期外時段的列車離站時間，令所有列車會合時間都發生在操作重點時刻，增加工作彈性，配合PCEP工程進行。

周末服務變動(建議於 2017夏季實施)

•將小型子彈火車的本地服務間隔時間從60分鐘改至90分鐘，配合PCEP工程，因此星期六營運火車將從36減至28班次，星期日從32減至24班次。

變動建議時間表將於12月9日前，刊於加州火車官網www.caltrain.com/proposedchanges，也可致電1.800.660.4287 (TDD 650.508.6448)了解。

上述變動建議有助於PCEP工程展開，免於採取更激烈的諸如取消所有周末加州火車服務的措施。

公聽會將於下列時間地點舉行:
星期四，2017年3月2日，上午10時
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

公聽會舉行前，各界建言可通過郵件、電郵或致電傳達:
Peninsula Corridor Joint Powers Board, JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

鑒守聯邦民權法第六條規定，就2017火車服務變動而進行的平等分析報告，將於公聽會上呈交。

社區會議

加州火車將舉行一系列社區會議，向公眾介紹有關服務變動和聽取各界意見。這些會議將於下列時間和地點舉行：

San Carlos — 星期三，12月21日，下午4時半至5時半(在加州火車公民顧問委員會舉行會議前)，Caltrain Administrative Office, 1250 San Carlos Ave. •

三藩市加州火車站 — 星期六，1月7日，上午8時至11時半；星期三，1月11日，上午8時至11時半，4th & King St., 在車站大鐘下。•

紅木城Redwood City 加州火車站 — 星期六, 1月7日，上午10時半至中午12時半；星期一，1月9日, 上午6時半至8時半，1 James Ave. •

Tamien加州火車站 — 星期六，1月7日，上午10時至中午12時 ，1355 Lick Ave, San Jose •

San Mateo聖馬刁加州火車站 — 星期日，1月8日，上午11時至下午1時；星期四，1月12日，下午5時半至7時半，385 First Ave. •

Millbrae密爾布雷加州火車站 — 星期日，1月8日，上午11時至下午1時；星期四，1月12日，下午5時半至7時半，100 California Dr. •

Palo Alto波羅阿多加州火車站 — 星期一，1月9日，上午6時至8時; 星期日，1月15日，上午10時半至中午12時半，95 University Ave. •

Morgan Hill摩根山加州火車站 — 星期二，1月10日，上午6時至7時半，17300 Depot St. •

San Jose聖荷西 Diridon 加州火車站 — 星期三，1月11日，上午5時半至8時；星期日，1月15日上午8時半至11時半，65 Cahill St. •

如需翻譯服務，請在會議舉行前三天致電加州火車1.800.660.4287 •

Appendix E: Example of Language Assistance Training Materials

TITLE VI LANGUAGE ASSISTANCE TRAINING FOR FRONT-LINE EMPLOYEES

Caltrain has implemented the Language Assistance Plan, which is required under Title VI. This Plan identifies methodologies to assist persons with Limited English Proficiency (LEP).

The most frequently encountered non-English languages are broken down into the following three categories:

- **Primary Language:** Spanish, Chinese (Mandarin & Cantonese)
- **Tier 2 Languages:** Vietnamese, Tagalog, Korean, Russian, Japanese, Persian and Hindi.
- **Tier 3 "Safe Harbor" Languages** for vital document translation include those listed above plus: Arabic, Persian, Portuguese, Punjabi, French, Mon-Khmer Cambodian, Telegu, Tamil, Italian, Urdu, Gujarati, and German

PROVIDING LANGUAGE ASSISTANCE

Caltrain Front-Line Employees

Caltrain Front-Line Employees are those who come into direct contact with members of the public. These employees include, but are not limited to: Train Conductors, Train Engineers, Trainmasters, Field Managers, Station Customer Service Agents, Station Maintenance Staff, Customer Service Staff, Ambassadors, Security Staff and Transit Police. All Caltrain Front-Line Employees are required to be trained in providing Language Assistance to LEP persons.

Scenario: When a front-line employee comes into contact with a customer needing Language Assistance

Procedure:

- ➔ Provide customer with the I-Speak card (see on reverse)
- ➔ Help determine the person's desired language
  - Have customer point to the specific language on I-Speak card or say the language
- ➔ Direct customer to call the Customer Service Line 1.800.660.4287 (TTY 650.508.6448) (Weekdays: 7 am - 7 pm / Weekends & Holidays: 8 am - 5 pm)
- ➔ Reminder: Be patient and kind to all LEP customers

Note:

- The Customer Service Line provides assistance to both SamTrans and Caltrain customers.
- When the customer calls the Customer Service Line, the customer must identify their desired language by either "saying the name of the language" or "speaking the

language" to the Customer Service agent -**or**- via touch tone options (which will be available in the coming months).

- The customer service agent will then call the Language Assistance Line, a service where translators of hundreds of languages are available 24 hours/7 days a week. The Customer Service agent will call the language line, identify the language needed and lead a three-way phone call to communicate with and assist the customer.

Refer to the I-Speak card with Caltrain's 22 Safe Harbor Languages (below):



Translations

Free Language Assistance

For translations, please call 1.800.660.4287

Arabic
للترجمة, أتصل علي 1.800.660.4287.

Armenian
Թարգմանության համար զանգահարել 1.800.660.4287.

Chinese
如需翻譯,請電 1.800.660.4287.

French
Pour traduction, appelez au 1.800.660.4287.

German
Übersetzung unter +1.800.660.4287.

Gujarati
અનુવાદ માટે, 1.800.660.4287 પર ફોન કરો.

Hebrew
לתרגום יש להתקשר לטלפון 1.800.660.4287

Hindi
अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।

Italian
Per traduzioni chiamare 1.800.660.4287.

Japanese
翻訳のご用命は,+1.800.660.4287までお電話ください。

Korean
번역을 원하시면, 1.800.660.4287번으로 전화하십시오.

Mon-Khmer, Cambodian
សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាមទូរស័ព្ទលេខ 1.800.660.4287.

more on reverse

Translations

Free Language Assistance

For translations, please call 1.800.660.4287

Persian
برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.

Portuguese
Para tradução, ligue para 1.800.660.4287.

Polish
Po tłumaczenie proszę dzwonić na 1.800.660.4287.

Russian
Если вам нужны услуги переводчика, обращайтесь по телефону 1-800-660-4287.

Serbo-Croatian
Za prevodjenje nazovite 1.800.660.4287.

Spanish
Para traducción llama al 1-800-660-4287.

Tagalog
Para sa pagsasaling-wika, mangyaring tumawag sa 1-800-660-4287.

Thai
สำหรับการแปลภาษา โทร 1.800.660.4287.

Urdu
ترجمہ کے لیے، 1.800.660.4287 پر کال کریں۔

Vietnamese
Cần dịch thuật, xin gọi 1.800.660.4287.

more on reverse

Caltrain provides commuter rail service along the San Francisco Peninsula, to San Jose and Gilroy.
Caltrain Customer Service | 1.800.660.4287 (TTY 650.508.6448)
Weekdays: 7am - 7pm | Weekends & Holidays: 8am - 5pm

Caltrain

I-Speak cards will be stocked on each train in every car. Additional cards will be posted on all Caltrain Station Information Boards and provided as pamphlets at key Caltrain Stations where there are Customer Service Agents (i.e. San Francisco 4th & King Station and San Jose Diridon Stations) and in the Central Office's lobby and customer service counter.

F. EVIDENCE OF BOARD APPROVAL

The JPB 2019 Title VI Program was considered and adopted by the Board of Directors on January 9, 2020. Included below is the Board meeting agenda, staff report, presentation to the Board, and final resolution for the adoption of the JPB 2019 Title VI Program.

RESOLUTION NO. 2020 – 02

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

ADOPTING THE PENINSULA CORRIDOR JOINT POWERS BOARD'S 2019 TITLE VI PROGRAM

WHEREAS, Title VI of the Civil Rights Act of 1964, 42 USC 2000d *et seq.*, (Title VI) prohibits recipients of Federal financial assistance from subjecting any person to discrimination based on, race, color or national origin under any programs and activities receiving federal financial assistance; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) receives a variety of grants and other forms of federal financial assistance from the Federal Transit Administration (FTA); and

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

WHEREAS, the Circular details required elements of a Title VI Program, which each recipient of FTA financial assistance must submit to the FTA every three years to evidence compliance with Title VI; and

WHEREAS, the JPB received an extension from the FTA Region IX Title VI Officer to submit the JPB's 2019 Title VI Program by February 7, 2020; and

WHEREAS, the JPB's Title VI Program must include numerous elements, including but not limited to:

1. Information on numerous agency policies, procedures and activities undertaken over the last three years;
2. A public participation plan;
3. Information on public outreach undertaken by the JPB over the past three years;
4. A plan for engaging persons with limited English proficiency;

5. Major Service Change, Disparate Impact, and Disproportionate Burden policies, and System-wide service standards and policies, which this Board adopted pursuant to Resolution No. 2013-21;
6. Results of service monitoring analysis; and
7. Results of fare and service change equity analyses conducted over the past three years; and

WHEREAS, staff has developed a proposed Title VI Program (provided to the Board via online link), including the above-referenced items and evidencing the JPB's compliance with Title VI, for Board consideration and approval; and

WHEREAS, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board approve the Title VI Program for submittal to the FTA.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the JPB's 2019 Title VI Program; and

BE IT FURTHER RESOLVED the Board of Directors authorizes the Executive Director, or his designee, to:

1. Include evidence of the Board's consideration and approval of the final JPB Title VI Program;
2. Submit the final JPB Title VI Program to the FTA; and
3. Take any other steps necessary to give effect to this Resolution, including responding to any follow-up inquiries from the FTA.

Regularly passed and adopted this 9th day of January, 2020 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:



JPB Secretary

AGENDA ITEM # 6(g)
JANUARY 9, 2020

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Carter Mau
Deputy General Manager/CEO

SUBJECT: **ADOPTION OF THE 2019 TITLE VI PROGRAM**

ACTION

Staff Coordinating Council recommends the Board approve the 2019 Title VI Program, provided to the Board via online link, which demonstrates the Peninsula Corridor Joint Powers Board's (JPB) compliance with Title VI of the Civil Rights Act of 1964, and the Federal Transit Administration's (FTA) implementing guidance.

SIGNIFICANCE

Under Federal guidelines issued in October 2012, the FTA requires the governing body of each Federal funding recipient to adopt a Title VI Program every three years. This will be the JPB's third program under these guidelines and is due to the FTA by February 7, 2020.

The JPB's Title VI Program includes the following documentation of JPB policies, procedures and activities:

- Contents and placement of public notices regarding the public's rights under Title VI of the Civil Rights Act of 1964
- Title VI complaint form and procedures
- List of transit-related Title VI investigations, complaints, and lawsuits pending within the last three years
- Public Participation Plan and summary of public engagement processes undertaken in past three years
- Limited English Proficiency Plan/Language Assistance Plan
- Demographic information on membership of non-elected committees, such as the Citizens Advisory Committee, and discussion of encouragement of minority involvement
- Results of equity analyses for any facilities constructed over the last three years
- Service area description and demographic profile, including ridership survey results
- Service Standards and Policies (adopted by the JPB in 2013), as well as results of service monitoring under these standards and policies
- Results of equity analyses for fare and service changes made in past three years, based upon the JPB's Major Service Change, Disparate Impact and Disproportionate Burden policies, also adopted in 2013

- Record of Board consideration and adoption of the Title VI Program

Staff recommends the Board adopt the 2019 Title VI Program so that it may be submitted to the FTA for review and acceptance by the FTA before the JPB's 2016 Title VI Program expires. The FTA's guidelines require that agencies submit the Title VI program 60 days before the existing Program's expiration date. However, an extension was granted by the FTA Region IX Office to submit the Title VI Program by February 7, 2020.

BUDGET IMPACT

There is no impact on the Fiscal Year 2020 budget.

BACKGROUND

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Executive Order 12898, issued in 1994, mandates that Federal agencies take steps to address disproportionately high and adverse human health or environmental effects of their programs and activities on minority and low-income populations. Executive Order 13166, issued in 2000, requires recipients of Federal financial assistance to provide meaningful access to persons with limited proficiency in English.

Prepared by:	Wendy Lau, Title VI Administrator	650.622.7864
	Shayna van Hoften, Legal Counsel	415.995.5880



Caltrain Title VI Program Update

January 9, 2020

Overview

- Title VI States:
  - “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”
- Federal Transit Administration (FTA) Requirements
  - Monitors transit providers for Title VI Compliance as recipients of federal funds
- Caltrain Title VI Program Update is due every three years to FTA; next submission is February 7, 2020.

Review Process

1. Each section reviewed by appropriate staff to address updates, changes, or unimplemented goals.
2. Review of other Title VI Programs from Valley Transportation Authority, BART, and SFMTA for key missing components.
3. Feedback and information edited by Title VI Administrator.
4. Reviewed by appropriate staff one more time.

2019 Updates

- Title VI Notices: Will move to translate Notices and Complaints in all Safe Harbor Languages. Notices are at all stations.
- Procedure to request interpreters and translations for public hearings/ public meeting through Title VI Administrator
- Included more online strategies for public participation
- Used updated ACS data to define minority and low income stations

Transit Provider Reporting Requirements

- Service Standards and Policies (headways, amenities, train assignment, route designation, etc.)
- Demographic and Ridership Service Profile
- Public Participation Plan
- Language Access Plan
- Investigation and Complaint Procedure
- Major Service Change Policies
- Fare and Equity Analyses between 2017-2019
- Service Performance Monitoring

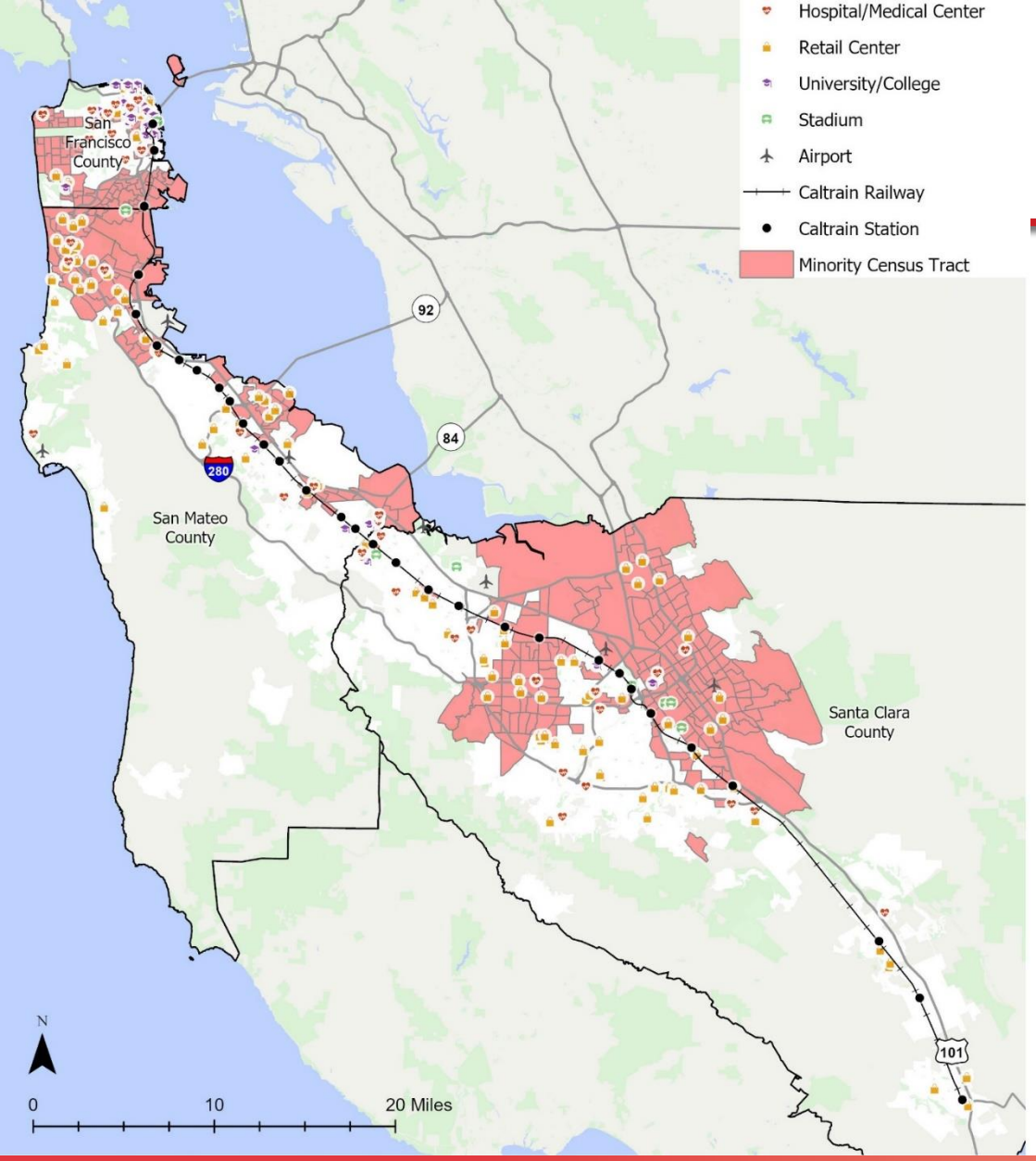
Title VI Complaints

- 9 Complaints: Complainants filed a Title VI Complaint Form.
  - Non-discriminatory reasons
  - Proof of Payment Procedures
  - Video does not show incident
  - Not supported by evidence
  - Complainant no longer wishes to pursue complaint
  - Unable to reach Complainant

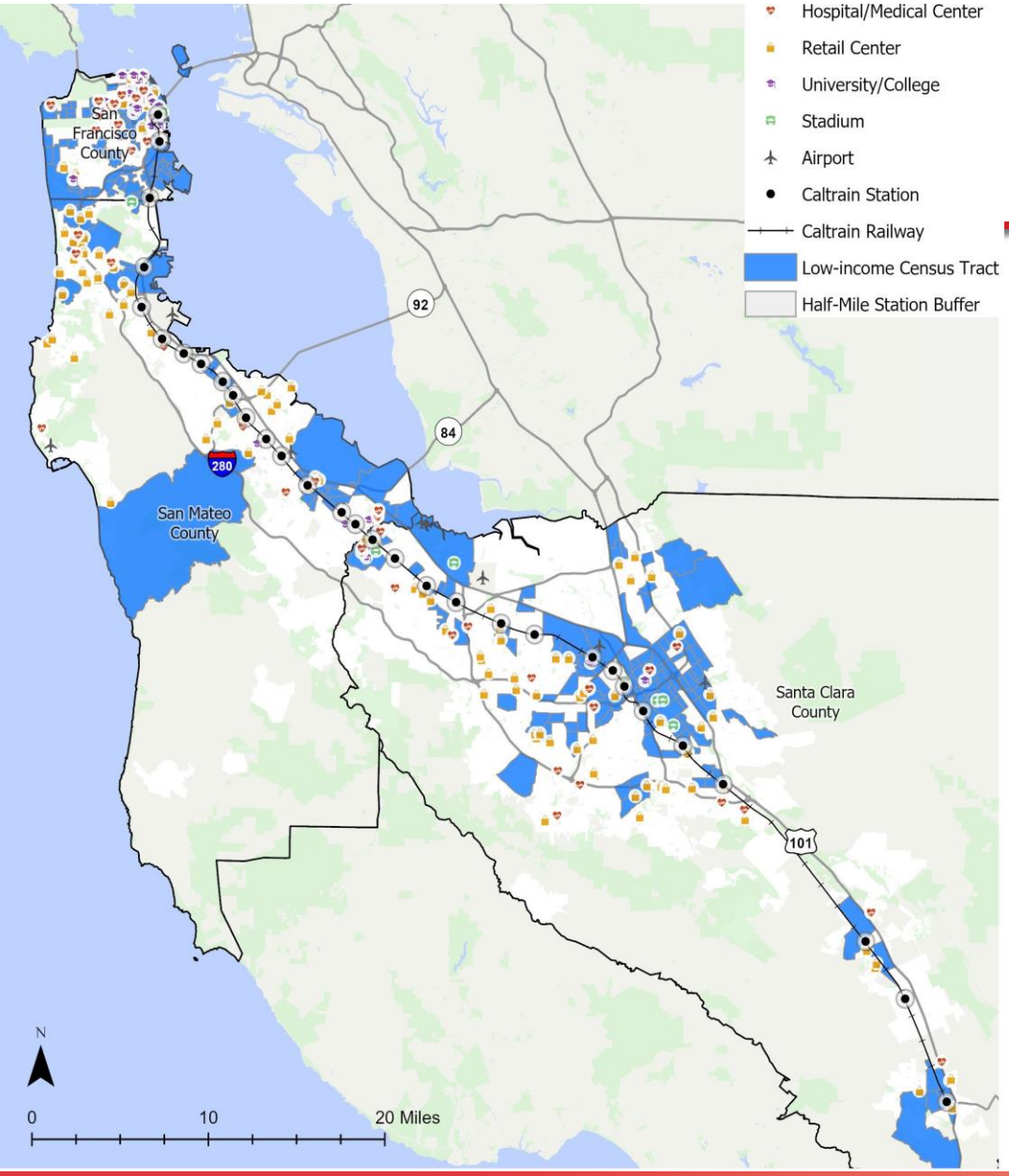
Table 9: Top 9 Predominant Languages within Caltrain Service Area

Safe Harbor Languages	ACS 2017 5 year	English Language Learner	On Board Survey 2016
Spanish	1	1	1
Chinese (incl. Mandarin, Cantonese)	2	3	2
Vietnamese	3	2	5
Tagalog (incl. Filipino)	4	4	3
Korean	5	9	5
Russian	6	8	4
Hindi	7	10	N/A
Japanese	8	6	5
Persian (incl. Farsi, Dari)	9	16	5
Punjabi	11	13	N/A
Khmer	12	22	N/A
Arabic	13	7	5
Portuguese	14	12	5
Telugu	15	11	N/A
Tamil	16	15	N/A
Gujarati	17	25	N/A
Italian	18	35	5
French (incl. Cajun)	19	17	4
Urdu	20	18	N/A

Document	Languages	Examples	Vital Document?
Title VI Notices	All Safe Harbor Languages	Take One, Ad Card	Yes
Safety and Security Information	All Safe Harbor Languages/ Icons and Symbols to reach as many LEP riders as possible, regardless of language spoken and literary levels.	Emergency Re Route	Depends on subject matter
Notice of Free Language Assistance	All Safe Harbor Languages		Yes
Legal Notices	All Safe Harbor Languages		Yes
Title VI Complaint Form and Procedures	All Safe Harbor Languages		Yes
Instructional or informational ridership brochures	Primary Tier 2 and Tier 3 when requested	Take ones, Traveling Tips, Rider Guides	Yes
Applications to Participate in Programs, Benefits, and Services	Primary Tier 2 and Tier 3 when requested	Paratransit Services, RTC Applications	Yes
Fare and Major Service Changes Notices	Primary Tier 2 and Tier 3 when requested		Yes
Fare and Major Service Change Documentation/Analysis	Primary and Tier 2/Tier3 as requested		No
Project Fact Sheets	Primary and Tier 2/Tier3 as determined by location and/or as requested	Translated Fact Sheets/Summaries may be created in lieu of large document translations depending on the subject matter and cost.	Depends on Subject Matter
Public Hearings	Primary (Meeting Notices) and Tier 2/ Tier 3 as requested	Formal Notices, protocols to submit comments, presentation materials	Yes
Public Outreach	Primary (Meeting Notices) Tier 2/Tier 3 languages as determined by location and as funding permits	Formal Notices, Documents that require public input, fact sheets, informational brochures with key information	Depends on Subject Matter
General Promotional Materials)/ Promotional Events	Primary and Tier2/Tier3 languages as determined by location and as funding permits	Fliers, brochures	No
Construction and Other Courtesy Notices	Primary and Tier 2/Tier3 languages determined by location and as funding permits.	Service Disruptions, Retrofits, Reroutes due to Events	No
Surveys	Primary as determined by location and as funding permits. Oral interpretation by request.		No



- Minority Station: Stations located in Census tracts where the minority population exceeds the system wide majority of 51%.
- 21/32 Stations designated as minority



- Low Income* Station: Stations in Census tracts where the low income population exceeds system wide threshold of 13.1%
- Definition used by BART and VTA given region's high cost of living.
- 23/32 stations are low-income stations

* 200% of the federal poverty guideline (1 person under $24,999 is considered below the poverty line).

Service Policies

Standard Type	Service Standard
Vehicle Load	Peak- 1.2 (not to exceed 1 passenger per 5 seats) Off Peak Load Factor 1.0 (not to exceed 1 passenger per seat)
On Time Performance	95% Goal = reaches final destination w/in 5 min 59 secs (NB and SB). When delays occur, it affects all stations regardless of minority or low-income station status.
Headways	**Station Type** — **Peak** — **Reverse-Peak** Major — 20 — 20 Intermediate — 30 — 30 Minor — 60 — 60 Gilroy — 3 trips per peak period Special — - - - - - - -Service provided as needed- - -- - - - Midday/Evenings and Weekends: 60 minutes
Service Coverage	Service is largely static as service is provided to all stations during peak, reverse peak, evenings, and weekends regardless of minority or low-income station status.

Service Policies

Policy Type	Policy Standard
Vehicle Assignment:	118 passenger cars are rotated on a daily basis to serve scheduled trains. Several trains a day are specified to be equipped with Gallery to utilize the higher bike capacity. As a fixed Guide Way system, the entire Caltrain fleet services all stations with no distinction between fleet vehicles.
Amenities	Core: Elevators, Trash bins, shelters, bike lockers, bike racks, pay phones, smart card validation equipment and ticket vending machines

Station Type	Level	Amenities
Major	Level 1	Core amenities
Intermediate	Level 1	Core amenities
Minor	Level 1	Core amenities
Gilroy	Level 2	Core amenities without bike racks, PA & VMS
Special	Level 3	TVMs only, at stations with scheduled stops

Questions?

G. CONSTRUCTION FACILITIES INFORMATION

The JPB has not sited or constructed any projects that are subject to the facility siting equity analysis requirement since the last JPB Title VI Program submission in 2016.

Details on the Peninsula Corridor Electrification Project (PCEP) and Positive Train Control (PTC) Project, including information on related public outreach, are attached for information only.



CONSTRUCTION OVERVIEW

Caltrain electrification construction activities will take place between the 4th and King Station in San Francisco to Tamien Station in San Jose. Construction activities include locating underground utilities, testing soil conditions, inspecting signal/communication equipment, pruning/removing trees, and installing foundations in preparation for the installation and operation of the Overhead Contact System that will power the new electric trains. Work will be performed during the day and at night. In order to limit the impact to regular train service, night work will occur between 8 p.m. and 6 a.m. when there are fewer regular service trains.

Learn more about the SF tunnel work **here**.

Learn about staying safe around the new electric overhead wires **here**.

CURIOUS ABOUT THE CONSTRUCTION ACTIVITIES?



Get weekly construction updates delivered right to your inbox.

SIGN ME UP!

CONSTRUCTION MAP

Click the map below for construction progress along the corridor. Work is organized by four segment areas, with work occurring in segments 2 and 4 followed by work in segments 1 and 3. Current work is indicated by the red circles on the map. Last Updated: May 21, 2019.

WEEKLY UPDATES

For the upcoming week, the activities associated with the electrification infrastructure component of the CalMod Program are the following. **Sign up for weekly updates here.**

For more additional information about construction, please visit our **City Specific Resources** page.

- San Francisco
- Brisbane
- South San Francisco
- San Bruno
- Millbrae
- Burlingame
- San Mateo
- Belmont
- San Carlos
- Redwood City
- Unincorporated San Mateo County
- Atherton
- Menlo Park
- Palo Alto



WORK SEGMENT 1
San Francisco
Brisbane

WORK SEGMENT 2
South S.F.
San Bruno
Millbrae
Burlingame
San Mateo
Belmont
San Carlos
Redwood City
Uninc. San Mateo County
Atherton
Menlo Park

WORK SEGMENT 3
Menlo Park
Palo Alto
Mountain View
Sunnyvale
Santa Clara

WORK SEGMENT 4
Santa Clara
San Jose

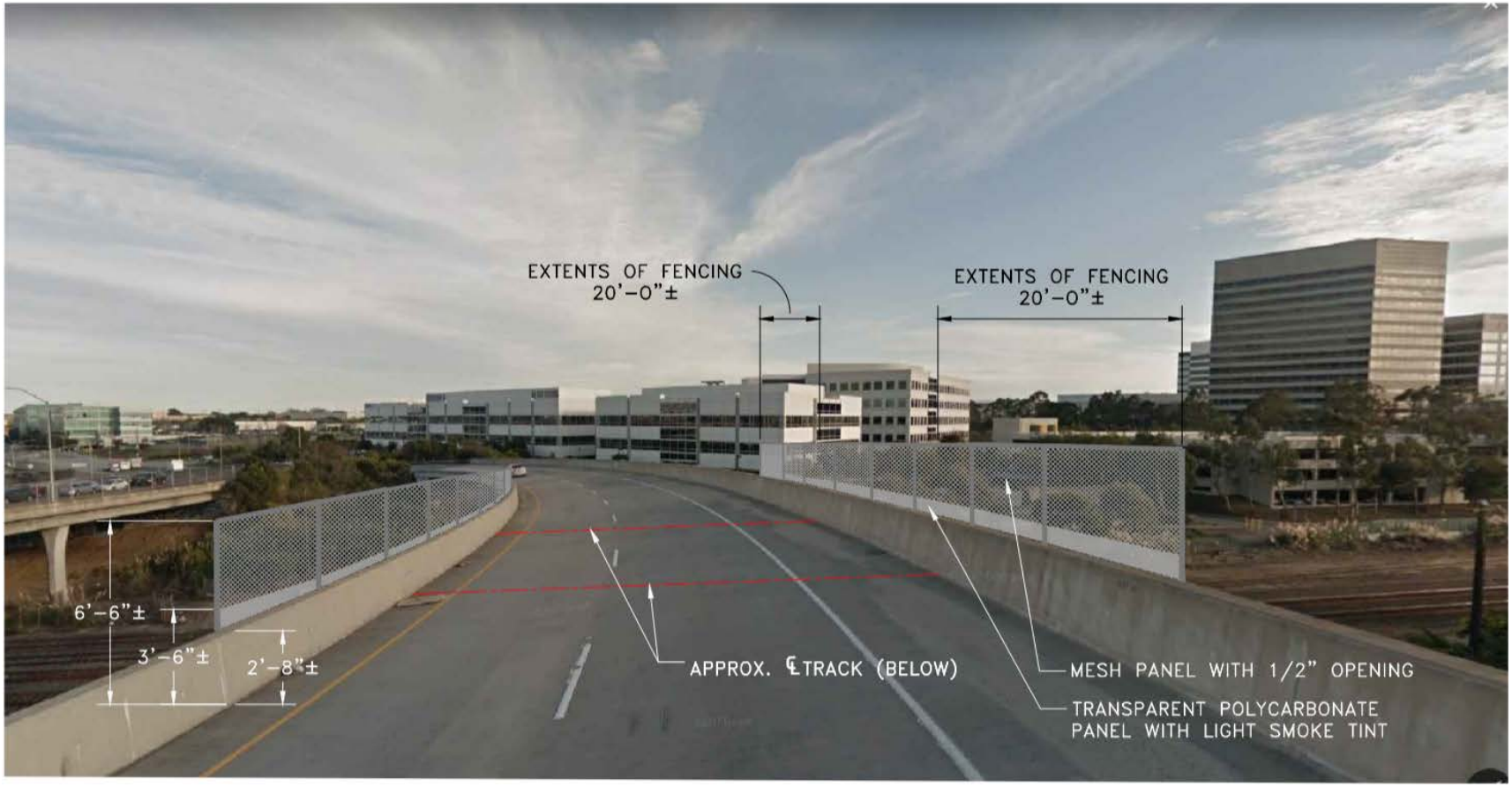
Mountain View

Sunnyvale

Santa Clara

San Jose

CONSTRUCTION ACTIVITIES



Bridge Barriers

All bridges that cross over the electrified rail will be fitted with a protective barrier and a screen system above the electrified lines to a minimum of 10 feet outside of the outermost electrified line. The protective barrier will consist of a solid material composed of existing concrete and a polycarbonate panel, and a wire mesh screen above bridges that have pedestrian walkways. On bridges that do not have a pedestrian walkway a concrete and polycarbonate panel, and wire mesh screen several feet above the traffic lanes is required.



WHAT IS CEMOF AND HOW IS IT BEING MODIFIED?

The Central Equipment & Maintenance Facility (CEMOF) serves as the heart of Caltrain where engineers and other Caltrain staff inspect, carry out maintenance and store spare parts for the trains. Originally completed in 2007, the CEMOF building will be undergoing modifications and will be upgraded to prepare for the new **electric fleet**.



UPGRADE BENEFITS



Vehicle Inspection Pit Extension

The vehicle inspection pit will be extended by 300 feet allowing maintenance crews to view the train from underneath and conduct any needed maintenance work from below the train.



Camera Installation

Inspection cameras will be installed to take detailed photos of the pantograph that will be connected to the electric trains. This will ensure that they are always maintained and running smoothly.

Platform Installation

A movable platform will be installed inside CEMOF for inspecting and maintaining equipment on top of the new electric trains, making it possible for them to receive power from the Overhead Contact System.

PROJECT UPDATES

Construction on the CEMOF modifications began in August 2019 and is expected to last into mid-2020. Concrete trucks will be used for construction activities and will access the site from Stockton Street and Lenzen Avenue. Excavated dirt will be stored on-site and sheet pile installation will be used to support the excavation during construction. A new permanent sprung structure will be constructed in the current CEMOF parking lot which will be used to store parts for the new electric trains. Sprung structures are strong, fabric-walled buildings used for industrial purposes that can be quickly constructed and are cost-effective. Construction crew work hours will typically be on weekdays from 7:00 a.m. to 5:00 p.m.





WHAT ARE TRACTION POWER FACILITIES AND WHY ARE THEY IMPORTANT?

Traction Power Facilities (facilities) are electric power stations used to provide, distribute, and regulate electricity to Caltrain's new high-performance electric trains. These secure stations work with the vehicles through an overhead contact system (poles and wires) and are being constructed up and down the corridor.

CURIOUS ABOUT THE CONSTRUCTION ACTIVITIES?



Get updates on construction progress in your city.

SIGN ME UP!

As part of Caltrain electrification, 10 facilities will be installed between San Francisco and San Jose. Because the trains will now run on electricity, local emissions created by the diesel engines will be removed and noise created by the trains will also be reduced. Their location in California means they will largely be powered by renewable energy, providing a more environmentally-friendly Caltrain and commute to work. These facilities are vital to ensuring the new electric fleet will operate properly and safely.

WHAT ARE THE TYPE OF FACILITIES AND WHAT DO THEY DO?

Traction Power Substation

Provides a connection from the main power source and transforms it from 110 kV to 25 kV.

Paralleling Station

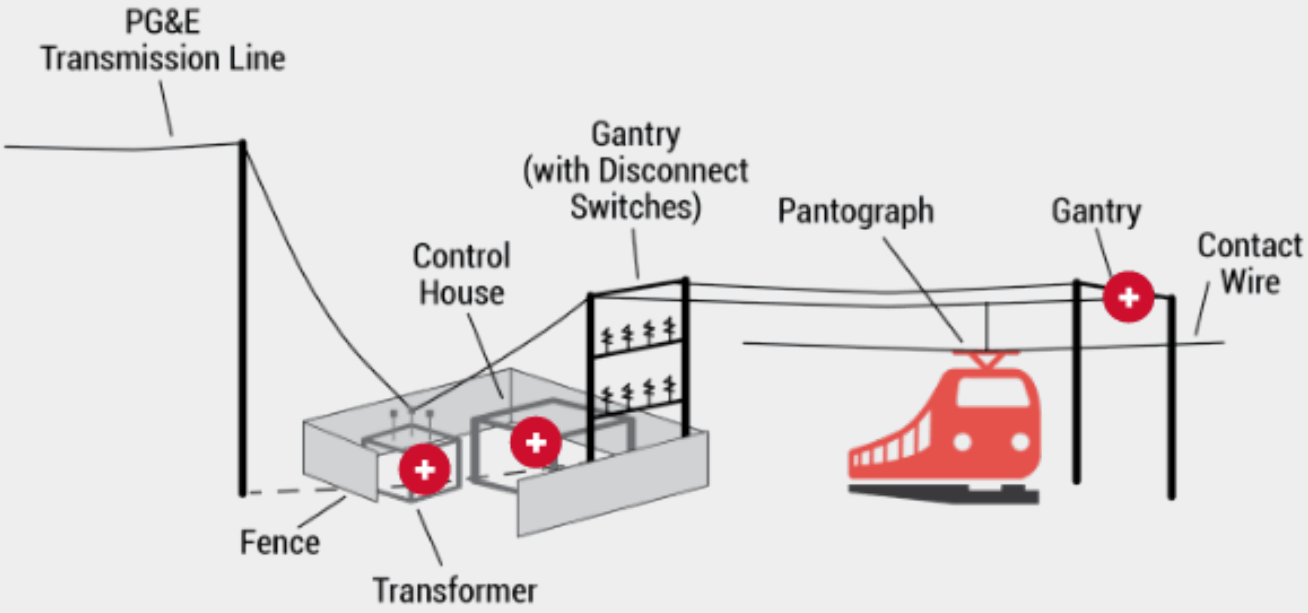
'Boosts' and helps regulate power throughout the electric train system.

Switching Station

Allows the system to be sectionalized so that in the event of a power outage at one of the substations, power from the other substation can be used for the entire corridor.

MAIN COMPONENTS OF A TRACTION POWER FACILITY

The illustration below shows what these different facilities
look like and the features they include:



WHERE ARE THEY LOCATED?

Below are three types of facilities. Click on the red icons on the map below to see where the facilities will be located along the Caltrain corridor.



See Full GPS Map

- **San Francisco - Paralleling Station 1**
- **Brisbane - Paralleling Station 2**
- **South San Francisco - Traction Power Facility 1**
- **Burlingame - Paralleling Station 3**
- **San Mateo - Paralleling Station 4**

Redwood City - Switching Station 1

Palo Alto - Paralleling Station 5

Sunnyvale - Paralleling Station 6

San Jose - Traction Power Facility 2

San Jose - Paralleling Station 7



Want to learn more? Download the Traction Power Facilities FAQ here.

DOWNLOAD



Stay in the know. Sign up for updates.

SIGN ME UP



CURIOUS ABOUT THE CONSTRUCTION ACTIVITIES?



Get weekly construction updates delivered right to your inbox.

SIGN ME UP!

Caltrain is performing work on the four train tunnels in San Francisco to pave the way for Caltrain Electrification and to bring the tracks to a state of good repair.

As of September 2019, crews have created additional clearance and installed anchor bolts in the tunnel ceilings to facilitate the installation of the overhead contact system that will power the new electric trains. Crews have also completed track and drainage work in the tunnels to ensure the system is in a state of good repair.

The remaining work will be completed in 2020. Crews will reconstruct the southernmost tunnel entrance and install the overhead contact system (conductor rail and wires) inside the tunnels.

Due to the nature of the construction, there may be temporary, localized noise impacts during construction activities. Crews will be working around the clock on weekends and during the night on weekdays.

SAN FRANCISCO CALTRAIN TUNNELS MAP



Click Here to View Map

Project Phone: 650-399-9659

Project Email: CalMod@caltrain.com

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H. SERVICE STANDARDS AND POLICIES

FTA requirements relative to Title VI of the Civil Rights Act of 1964 were recently updated 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

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 JPB updated Service Standards and Policies were adopted by the Board on April 4, 2013. See attachments.

RESOLUTION NO. 2013 – 21

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
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 Caltrain programs and services; and

WHEREAS, the JPB 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, JPB 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 Staff Coordinating Council 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 Caltrain programs and services to ensure that they are provided equitably, without discrimination based on race, color or national origin.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board 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 4th day of April, 2013 by the following vote:

AYES: CISNEROS, COHEN, DEAL, KALRA, LLOYD, NOLAN, TISSIER, YEAGER

NOES: NONE

ABSENT: WOODWARD

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

MAJOR SERVICE CHANGE POLICY

SERVICE CHANGES

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 Caltrain Board for its consideration and included in the Caltrain Title VI Program with a record of the action taken by the Board.

Caltrain defines a major service change as any service change meeting at least one or both of the following criteria:

A. An adjustment of service that equates to a reduction of or addition of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.
B. A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.

Note: Any change that is a temporary or interim change due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

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, Caltrain 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, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain 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 Caltrain 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 10 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. 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 borne by non-low-income populations.... The disproportionate burden threshold must be applied uniformly...and cannot be altered until the next [Title VI] program submission.*
>
> *At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed [fare/]service change, the transit provider should take steps to avoid, minimize or mitigate impacts where practicable. The provider should describe alternatives available to low-income populations affected by the [fare/]service changes.*

The Caltrain 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 10 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.

SYSTEMWIDE SERVICE STANDARDS

Pursuant to requirements set forth in Federal Transit Administration (FTA) Circular 4702.1B Caltrain must establish and monitor its performance under quantifiable Service Standards and qualitative Service Policies. The Service Standards contained herein are used to develop and maintain efficient and effective commuter rail service. In some cases, these standards differ from standards used by Caltrain 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

STATION HIERARCHY

For purposes of determining service and facility levels at stations, a hierarchy has been established that classifies each station into one of five types. The hierarchy is related to the level of ridership at the station. The following chart shows the station type names and general service description:

Station Type	Service Description
Major	Baby Bullet, limited and local
Intermediate	Limited and local
Minor	Local
Gilroy	Peak direction service only
Special	Limited use station

A. VEHICLE LOAD

Vehicle load factor is described by the October 2012 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.*

Providing sufficient seating capacity to meet demand is a priority for Caltrain. However, during the peak of the peak because of high passenger loads and limited capacity, it is not always possible to provide a seat for each passenger. During non-peak hours, the Caltrain standard is not to exceed one passenger per seat, but in the peak the standard is not to exceed one standee per five seats.

Staff monitors vehicle loads from train crew reports, passenger comments, passenger counts of special event trains and from an annual passenger count performed on every train. Whenever feasible, resources will be reallocated to meet passenger demand.

Service Standards

Service Type	Peak Load Factor	Off-Peak Load Factor
All	1.2	1.0

B. VEHICLE HEADWAY

Vehicle headway is described by the October 2012 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., 4 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.*

During peak and surrounding (shoulder) times, Caltrain serves stations largely based on demand. Midday, evenings and weekends are largely hourly service. Supplemental service is often provided for special events based on estimated ridership demand.

Service Standards Minimum Average Headways (in minutes)

Station Type	Peak	Reverse-Peak	Midday	Evenings & Weekends
Major	20	20	60	60
Intermediate	30	30	60	60
Minor	60	60	60	60
Gilroy	3 trips per peak period			
Special	- - - - - -Provided as needed- - -- - - -			

C. ON-TIME PERFORMANCE

On-time performance is described by the October 2012 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.*

On-time Performance Service Standard

A train is determined to be on-time if it reaches its final destination within five minutes of the published schedule time. Caltrain does not permit its trains to depart early. It is Caltrain's goal to have 95 percent of trains meet this on-time criteria. Monthly on-time performance is tracked and published as part of a monthly performance report to the Caltrain Board.

D. SERVICE AVAILABILITY

Service availability is described by the October 2012 FTA Circular 4702.1B:

> *Service availability is a general measure of the distribution of routes within a transit provider's service area...A standard might also indicate the maximum distance between stops or stations...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.*

Caltrain station spacing is mostly based on locations inherited from a previous owner (the Southern Pacific Railroad) before the Peninsula Joint Powers Board took over the system in 1992. The 48-mile railroad from San Francisco to Tamien has 23 regular stations (not counting Special station types) for an average station spacing of 2.1 miles. The distance between stations one must travel to access service is based on average distance (miles) between adjacent stations (both directions) for types of service stopping at the station.

Service Availability Standards

Station Type	Station Spacing
Major	5 miles
Intermediate	3 miles
Minor	2 miles
Gilroy	6 miles
Special	1 mile

SYSTEMWIDE SERVICE POLICIES

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 as appropriate. The following system-wide policies differ from service standards in that they are not necessary based on meeting quantitative thresholds; but rather qualitative evaluation results:

A. Vehicle Assignment
B. Transit Amenities

A. VEHICLE ASSIGNMENT

According to the October 2012 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.*

The Caltrain revenue fleet consists of 118 passenger cars (25 Bombardier and 93 Nippon Sharyo/Gallery cars) and 29 diesel locomotives. All trains are comprised of one locomotive and five passenger cars. All Gallery car trains include at least one Americans with Disabilities Act-(ADA) accessible rail car, one car with a luggage rack and two cars that together accommodate up to 80 bikes. All Bombardier cars are ADA accessible and Bombardier trains all have two bike cars that accommodate up to 48 bikes.

Caltrain consists (i.e., locomotives, cab cars and passenger cars) are rotated on a daily basis to serve different scheduled trains. Several trains a day are specified to be equipped with Gallery consists to utilize the higher bike capacity of 80 (versus 48 for a Bombardier equipped train) for trains that have very high bike demand. Another group of trains are specified to be equipped with Bombardier consists in order to take advantage of its additional 10 seats and four doors per car for trains that have very high passenger loads. The use of Gallery versus Bombardier equipment is not matched to any particular service type or station, except Gilroy service that is always provided utilizing Gallery consists.

B. TRANSIT AMENITIES

According to the October 2012 FTA Circular 4702.1B:

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

Caltrain provides a variety of amenities at stations to attract and retain customers. Station amenities are distributed based on ridership activity of stations and conditions that were adopted by the JPB when it took over the railroad. Stations are divided into three groups (Level 1- 3). These levels correspond roughly with the station hierarchy designations listed in the introduction to the system-wide service standards.

The "Core" set of amenities exist at most stations and include bike lockers, bike racks, shelters/canopies, benches, trash cans, pay phones, smart card fare validation equipment and ticket vending machines (TVMs). It is standard for each station to have a posted system map, schedule, other customer information, variable message signs and public announcement systems (PA). The standard amenities are included in the definition of core amenities.

Only a few stations with unique access situations have elevators or escalators. The placement of elevators is often at the choice and cost of others when a station is constructed or reconstructed.

Amenities Policy

Station Type	Level	Amenities
Major	Level 1	Core amenities
Intermediate	Level 1	Core amenities
Minor	Level 1	Core amenities
Gilroy	Level 2	Core amenities without bike racks, PA & VMS
Special	Level 3	TVMs only, at stations with scheduled stops

MAJOR SERVICE CHANGE POLICY

SERVICE CHANGES

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 Caltrain Board for its consideration and included in the Caltrain Title VI Program with a record of the action taken by the Board.

Caltrain defines a major service change as any service change meeting at least one or both of the following criteria:

A. An adjustment of service that equates to a reduction of or addition of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.
B. A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.

Note: Any change that is a temporary or interim change due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

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, Caltrain 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, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain 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 Caltrain 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 10 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. 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 borne by non-low-income populations…. The disproportionate burden threshold must be applied uniformly…and cannot be altered until the next [Title VI] program submission.*
>
> *At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed [fare/]service change, the transit provider should take steps to avoid, minimize or mitigate impacts where practicable. The provider should describe alternatives available to low-income populations affected by the [fare/]service changes.*

The Caltrain 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 10 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.

SYSTEMWIDE SERVICE STANDARDS

Pursuant to requirements set forth in Federal Transit Administration (FTA) Circular 4702.1B Caltrain must establish and monitor its performance under quantifiable Service Standards and qualitative Service Policies. The Service Standards contained herein are used to develop and maintain efficient and effective commuter rail service. In some cases, these standards differ from standards used by Caltrain 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

STATION HIERARCHY

For purposes of determining service and facility levels at stations, a hierarchy has been established that classifies each station into one of five types. The hierarchy is related to the level of ridership at the station. The following chart shows the station type names and general service description:

Station Type	Service Description
Major	Baby Bullet, limited and local
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Minor	Local
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A. VEHICLE LOAD

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> *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.*

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Staff monitors vehicle loads from train crew reports, passenger comments, passenger counts of special event trains and from an annual passenger count performed on every train. Whenever feasible, resources will be reallocated to meet passenger demand.

Service Standards

Service Type	Peak Load Factor	Off-Peak Load Factor
All	1.2	1.0

B. VEHICLE HEADWAY

Vehicle headway is described by the October 2012 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., 4 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.*

During peak and surrounding (shoulder) times, Caltrain serves stations largely based on demand. Midday, evenings and weekends are largely hourly service. Supplemental service is often provided for special events based on estimated ridership demand.

Service Standards Minimum Average Headways (in minutes)

Station Type	Peak	Reverse-Peak	Midday	Evenings & Weekends
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C. ON-TIME PERFORMANCE

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On-time Performance Service Standard

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Service Availability Standards

Station Type	**Station Spacing**
Major	5 miles
Intermediate	3 miles
Minor	2 miles
Gilroy	6 miles
Special	1 mile

SYSTEMWIDE SERVICE POLICIES

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 as appropriate. The following system-wide policies differ from service standards in that they are not necessary based on meeting quantitative thresholds; but rather qualitative evaluation results:

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B. Transit Amenities

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The Caltrain revenue fleet consists of 118 passenger cars (25 Bombardier and 93 Nippon Sharyo/Gallery cars) and 29 diesel locomotives. All trains are comprised of one locomotive and five passenger cars. All Gallery car trains include at least one Americans with Disabilities Act-(ADA) accessible rail car, one car with a luggage rack and two cars that together accommodate up to 80 bikes. All Bombardier cars are ADA accessible and Bombardier trains all have two bike cars that accommodate up to 48 bikes.

Caltrain consists (i.e., locomotives, cab cars and passenger cars) are rotated on a daily basis to serve different scheduled trains. Several trains a day are specified to be equipped with Gallery consists to utilize the higher bike capacity of 80 (versus 48 for a Bombardier equipped train) for trains that have very high bike demand. Another group of trains are specified to be equipped with Bombardier consists in order to take advantage of its additional 10 seats and four doors per car for trains that have very high passenger loads. The use of Gallery versus Bombardier equipment is not matched to any particular service type or station, except Gilroy service that is always provided utilizing Gallery consists.

B. TRANSIT AMENITIES

According to the October 2012 FTA Circular 4702.1B:

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

Caltrain provides a variety of amenities at stations to attract and retain customers. Station amenities are distributed based on ridership activity of stations and conditions that were adopted by the JPB when it took over the railroad. Stations are divided into three groups (Level 1- 3). These levels correspond roughly with the station hierarchy designations listed in the introduction to the system-wide service standards.

The "Core" set of amenities exist at most stations and include bike lockers, bike racks, shelters/canopies, benches, trash cans, pay phones, smart card fare validation equipment and ticket vending machines (TVMs). It is standard for each station to have a posted system map, schedule, other customer information, variable message signs and public announcement systems (PA). The standard amenities are included in the definition of core amenities.

Only a few stations with unique access situations have elevators or escalators. The placement of elevators is often at the choice and cost of others when a station is constructed or reconstructed.

Amenities Policy

Station Type	Level	Amenities
Major	Level 1	Core amenities
Intermediate	Level 1	Core amenities
Minor	Level 1	Core amenities
Gilroy	Level 2	Core amenities without bike racks, PA & VMS
Special	Level 3	TVMs only, at stations with scheduled stops

I. DEMOGRAPHIC AND SERVICE PROFILE MAPS

This section provides general demographics and service profiles as well as information on minority and low-income populations located within the Caltrain service area. Caltrain's fixed transit rail line, which is located in San Francisco, San Mateo and Santa Clara Counties spans 77.4 miles and serves 32 stations.

Demographic and service profile maps and overlays are based on the US Census and 2017 5 year American Community Survey (ACS) Data. The following maps are included:

System Map

- Caltrain System Map

Base Maps

- Caltrain Base Maps - Containing major streets, highways, fixed transit facilities (Caltrain and JPB facilities). Major activity centers such as schools, hospitals, etc. are also included.

Race and Ethnicity Demographic Maps

- American Indian/Native American Population by Tract Group
- Asian Population by Tract Group
- African American/Black Population by Tract Group
- Hispanic/Latino/a Population by Tract Group
- Pacific Islander Population by Tract Group
- Caucasian/White Population by Tract Group
- "Other Races" Population by Tract Group (excludes American Indians, Asians, African Americans/Blacks, Hispanics, Pacific Islanders, and Caucasians/Whites)

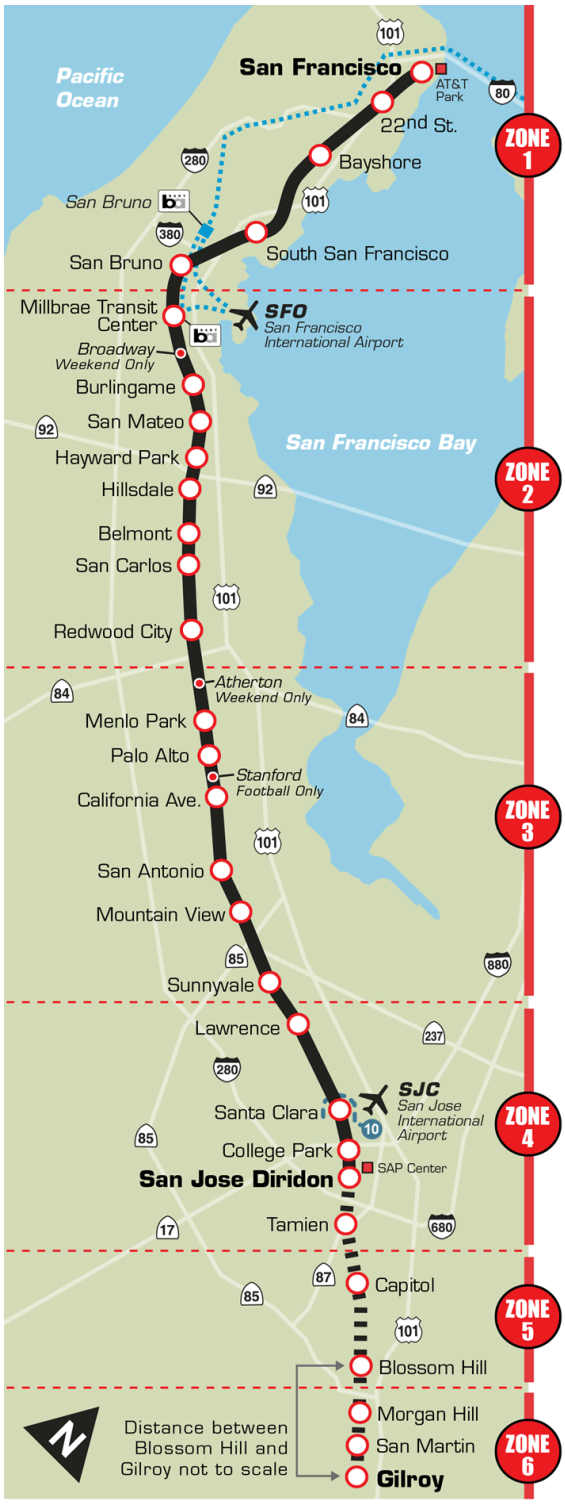
Combined Minority Demographic Maps

- Minority population broken out by Tract Group using 2017 5 year American Community Survey (ACS) Data. Minority Tract Groups are defined as those in which the minority population exceeds the system-wide minority average of 51%.

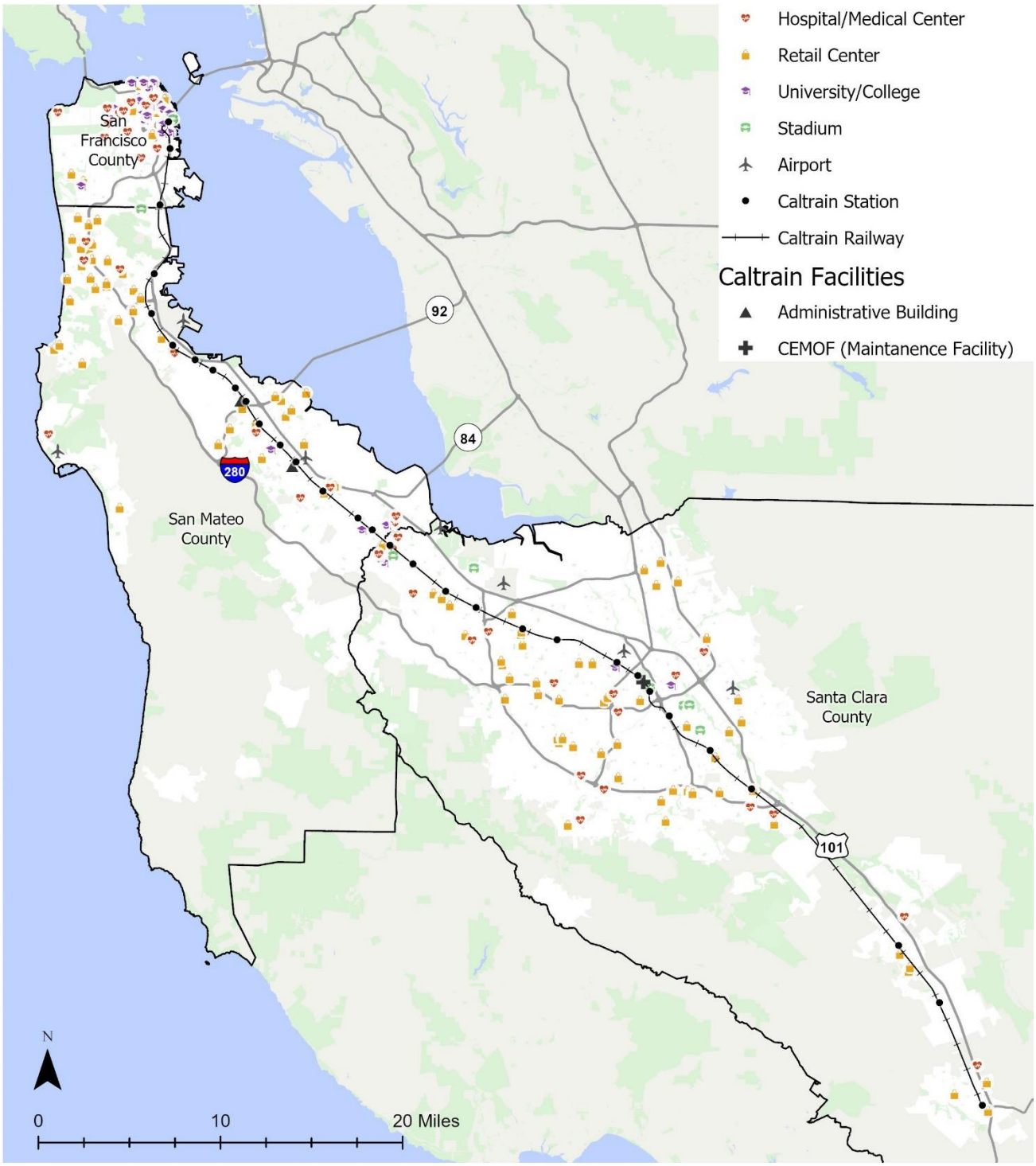
Low-Income Population Demographic Maps

- Low-income population broken out by census tract using the 2017 5 year American Community Survey (ACS) Data. Low-income Tract Groups are defined as those in which more than 13.1% of the households in the tract that have an income that is 200% of the federal poverty threshold (Under $25,000 a year).

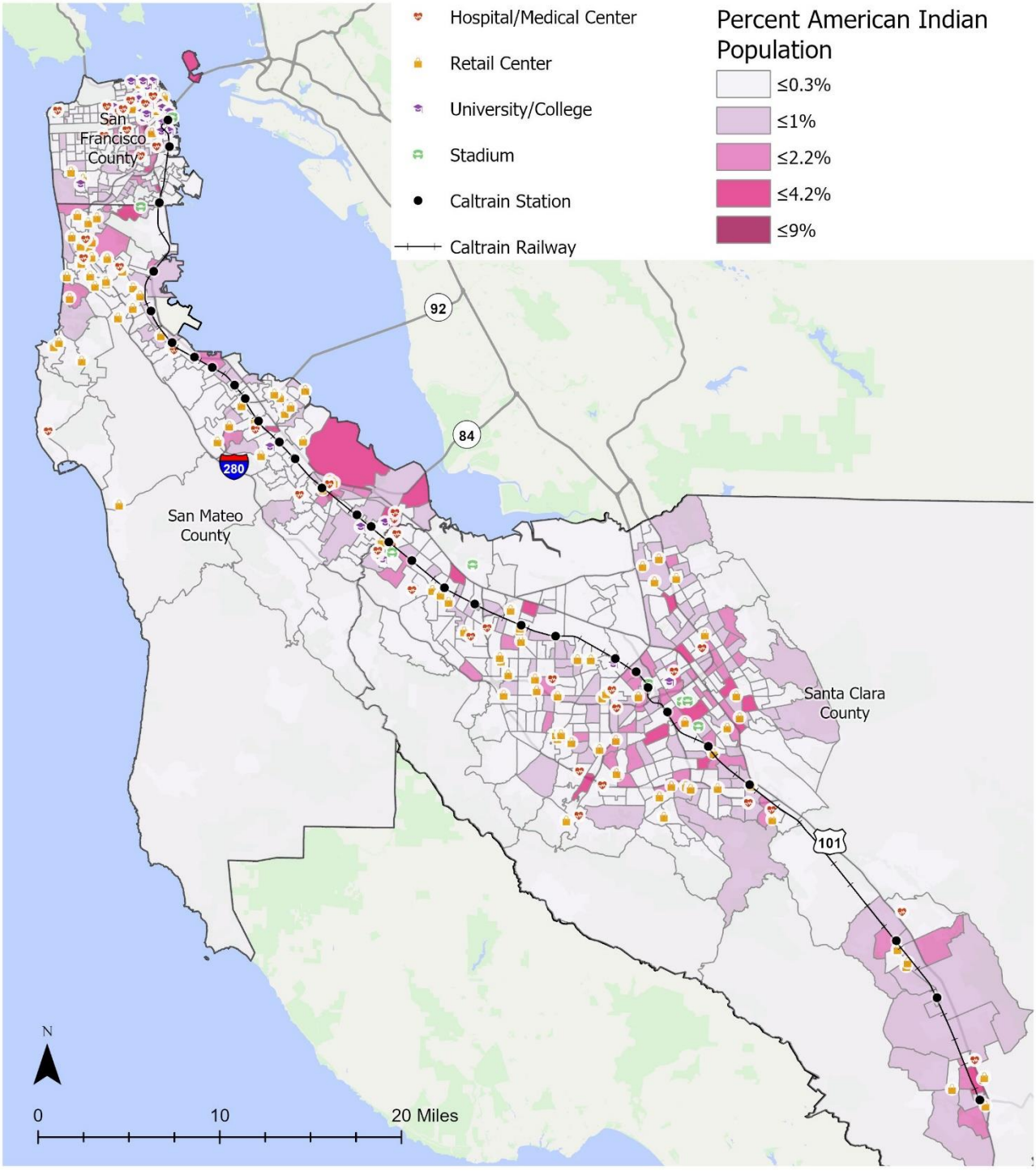
Map 1: Caltrain System Map



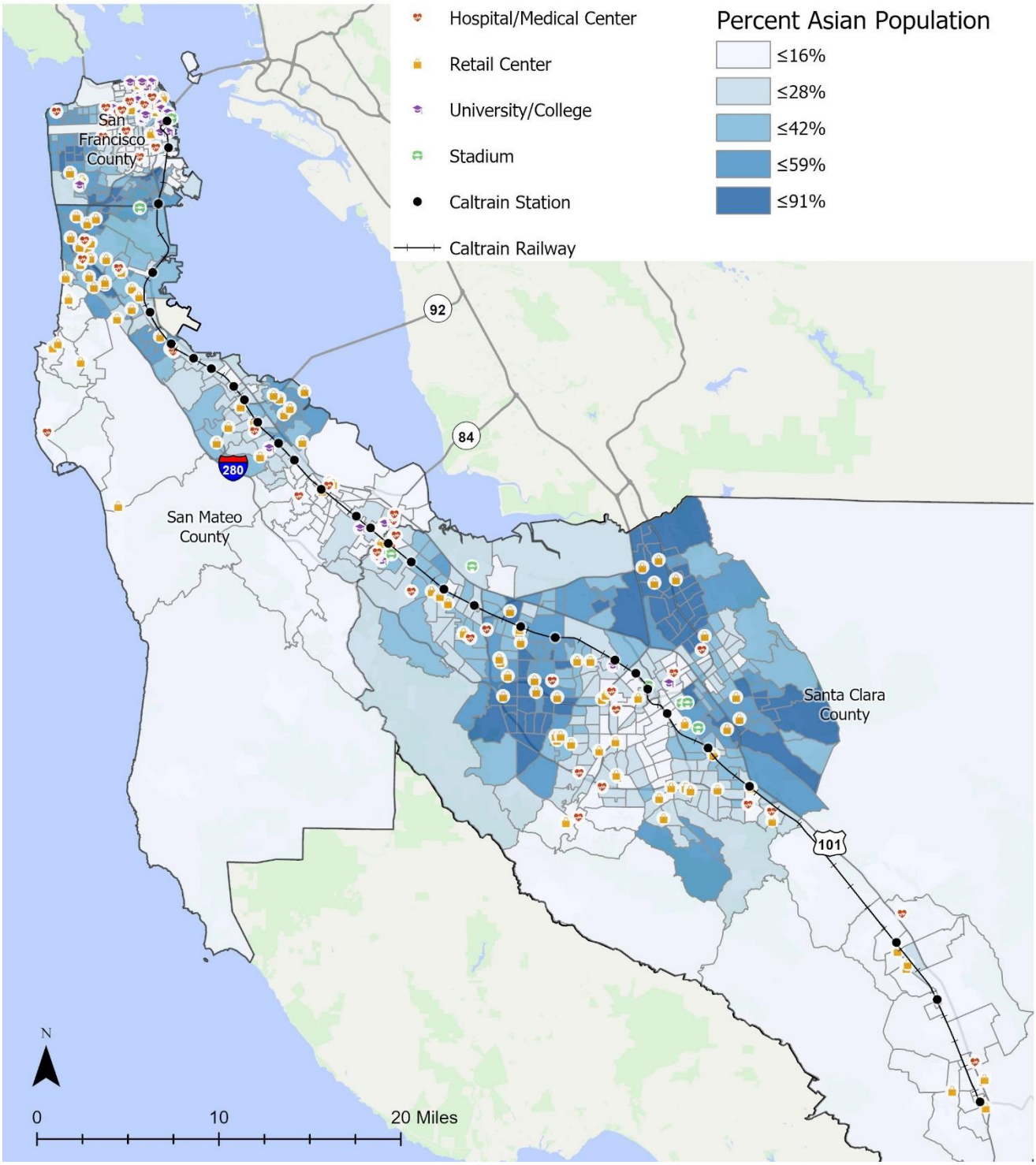
Map 2 Caltrain Base Map



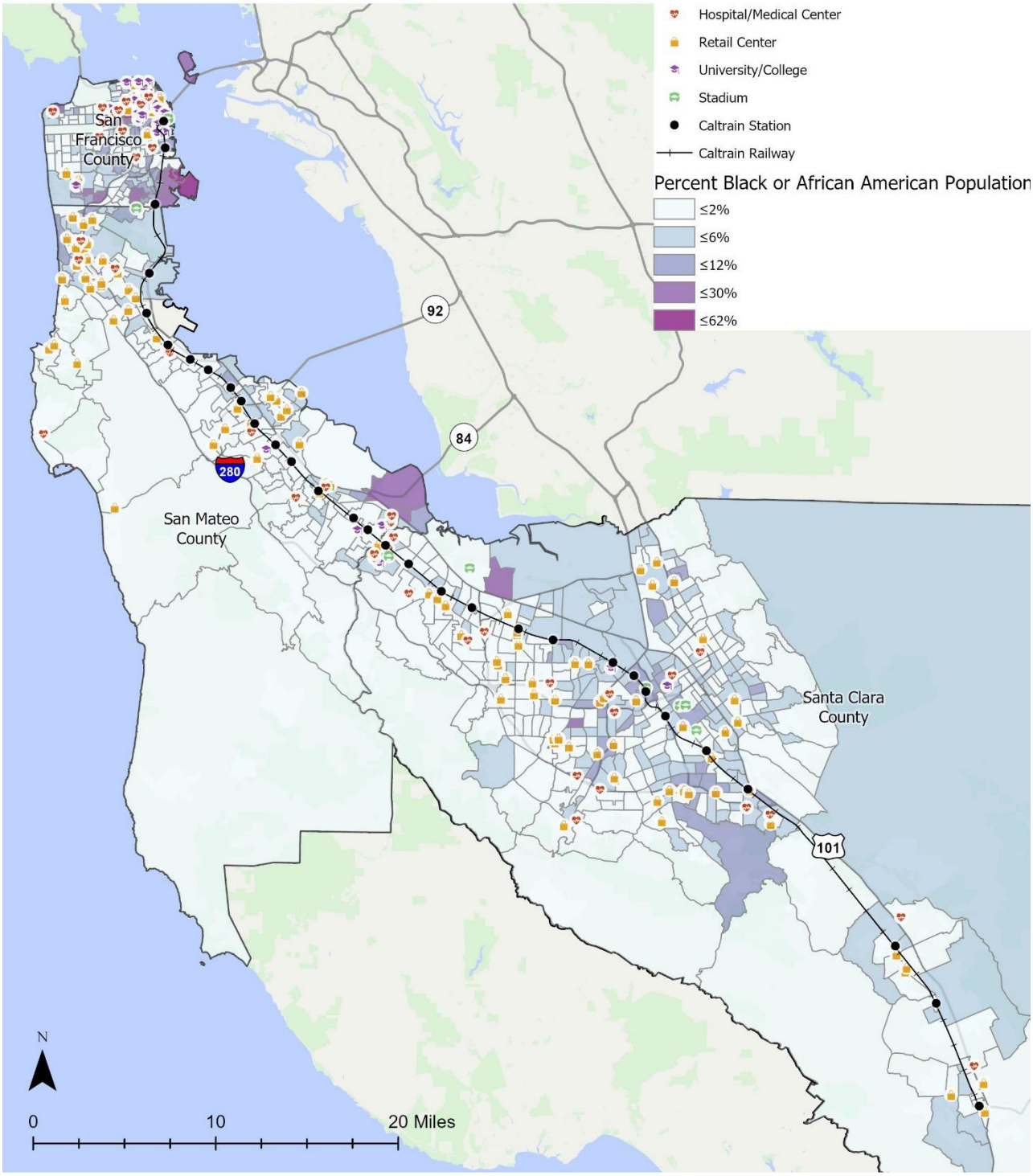
Map 3: American Indian/Native American Population by Tract Group



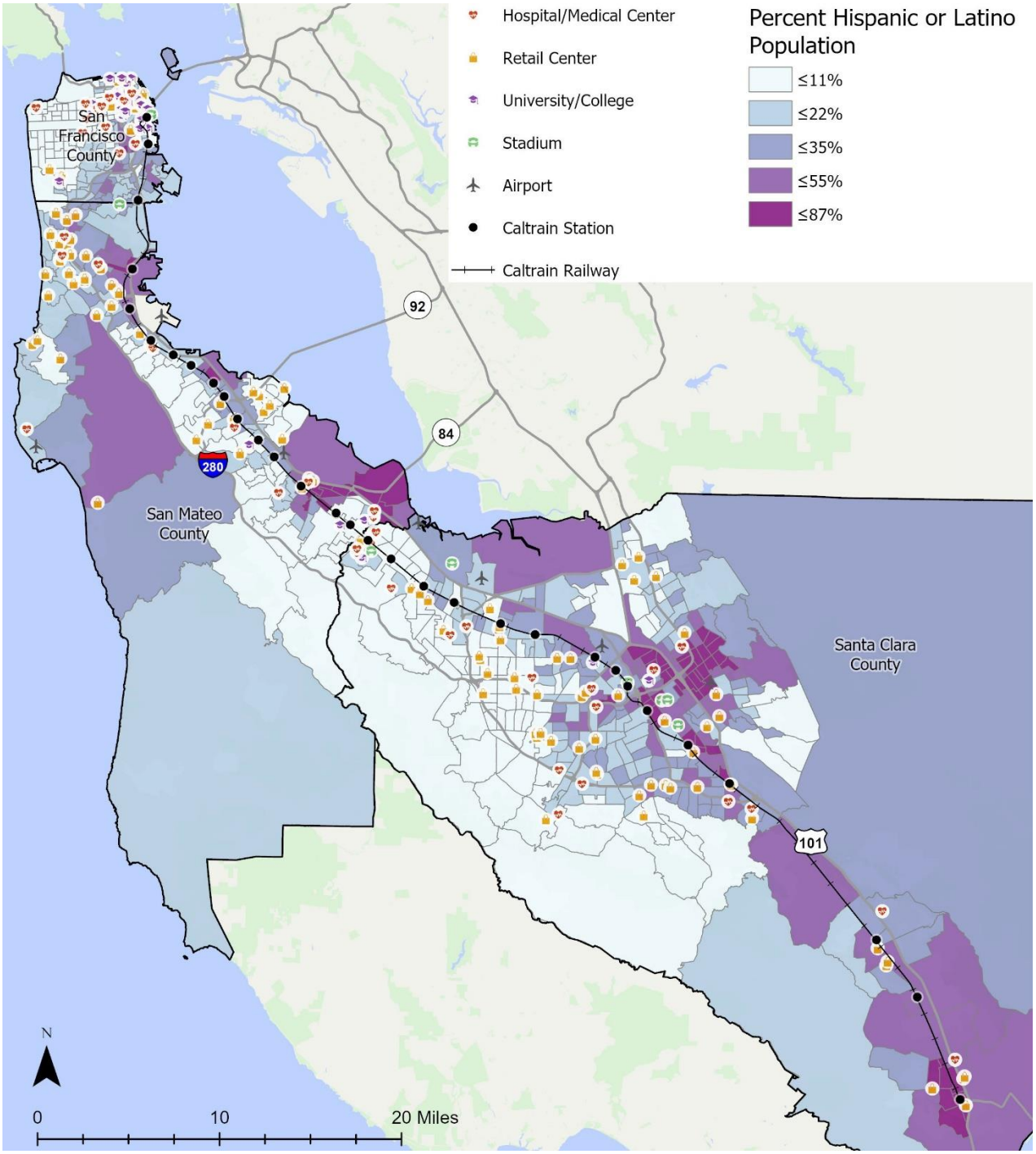
Map 4: Asian Population by Tract Group



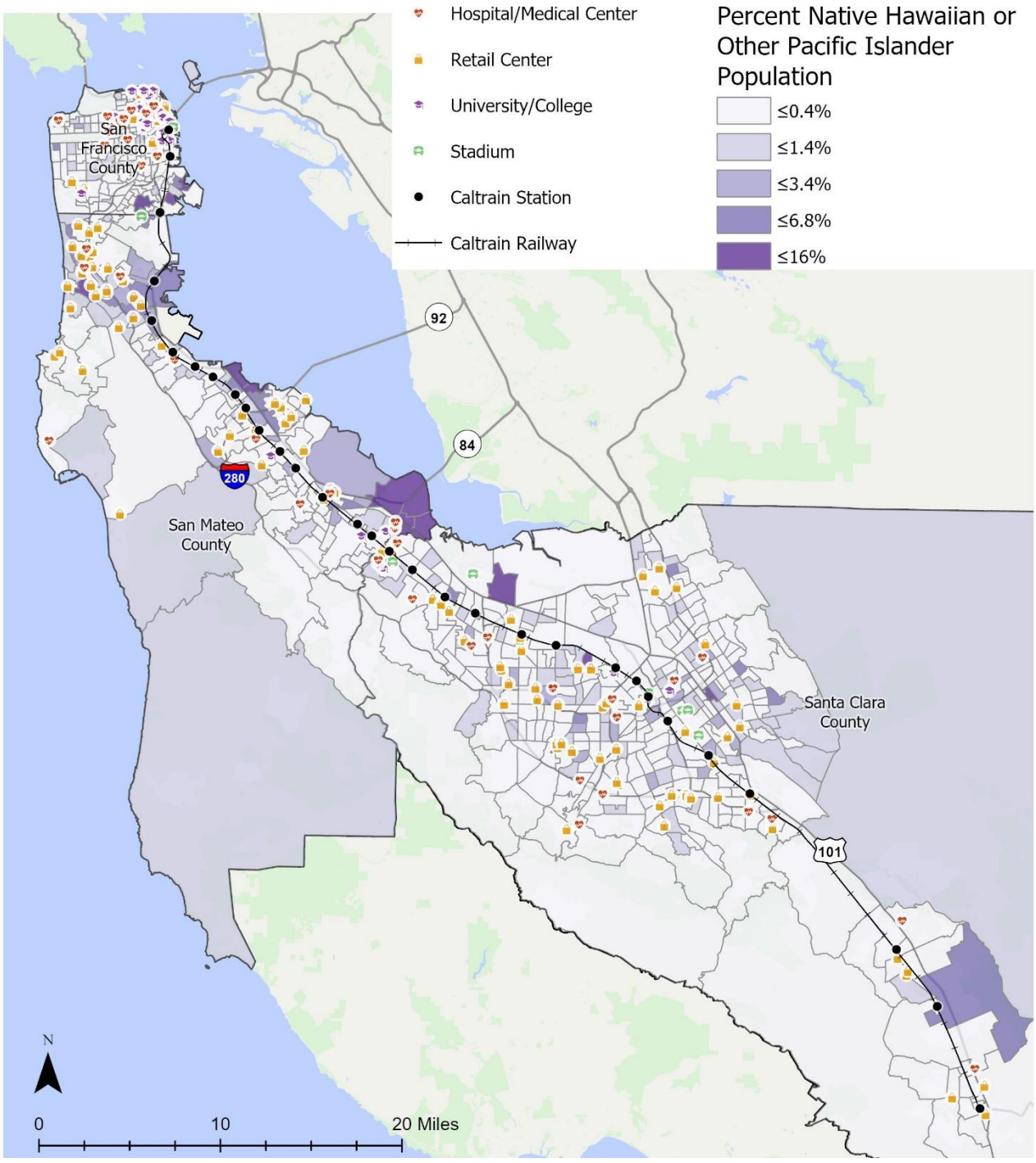
Map 5: African American/Black Population by Tract Group



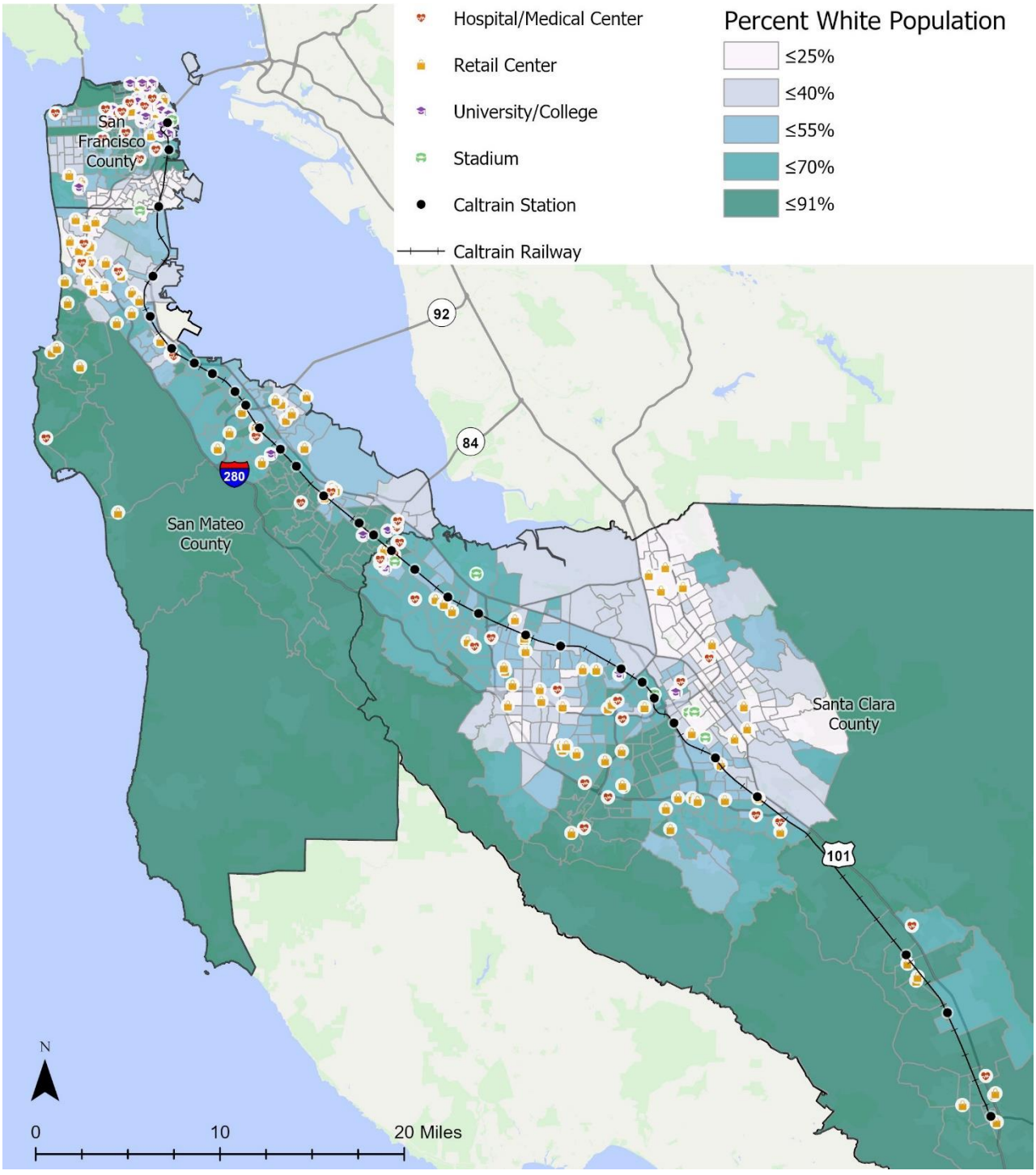
Map 6: Hispanic/Latino/a Population by Tract Group



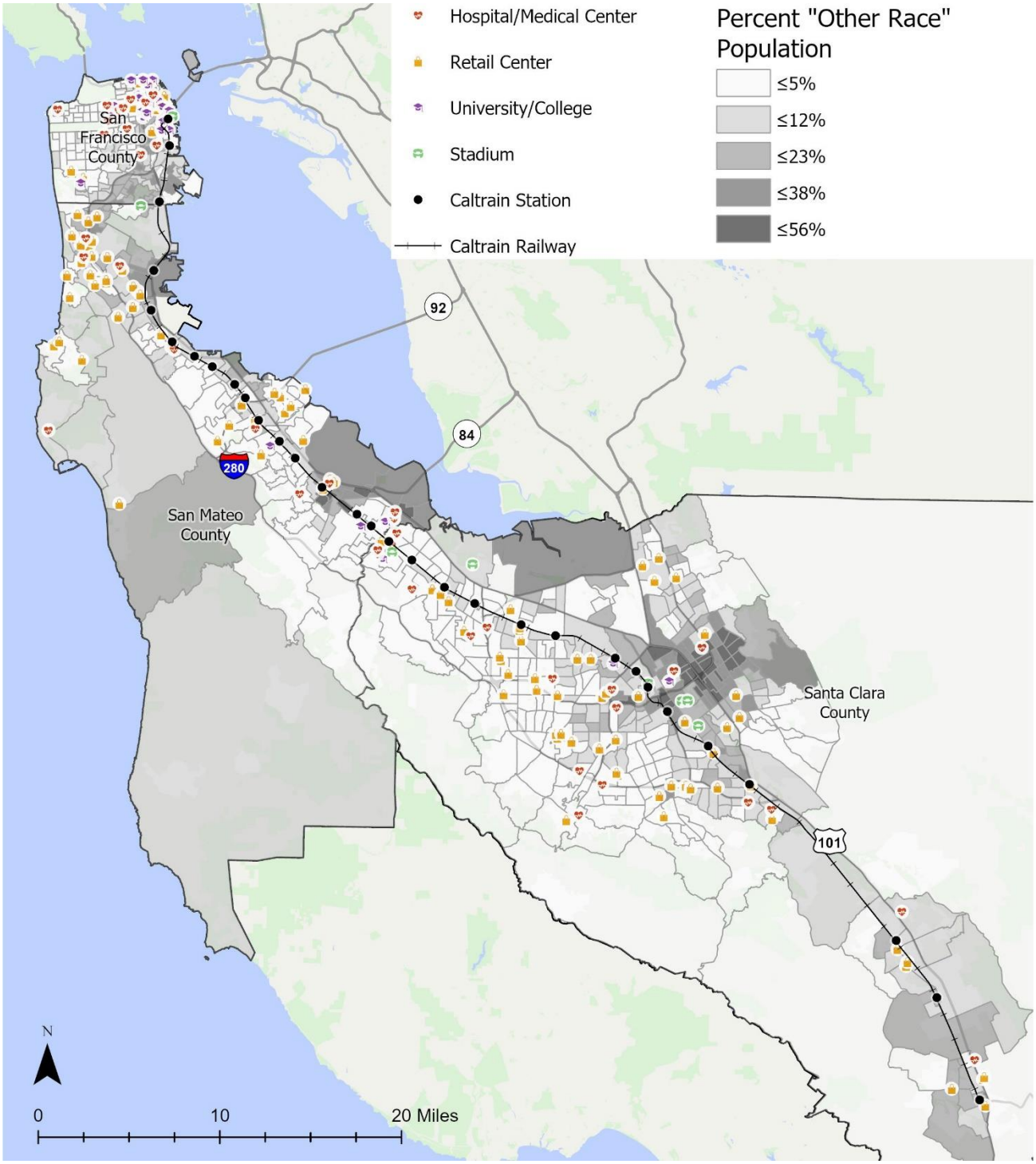
Map 7: Pacific Islander Population by Tract Group



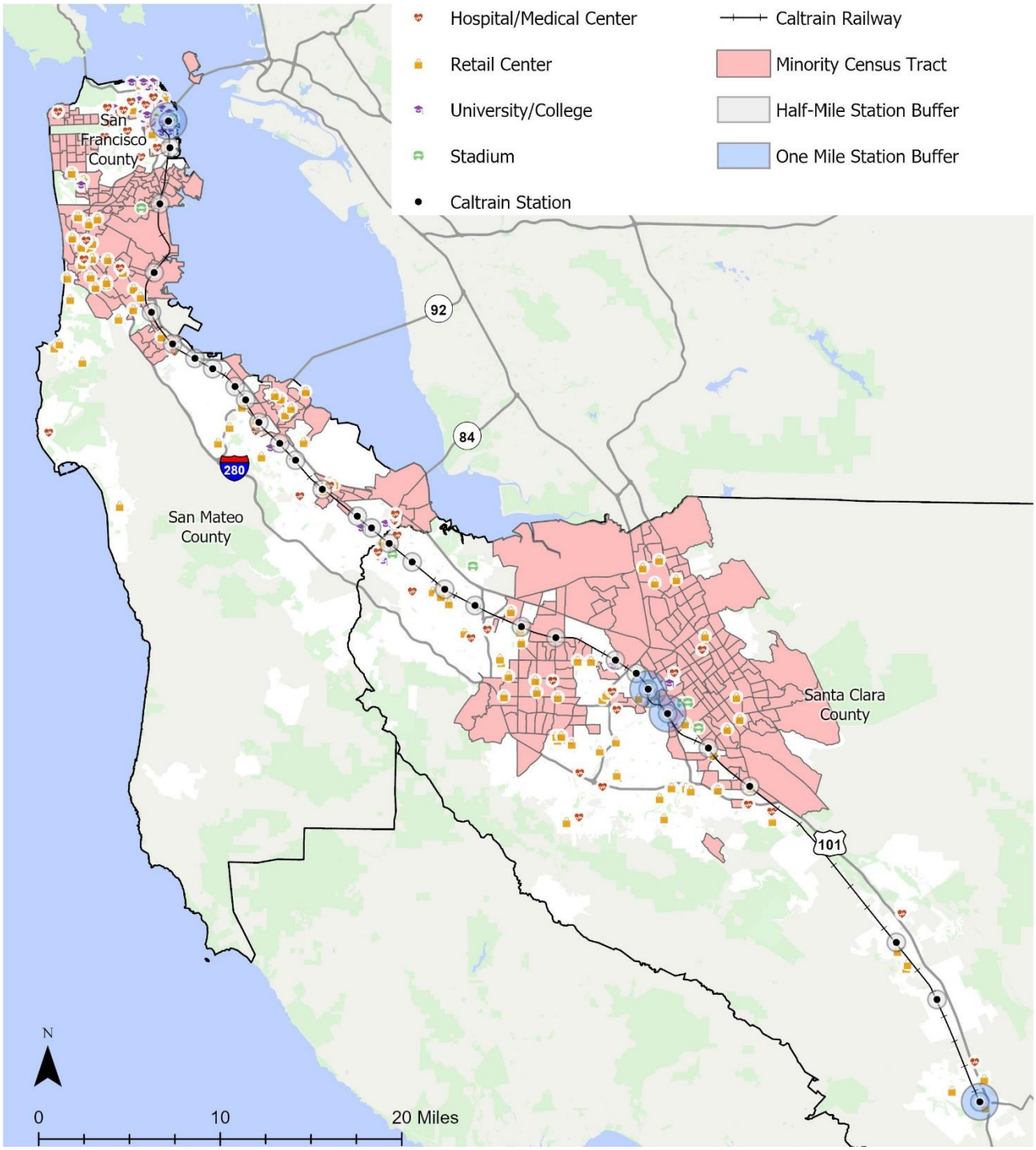
Map 8: Caucasian/White Population by Tract Group



Map 9c: Other Races by Tract Group

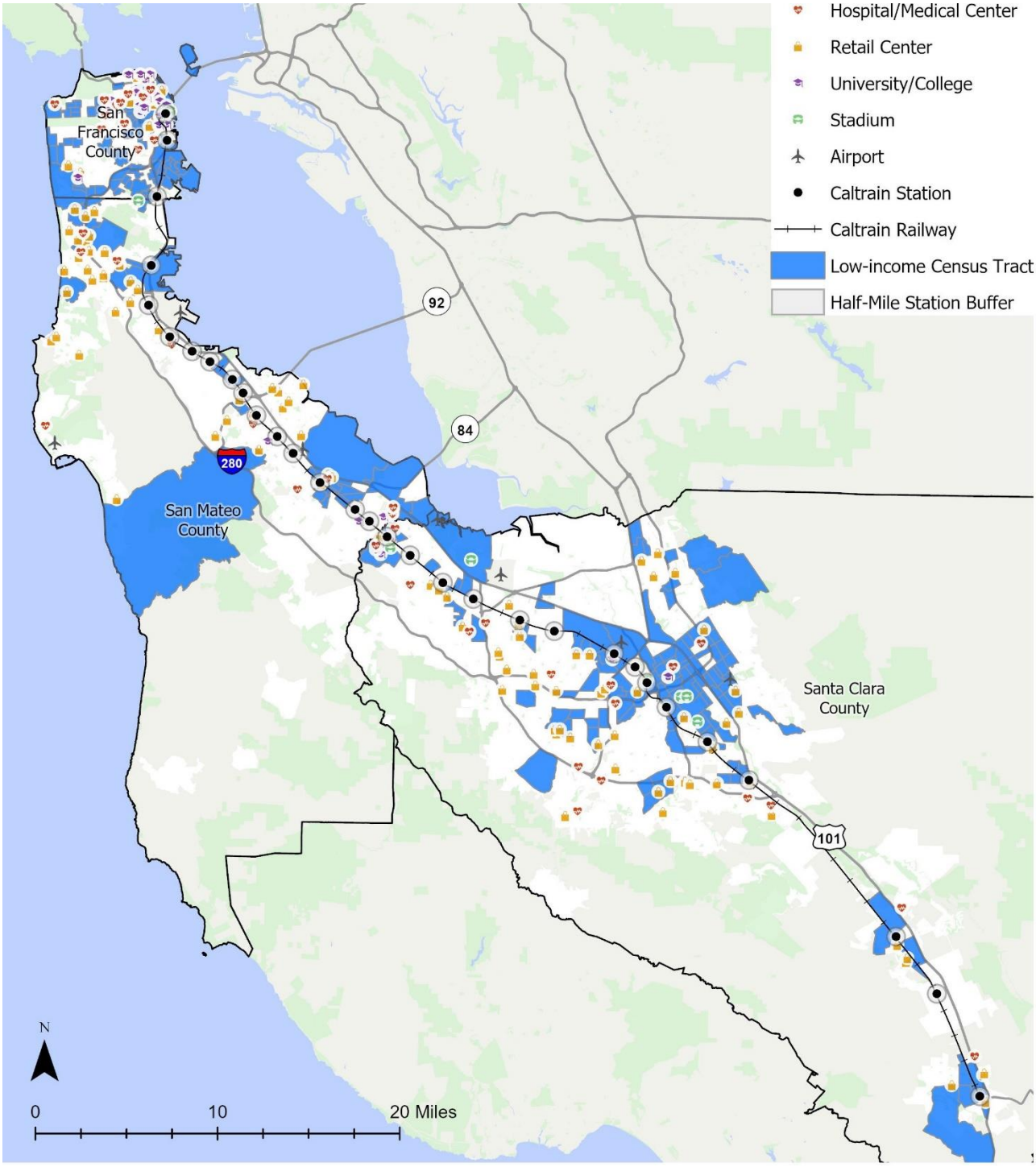


Map 10: Minority Population by Tract Group



*Minority tract groups are defined as those in which the minority population exceeds the systemwide minority average of 51%

Map 11: Low-Income Population by Tract Group



J. RIDERSHIP AND TRAVEL PATTERNS

Triennial Customer Surveys are conducted system-wide every three years using a market research on-call contractor. Paper surveys (available in English and Spanish) were distributed on-board vehicles and collected by surveyor staff. Customers complete an extensive questionnaire and also have the option of mailing in surveys. The results are entered, cleaned, and compiled in a succinct report by the contractor. The complete dataset (along with a report) is provided to JPB to use at our discretion. The results are also provided in a summary report, which the JPB makes available to the public online at: http://www.caltrain.com/about/statsandreports/Surveys.html.

OCTOBER 2016

Caltrain Triennial Customer Survey

SUMMARY REPORT

Prepared by
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INTRODUCTION

This report details the findings of an onboard survey of Caltrain riders. The fieldwork on this study was conducted in October 2016. A total of 5,554 surveys were completed by Caltrain riders.

Key objectives of the survey include:

- Reporting trip characteristics, such as peak/off-peak/weekend use.
- Reporting personal travel characteristics, such as frequency of Caltrain use and primary reasons for riding Caltrain.
- Reporting demographic characteristics, such as race, national origin, marital status, age, income, etc.
- Ratings of six specific service characteristics, including one overall assessment of the entire Caltrain experience.

This report includes the following key sections: Executive Overview, Charts/Key Findings, Detailed Results, and the Appendix. The Appendix of this report includes a copy of the questionnaire, interviewer training instructions, and information on trains sampled. Additional information is provided in the Verbatim Comments and Cross-tabulated Tables.

Please note that the percentages included in this report may not add to 100% due to statistical rounding.

Questions regarding this project may be directed to: Christiane Kwok, Caltrain Market Research & Development Manager, 650.508.7926.

Changes in Caltrain Service Since Last Survey

- Since the last Caltrain Triennial Customer Survey in 2013, there were several fare changes to the Caltrain Codified Tariff, including adjustments to the daily and monthly parking fees, Go Pass program, Adult and Eligible Discount base fare, Clipper fare differential and Youth age fare.
- A new station was built, including grade separation, at San Bruno, which was completed in April 2014. The station features 201 parking spaces and enhanced platform accessibility.
- In May 2015 and July 2016, Caltrain increased service capacity by adding one car to the five--car Bombardier train sets.
- Replacement of a pedestrian/vehicle bridge over Caltrain tracks at 23rd Street in San Francisco was completed in March 2016.
- In April 2016, a third bike car was added to the Bombardier train sets, increasing capacity from 48 to 72 bike spaces, compared with 80 bike spaces on Gallery train sets
- Replacement of four San Mateo railway bridges was completed in October 2016.

Methodology and Response Rate

The survey was conducted as an onboard self-administered questionnaire distributed to Caltrain riders. Surveyors boarded pre-selected trains, and attempted to distribute questionnaires to all passengers on a randomly selected car of the assigned train. Completed surveys were collected by these surveyors (who stayed onboard during the train route).

Specific steps were taken to ensure the highest possible response rate. This included using professional, experienced onboard surveyors on the project, making the questionnaire available in English and Spanish, and providing a business reply mail-back option for persons who did not have time to complete the survey onboard.

The overall response rate (74%) was high for a system-wide survey of this type. The response rate was calculated by dividing the total number of completes (5,554) by all *eligible* passengers riding on the sampled trains (7,523). Additional information on the survey distribution and response rate is provided in the Appendix of this report.

Field interviewing on this project was conducted from Tuesday, October 4, 2016, to Wednesday, October 26, 2016. The weekday shifts were allocated to allow for surveying during morning and afternoon peak periods, as well as off-peak periods. Saturday and Sunday trains were also surveyed at various times of the day. The dates of the fieldwork were scheduled to avoid surveying during special events that would unduly impact ridership.

Surveyors returned completed questionnaires to Corey, Canapary & Galanis' office following the completion of the fieldwork. Editing, coding, and inputting were done in-house once the questionnaires were returned.

Sampling

In total, 5,554 surveys were completed by riders. This total equates to a system-wide margin of error of +/- 1.30% (at the 95% confidence level).

The sampling on the study was designed to achieve a cross section of riders utilizing trains at various times of the day. Surveys were conducted on weekdays (Tuesday, Wednesday, and Thursday), as well as on Saturday and Sunday. We sampled a total of 62 weekday routes and 10 weekend routes. Of the 62 weekday routes surveyed, 29 were Limited trains, 19 were Local trains, and 14 were Bullet trains. For each train sampled, a specific car was selected, and we attempted to survey every passenger in the selected car. The 2016 distribution of trains sampled was comparable to 2013.

Statistically Significant Differences

As was mentioned previously, for the total number of respondents (n = 5,554) who participated in the survey, the margin of error is +/- 1.30% at the 95% confidence level. The margin of error for some other key sub-groups which are shown in this report:

- Weekday Peak (n =3,931 unweighted, 4,212 weighted). +/- 1.55% at the 95% confidence level;
- Weekday Offpeak (n =1,018 unweighted, 890 weighted). +/- 3.04% at the 95% confidence level;
- Weekend (n =605 unweighted, 452 weighted). +/- 3.94% at the 95% confidence level.

Weighting

Most survey responses in this report are weighted to show a proportional response for the true percentage of weekday/weekend and peak/off-peak ridership. Responses were weighted in accordance with data from the February 2016 ridership counts as follows:

Segment	Average Weekly Riders Feb 2016	Percentage of Total Ridership
Weekday Peak	257,560	75.8%
Weekday Off-peak	54,520	16.0%
Saturday	15,003	4.4%
Sunday	12,631	3.7%
TOTAL	339,714	100.0%

EXECUTIVE SUMMARY

Length of Time Using Caltrain

- More than a third of riders (34%) have been riding Caltrain less than one year.
- In 2016, a slightly higher share of weekend riders said this trip was their first trip (18%) compared to 2013 (13%).

Frequency of Riding Caltrain

- About two-thirds of riders (66%) ride Caltrain at least four days per week.
- However, in 2016, there has been an increase in Weekday Offpeak and Weekend riders who are using the service less than once a month. In 2013, 16% of Offpeak riders and 36% of Weekend riders said they used the service less than once a month. In 2016, this rose to 20% of Weekday Off-peak riders and 45% of Weekend riders.

Fare Media

Wider use of technology and other ridership trends have changed how riders pay for their trip.

- More than one third of respondents (36%) paid for their Caltrain trip with a Clipper Caltrain monthly pass. However, this is a decrease from 2013, when 41% paid in this way.
- By contrast, the share who paid for their Caltrain trip using a Go Pass rose from 14% in 2013 to 21% in 2016. Notably, this increase in Go Pass use exists across Weekday Peak, Weekday Off-peak, and Weekend time periods.
- In addition to this change, more respondents in 2016 said they are using Clipper cash value to pay for their Caltrain trip (16% in 2016 vs. 11% in 2013), and slightly fewer are using a one-way ticket (12% in 2016 vs. 16% in 2013). Day Pass use also declined slightly (from 12% in 2013 to 10% in 2016). This pattern also remains consistent across Weekday Peak, Weekday Off-peak, and weekend time periods.

Distance from Starting Location to Caltrain Station

In 2016, a question was introduced asking respondents how far it was from their starting point to their Caltrain station.

- While nearly half of respondents (49%) travel 10 miles or less to reach their Caltrain station, more than a third (35%) travel 20 or more miles.
- The median distance traveled between start location and Caltrain station was 12 miles overall; 12 miles among Weekday Peak riders; 15 among Weekday Off-peak riders; and 14 among Weekend riders.

Why Riders Choose Caltrain

- Nearly two-thirds of riders (62%) said they ride Caltrain to avoid traffic. This is an increase from 57% who said they rode Caltrain for this reason in 2013.
- Notably, 22% of respondents in 2016 said they chose Caltrain because it was faster than other options, compared to 17% in 2013.

- While those saying they did not drive or have access to a car dropped from 2013 to 2016 (with 29% of respondents giving this as a reason in 2013 and 25% in 2016), 37% of Weekend riders in 2016 still indicated they chose Caltrain because they did not have a car or did not drive. However, this, too, is a decrease, as in 2013, 44% of Weekend riders indicated they chose Caltrain because they did not have a car or did not drive.

Stations Used

- Nearly half of all riders boarded Caltrain in San Francisco (25%), San Jose Diridon (11%), Palo Alto (8%), Sunnyvale (7%), or Mountain View (7%).
- San Francisco was the most common boarding station across all major time periods.
- San Francisco is the most commonly cited station where riders exit the Caltrain system as well.
- After San Francisco, riders most commonly exited the train at Palo Alto (14%) and Mountain View (8%).

Access/Egress on Caltrain

- Nearly three in 10 (32%) of respondents walked to Caltrain, and about the same share (32%) got to their final destination by walking from the Caltrain station.
- Use of TNC's rose from less than 1% in 2013 for both access and egress to 3% for both access and egress in 2016.
- Weekend riders were most likely to use TNCs, as well as most car-based transportation, than Weekday Peak or Weekday Off-peak-peak riders.
- In 2016, private buses (such as Chariot and Megabus) were mentioned, most commonly among Weekday Peak riders.

Car Availability

- Overall, 60% of Caltrain riders had a car available for the surveyed trip.
- The share of Weekday Peak riders who said they had access to a car for the surveyed trip softened slightly, from 65% in 2013 to 63% in 2016.
- Conversely, more Weekend riders said they had access to a car in 2016 (49%) than in 2013 (46%).

Motivation for Newer Riders

- Those who have ridden Caltrain less than one year cited a change in company (31%), worsening traffic (29%), and lack of access to a car (21%) as the reasons they began riding Caltrain.
- Weekday Peak riders were most likely to cite a change in company (37%).
- Weekend riders were most likely to cite lack of access to a car (33%).
- Weekday Offpeak riders were most likely to cite worsening traffic (25%) and lack of access to a car (24%).

Satisfaction with Caltrain

- Overall, Caltrain riders rated their experience on Caltrain 4.09 (out of 5.00), an increase over 2013's 4.04 (and a return to 2010 satisfaction levels).
- Riders rated the effectiveness of station signs 3.90, compared to 2013 rating of 3.81.

- Ratings on value for the money, and satisfaction with www.caltrain.com rose only slightly, while rating of connections with other transit systems softened to 3.52 (from 3.58 in 2013).

Rider Demographics

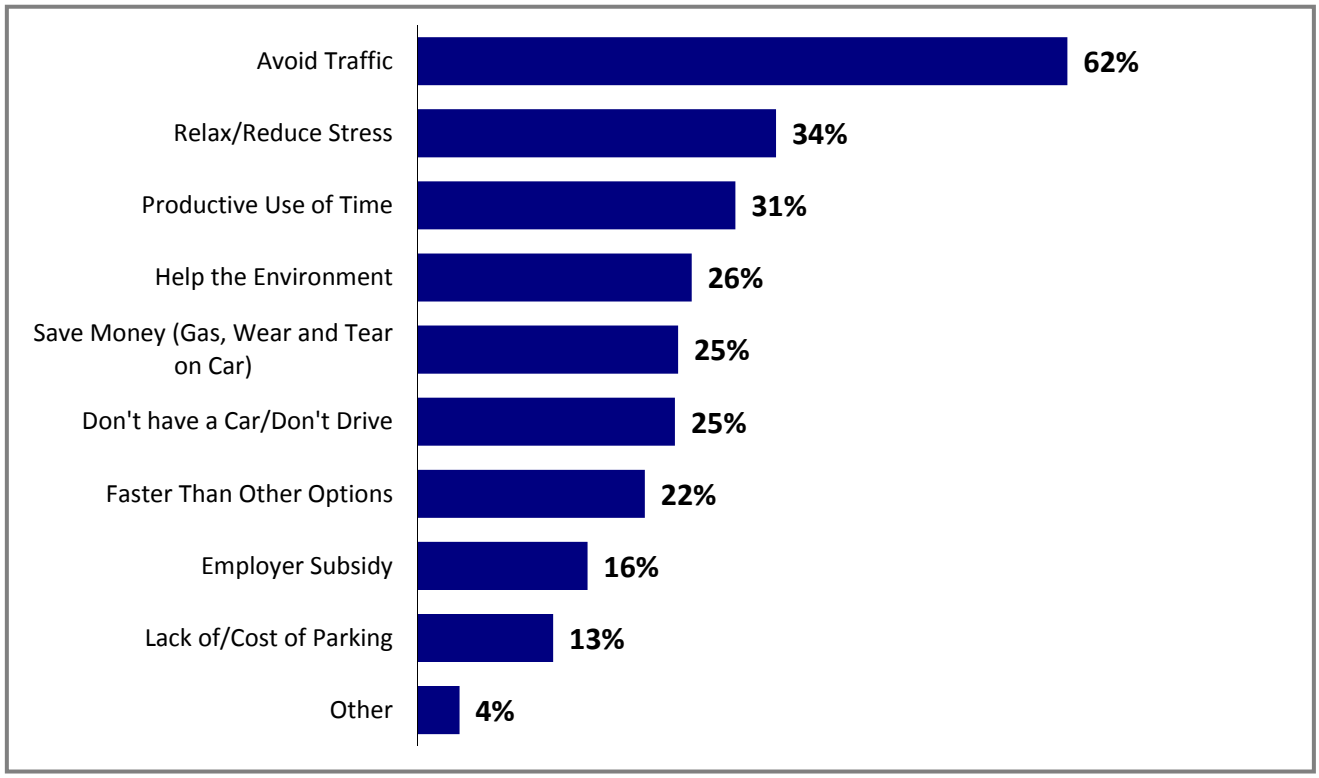
- Among all Caltrain riders, 58% are male, and 46% are single.
- Married riders are most likely to be riding during the Weekday Peak time period, while Single riders are most likely to ride on the Weekend.
- Nearly all riders (96%) have a high school diploma, while 81% have graduated college.
- Caltrain riders are a diverse audience. They speak 72 languages in their homes, and while 60% say they are born in the United States, 40% were born in one of 105 countries around the world.

CHARTS – KEY FINDINGS

Note: Percentages included in this section may not add to 100% due to statistical rounding.

Main Reasons for Riding Caltrain

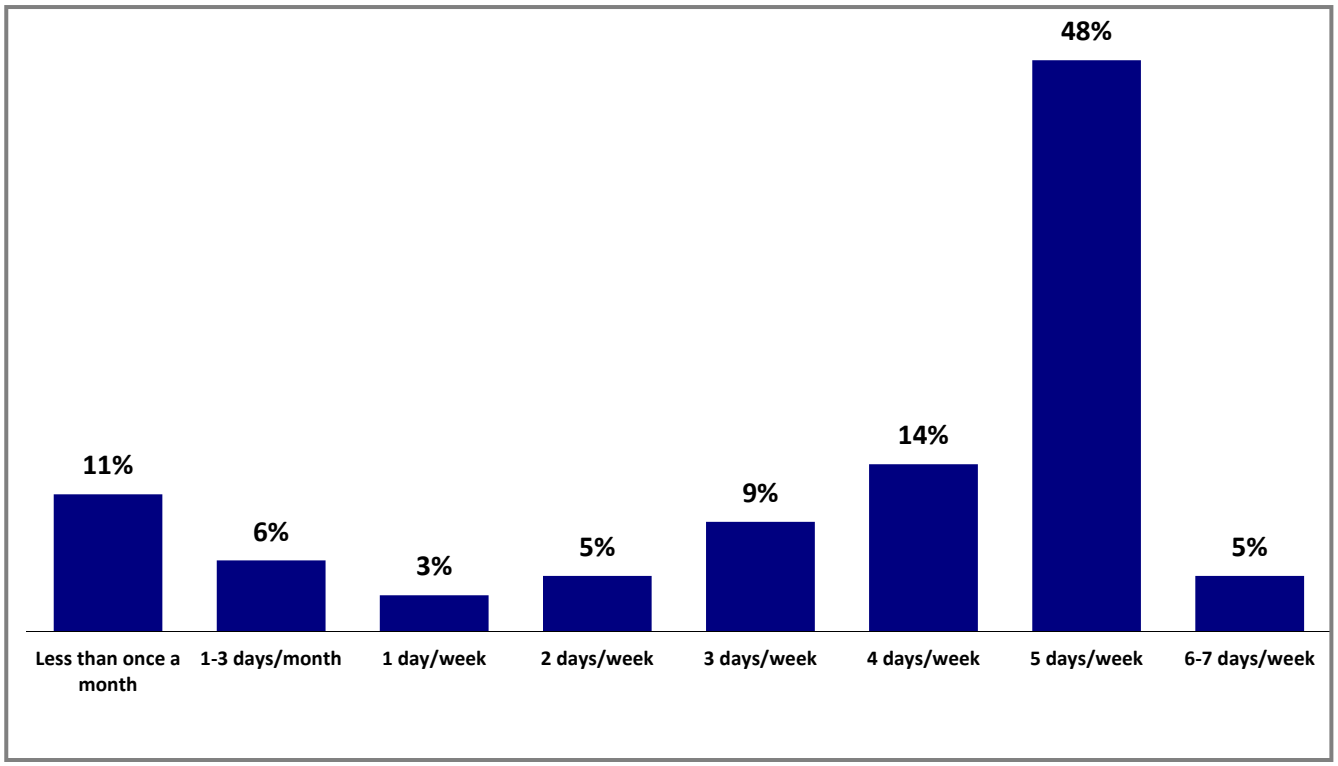
8. What are your main reasons for riding Caltrain?



Base: Total (5,554)
[Multiple answers accepted]

Frequency of Riding Caltrain - 2016

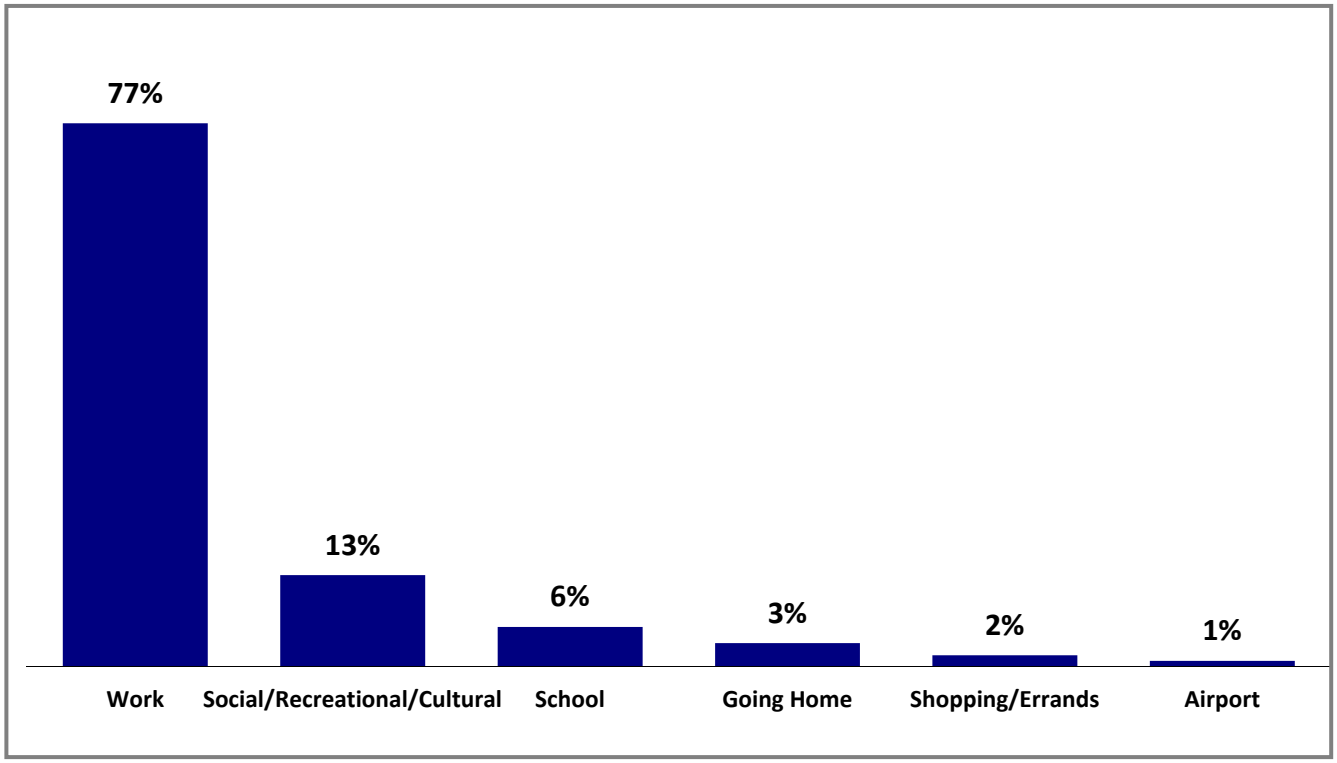
2. How often do you usually ride Caltrain?



Base: Total (5,554)

Trip Purpose

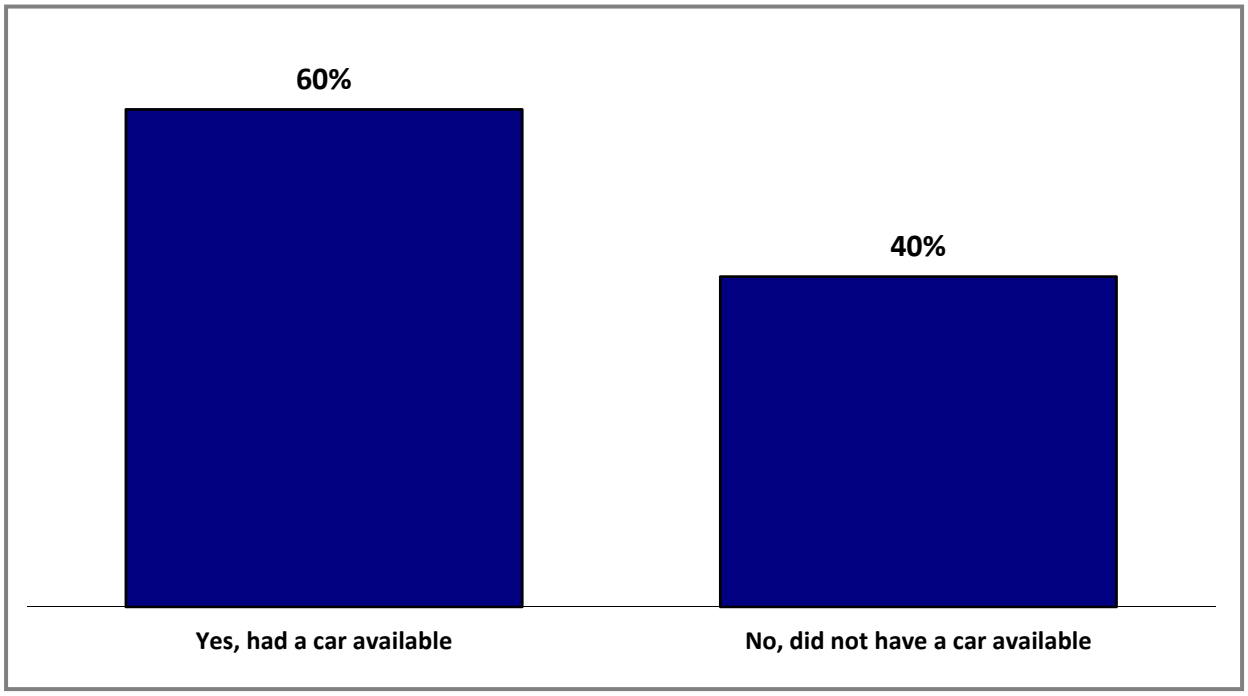
6. What is the main purpose of your trip today?



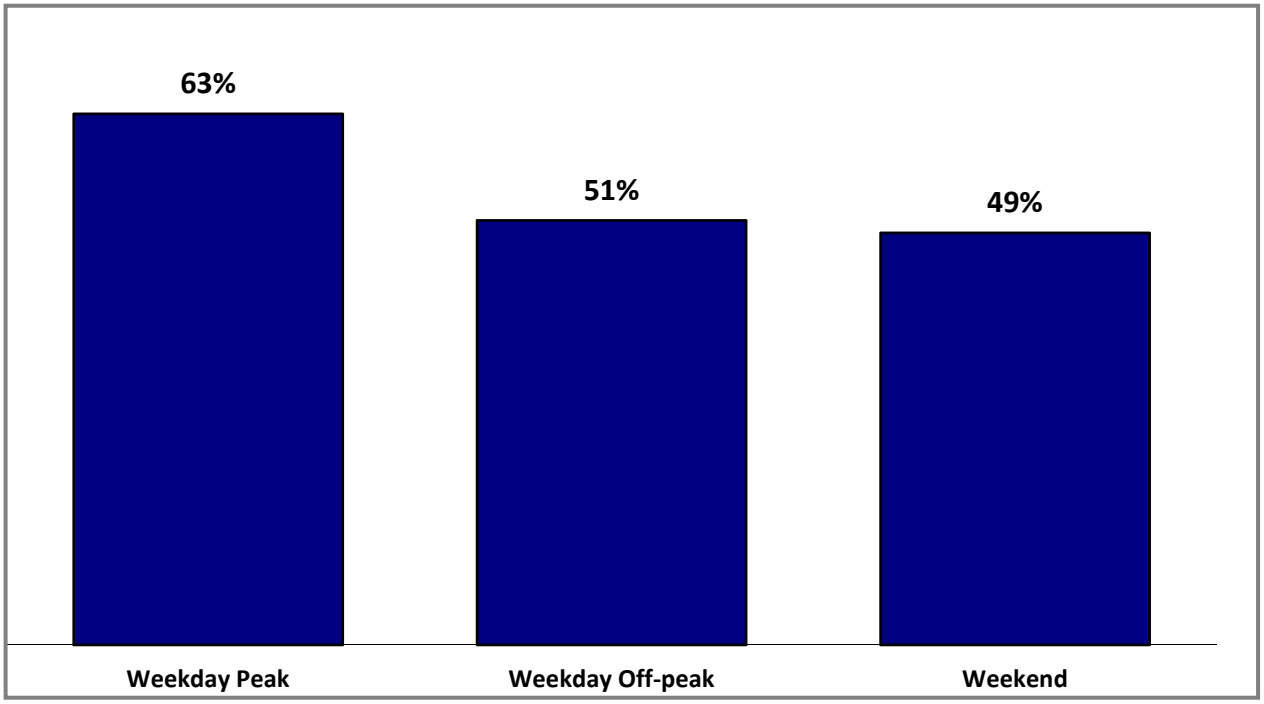
Base: Total (5,554)

Car Availability

12. Did you have a car available to take this particular trip?



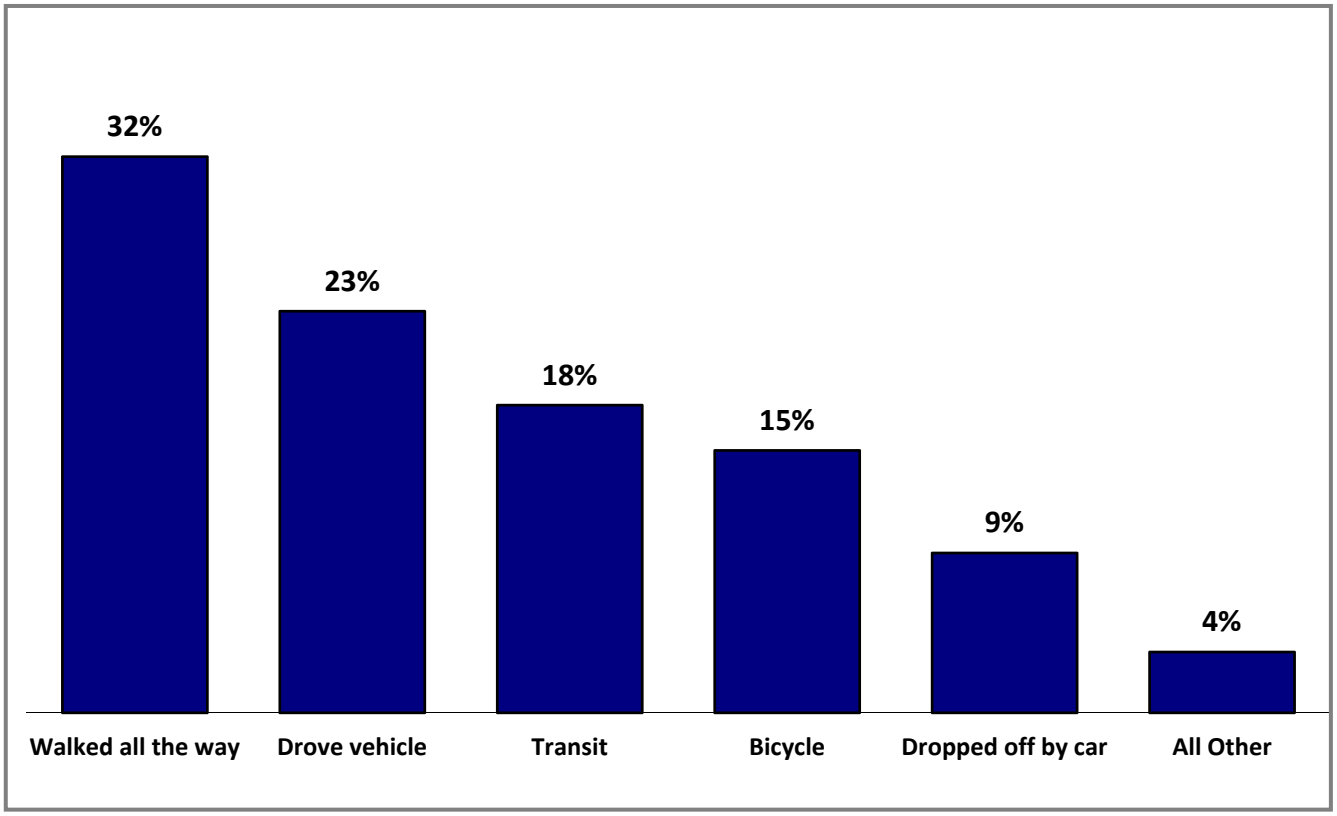
Those who stated that they had a car available, by time period



Base: Total (5,554)

Station Access by Mode

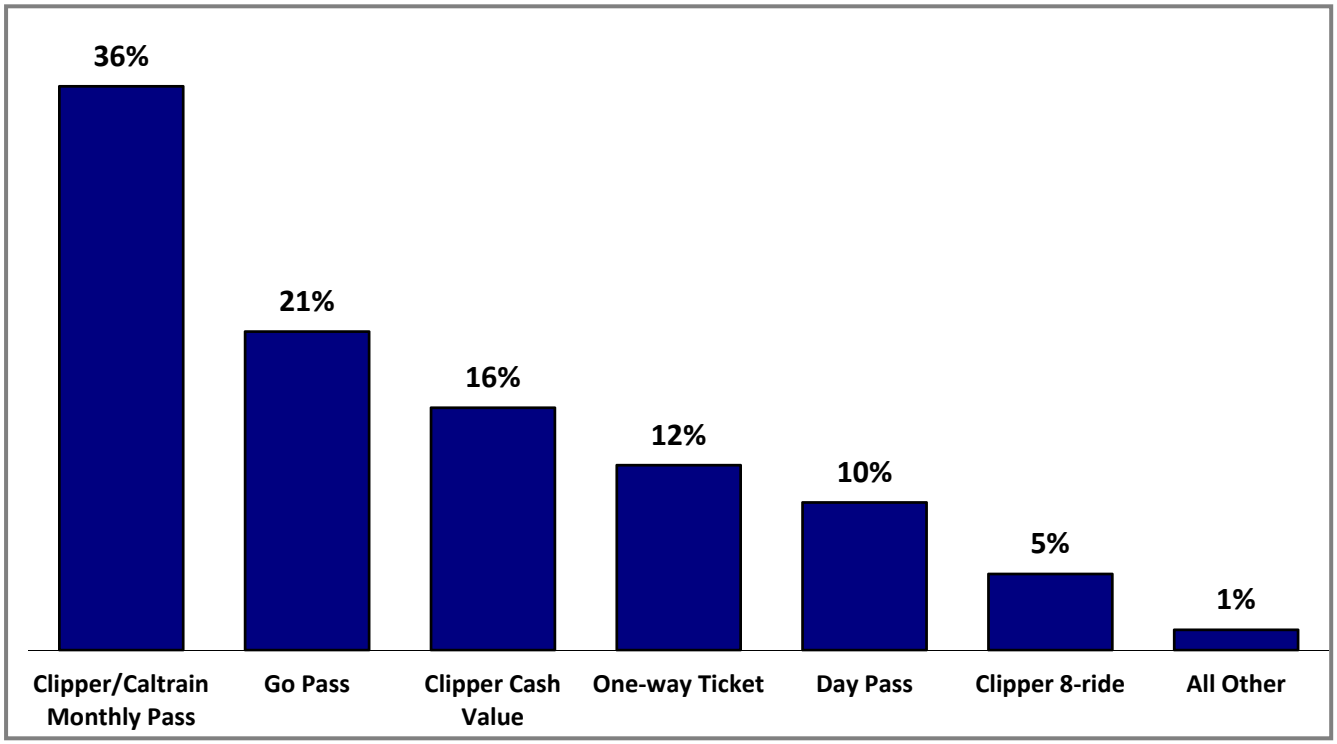
11a. How did you get to the station where you got on this train?



Base: Total (5,554)
[Multiple answers accepted]

Fare Payment

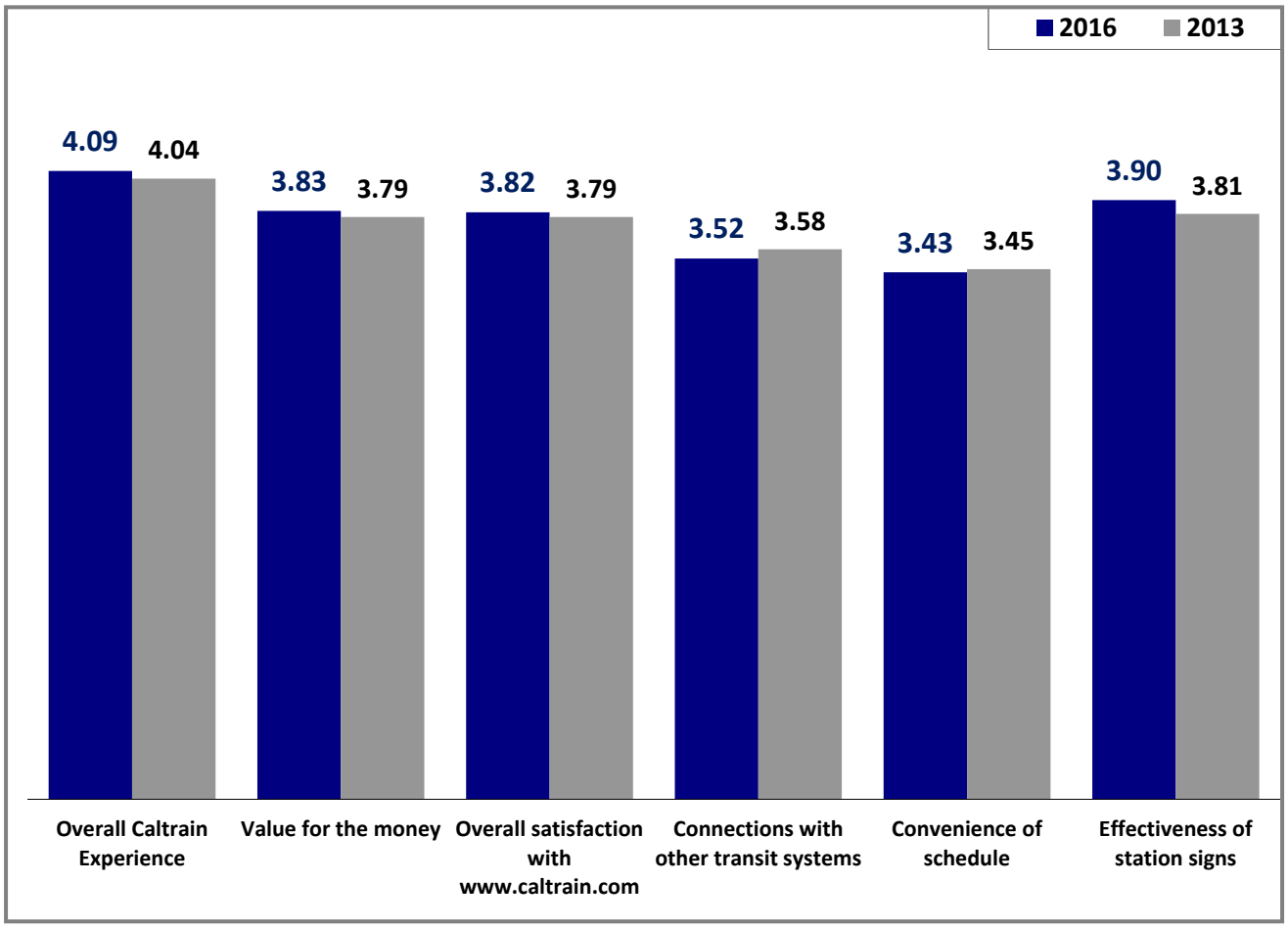
3. How did you pay for this train trip (today)?



Base: Total (5,554)

Attribute Ratings (Mean Scores)

13. How well is Caltrain meeting your needs?



Base: Total (5,554)

Note: Mean score based on a 5 point scale. 5.00 is the optimal positive score and 1.00 is the lowest score.

DETAILED RESULTS

Note: Percentages included in this section may not add to 100% due to statistical rounding.

TRIP-SPECIFIC INFORMATION

Rider Longevity

1. How long have you been riding Caltrain?

More than one third of riders (34%) have been riding Caltrain less than one year. This is fairly consistent with the 2013 study.

However, in 2016, a slightly higher share of weekend riders said this trip was their first trip (18%) compared to 2013 (13%).

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
This is my first trip	5	5
Less than 6 months	19	21
6 months to less than 1 year	10	10
1 year to less than 2 years	18	18
2 years to less than 4 years	19	18
4 years or more	31	29
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
This is my first trip	3	3	9	9	18	13
Less than 6 months	19	21	17	22	17	19
6 months to less than 1 year	10	10	9	9	8	10
1 year to less than 2 years	19	19	15	15	11	14
2 years to less than 4 years	19	19	18	18	12	12
4 years or more	30	29	33	28	35	33
Total	100	100	100	100	100	100

(See Statistical Table 1)

Frequency of Riding Caltrain

2. How often do you usually ride Caltrain?

In 2016, two-thirds of riders (66%) ride Caltrain at least 4 days per week. This is relatively consistent with 2013.

However, in 2016, there has been an increase in Weekday Off-peak and Weekend riders who are using the service less than once a month. In 2013, 16% of Off-peak riders and 36% of Weekend riders said they use the service less than once a month. In 2016, this rose to 20% of Off-peak riders and 45% of Weekend riders.

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
6-7 days a week	5	5
5 days a week	48	49
4 days a week	14	13
3 days a week	9	8
2 days a week	5	5
1 day a week	3	3
1-3 days a month	6	7
Less than once a month	11	10
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
6-7 days a week	5	5	5	7	6	7
5 days a week	55	56	31	36	8	9
4 days a week	15	14	13	11	3	4
3 days a week	9	9	11	8	4	6
2 days a week	4	5	7	8	5	8
1 day a week	2	3	5	4	8	9
1-3 days a month	4	4	9	10	21	21
Less than once a month	6	5	20	16	45	36
Total	100	100	100	100	100	100

(See Statistical Table 2)

Fare Payment

3. How did you pay for this train trip (today)?

More than one third of respondents (36%) paid for their Caltrain trip with a Clipper Caltrain Monthly Pass. However, this is a decrease from 2013, when 41% paid in this way.

By contrast, the share of those who paid for their Caltrain trip using a Go Pass rose from 14% in 2013 to 21% in 2016. Notably, this increase in Go Pass use exists across Weekday Peak, Weekday Off-peak, and Weekend time periods.

In addition to this change, more respondents in 2016 said they are using Clipper cash value to pay for their Caltrain trip (16% in 2016 vs. 11% in 2013), and slightly fewer are using One-way ticket (12% in 2016 vs. 16% in 2013). Day Pass use also declined slightly (from 12% in 2013 to 10% in 2016). This pattern also remains consistent across Weekday Peak, Weekday Off-peak, and Weekend time periods.

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
Clipper Caltrain Monthly Pass	36	41
GO Pass	21	14
Clipper Cash Value	16	11
One-way Ticket	12	16
Day Pass	10	12
Clipper 8-ride Ticket	5	6
Other	<1	1
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Clipper Caltrain Monthly Pass	43	48	22	26	6	10
GO Pass	23	15	18	13	8	4
Clipper Cash Value	14	10	20	14	22	15
One-way Ticket	8	11	20	24	29	38
Day Pass	6	9	15	17	32	28
Clipper 8-ride Ticket	5	7	4	6	2	5
Other	<1	1	<1	1	1	<1
Total	100	100	100	100	100	100

"Other" category includes those traveling on an employee pass, law enforcement, active duty military, and those who simply said they did not pay.

(See Statistical Table 3)

Fare Category

4. What is your fare category?

Most respondents (93%) paid an adult fare on their Caltrain trip.

However, a slightly higher share of seniors travel during the Weekday Off-peak period than the Weekday Peak period, and a slightly higher share of both youth and seniors travel during the Weekend period (6% youth, 5% seniors) compared to the Weekday Peak period.

The share of seniors riding during the Weekend period, however, has declined since 2013, when they accounted for 8% of Weekend riders.

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
Adult	93	94
Youth	3	2
Senior	3	3
Disabled	1	1
Medicare cardholder	<1	<1
Other	<1	-
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Adult	94	95	91	92	88	87
Youth	3	2	3	2	6	4
Senior	2	3	5	4	5	8
Disabled	<1	1	1	2	1	1
Medicare cardholder	<1	<1	1	1	<1	1
Other	<1	-	-	-	-	-
Total	100	100	100	100	100	100

"Other" category includes those traveling on an employee pass, law enforcement, active duty military, and those who simply said they did not pay.

(See Statistical Table 4)

Round Trip vs. One-way Trip

5. Are you making a round trip on Caltrain today?

Most riders on Caltrain (87%) are making a round-trip.

Weekday Peak riders are most likely to be making a round trip (90%), while Weekend riders are least likely to do so (71%). However, the share of Weekend riders making a round-trip has risen slightly from 2013, when 67% said they were making a round-trip.

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
Yes (Making a Round-trip)	87	86
No	13	14
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Yes (Making a Round-trip)	90	89	81	81	71	67
No	10	11	19	19	29	33
Total	100	100	100	100	100	100

(See Statistical Table 5)

Trip Purpose

6. What is the main purpose of your trip today? (Multiple responses accepted)

Most riders (77%) use Caltrain for commuting to work or traveling to other work-related functions. This was highest among the Weekday Peak riders, of whom 87% were traveling for work-related reasons, and lowest among Weekend riders, of whom only 11% were traveling for work-related purposes.

A higher share of Weekday Off-peak and Weekend riders were traveling for social/recreational/ cultural purposes in 2016 than in 2013. While 17% of Weekday Off-peak riders in 2013 were traveling for this purpose, the share of Weekday Off-peak riders rose to 23% in 2016. Similarly, 66% of Weekend riders were traveling for social/recreational purposes in 2013, but 72% of Weekend riders were traveling for this purpose in 2016.

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
Work	77	75
Social/recreational/cultural	13	13
School	6	6
"Going home"	3	4
Shopping/errands/personal business	2	3
Airport	1	1
Other (not specified)	<1	<1

	Weekday Peak		Weekday Off-peak-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Work	87	85	63	62	11	13
Social/recreational/cultural	5	6	23	17	72	66
School	6	6	7	10	3	3
"Going home"	2	3	5	6	10	11
Shopping/errands/personal business	1	2	3	4	5	7
Airport	1	1	1	3	1	2
Other (not specified)	<1	<1	1	1	1	1

(See Statistical Table 6)

Distance From Starting Location to Caltrain Station

Q7. What is the approximate distance between your starting location and the Caltrain station you used today?

Nearly half of all respondents (49%) travel 10 miles or less to reach a Caltrain station; however, more than one third (35%) travel more than 20 miles.

The median number of miles traveled to reach a Caltrain station is 12. Weekday Off-peak and Weekend riders were more likely to travel a longer distance, with the median number of miles traveled 15 and 14 for those time periods, respectively.

This question was not asked prior to 2016.

	TOTAL 2016
Base (All Respondents)	5,554
	%
Less than 1 mile	7
1 to 5 miles	32
6 to 10 miles	10
11 to 20 miles	16
More than 20 miles	35
Total %	**100**
Average Number of Miles:	**17.8**
Median Number of Miles:	**12.0**

	Weekday Peak	Weekday Off-peak	Weekend
	2016	2016	2016
Base (All Respondents)	4,212	890	452
	%	%	%
Less than 1 mile	7	6	4
1 to 5 miles	32	31	35
6 to 10 miles	10	9	8
11 to 20 miles	16	18	14
More than 20 miles	35	36	39
Total %	**100**	**100**	**100**
Average Number of Miles:	**17.5**	**18.7**	**19.2**
Median Number of Miles:	**12.0**	**15.0**	**14.0**

(See Statistical Table 7)

Main Reasons for Riding Caltrain

8. What are your main reasons for riding Caltrain? (Multiple responses accepted)

Nearly two-thirds of respondents (62%) said they ride Caltrain to avoid traffic. This is an increase from 57% in 2013. Weekday Peak riders in 2016 were most likely to say this was a primary reason (66%). The other top reasons cited included relaxing/reducing stress (34%), productive use of time (30%), helping the environment (26%), saving money (25%), and not having a car/not driving (25%).

In 2016, nearly half of GO Pass users (46%) say the reason they ride Caltrain is 'employer subsidy'.

Notably, 22% of respondents in 2016 (and 24% of Weekday Peak riders in 2016) said Caltrain was faster than other options, an increase from 2013 (when 17% provided this reason).

While those saying they did not drive or have access to a car dropped from 2013 to 2016 (from 29% to 25%), 37% of Weekend riders in 2016 provided this as a reason for taking Caltrain.

	2016 Total	2013 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents)	5,554	4,721	4,212	890	452
	%	%	%	%	%
Avoid traffic	62	57	66	55	42
Relax/reduce stress	34	37	36	31	29
Productive use of time	30	31	33	28	14
Help the environment	26	28	28	23	17
Save money (gas, wear and tear on car)	25	31	26	21	19
Don't have a car/don't drive/car not available	25	29	22	31	37
Faster than other options	22	17	24	18	12
Employer subsidy	16	14	18	12	6
Lack of/cost of parking	13	12	13	13	15
"All of the above"	1	-	1	1	<1
Part of exercise/can ride and bike/walk	<1	1	1	-	1
Like taking the train/advocate for public transit/don't like driving	<1	<1	<1	1	2
Other (unspecified)	<1	<1	<1	<1	1
Easier to travel w/kids/spouse needed car/other family consideration	<1	-	<1	<1	<1
Safety - avoid drink/drive/work too late to drive safely	<1	<1	<1	<1	1
Circumstances this day (car in garage/accident on freeway)	<1	-	<1	<1	<1
Easy access/direct access/easy transfers/connections	<1	-	<1	-	-
Consistency/reliability/comfort	<1	-	<1	<1	-
Cheaper than other modes of travel/other options	<1	-	<1	-	-

Reasons given in bold grey type were written in by respondents as an "Other" reason; all others were pre-printed on the survey questionnaire. (See Statistical Table 8)

Boarding Station

9. At what station did you get ON this train?

About half of all riders boarded Caltrain at San Francisco (25%), San Jose Diridon (11%), Palo Alto (8%), Sunnyvale (7%), or Mountain View (7%) stations. San Francisco was the most common station among all time periods.

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents)	5,554	4,212	890	452
	%	%	%	%
San Francisco	25	24	29	29
San Jose Diridon	11	10	11	19
Palo Alto	8	8	7	9
Sunnyvale	7	8	6	3
Mountain View	7	7	6	7
Redwood City	6	6	4	4
Millbrae	5	5	6	3
Hillsdale	4	5	3	2
22nd Street	3	3	5	2
San Mateo	3	3	3	1
Tamien	3	3	1	-
Menlo Park	2	2	3	3
California Avenue	2	2	2	2
Santa Clara	2	2	3	2
San Carlos	2	2	2	1
Burlingame	2	2	2	2
Lawrence	2	2	3	2
San Antonio	1	1	1	1
San Bruno	1	1	1	2
Belmont	1	1	1	2
Hayward Park	1	1	1	1
South San Francisco	1	1	<1	1
Bayshore	<1	<1	1	1
Gilroy	<1	1	-	-
Morgan Hill (weekday only)	<1	<1	-	-
San Martin (weekday only)	<1	<1	-	-
Blossom Hill (weekday only)	<1	<1	-	-
College Park (weekday only)	<1	<1	-	-
Broadway (weekend only)	<1	<1	-	1
Capitol (weekday only)	<1	<1	-	-
Stanford Stadium (football only)	<1	-	-	1
Atherton (weekend only)	<1	-	-	1
Total %	**100**	**100**	**100**	**100**

(See Statistical Table 9)

Alighting Station

10. At which station will you get OFF this train?

About half of all riders exited the train at San Francisco (28%), Palo Alto (14%), or Mountain View (8%). Weekend riders were most likely to exit at San Francisco (37%), but were less likely to exit at Palo Alto (7%).

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak-peak	2016 Weekend
Base (All Respondents)	5,554	4,212	890	452
	%	%	%	%
San Francisco	28	27	26	37
Palo Alto	14	14	14	7
Mountain View	8	8	10	5
Redwood City	7	6	8	6
San Jose Diridon	6	5	8	8
Sunnyvale	5	6	4	4
Millbrae	4	4	5	4
Hillsdale	4	4	4	2
San Mateo	3	3	4	3
California Avenue	3	3	3	1
Menlo Park	3	3	3	2
22nd Street	2	3	1	3
San Carlos	2	2	2	2
Santa Clara	2	2	2	2
Burlingame	1	1	2	3
Tamien	1	2	<1	<1
San Antonio	1	1	2	3
Lawrence	1	1	1	1
Belmont	1	1	1	1
San Bruno	1	1	1	1
South San Francisco	1	1	<1	1
Hayward Park	1	1	1	<1
Morgan Hill (weekday only)	<1	<1	-	-
Gilroy (weekday only)	<1	<1	-	-
Bayshore	<1	<1	<1	-
Blossom Hill (weekday only)	<1	<1	-	<1
Stanford (football only)	<1	<1	-	1
College Park (weekday only)	<1	<1	-	-
San Martin (weekday only)	<1	<1	-	-
Broadway (weekend only)	<1	<1	-	1
Capitol (weekday only)	<1	<1	<1	<1
Atherton (weekend only)	<1	-	<1	<1
Total %	**100**	**100**	**100**	**100**

(See Statistical Table 10)

Access and Egress

11a. Getting to the station – How did you get to the station where you got on this train?
11b. Leaving the station – After you get off this train, how will you get from the station to your final destination? Multiple responses accepted (both questions)

A slightly higher share of respondents walked all the way to reach Caltrain in 2016 than in 2013 (32% vs. 28%), and a slightly higher share also walked to their destination in 2016 (36% vs. 32% in 2013). There has also been a very slight drop in bicycle use, both for access and egress. In 2016, 15% of respondents used a bicycle to both access Caltrain and to reach their final destination. In 2013, 17% of respondents had answered that they used a bicycle to both access Caltrain and to reach their final destination.

While most other modes for access and egress in 2016 were used comparably to 2013, use of TNC's rose from less than 1% for both access and egress in 2013 to 3% for both access and egress in 2016. In addition, 2016 saw the mention of private bus services (such as Megabus and Chariot).

	Access		Egress	
	2016 Total	2013 Total	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721	5,554	4,721
	%	%	%	%
Walk all the way (exclusive)	32	28	36	32
Drive car	23	23	18	19
Bicycle	15	17	15	17
Dropped off (picked up) by car	9	9	8	8
Muni	5	7	5	7
Free shuttle	5	5	8	8
VTA	3	5	3	4
Transportation Network Company (Uber, Lyft)	3	<1	3	<1
BART	3	4	3	4
SamTrans	1	1	1	1
Another Caltrain train	1	<1	<1	<1
Chariot/Megabus/other private bus	<1	-	<1	-
Taxi	<1	1	<1	1
AC Transit	<1	<1	<1	<1
MST/Hwy 17/Santa Cruz bus	<1	<1	<1	<1
Golden Gate Transit/Ferry	<1	-	<1	<1
ACE/Amtrak	<1	<1	<1	<1
Transit (not specified)	<1	<1	<1	<1
PresidiGO	<1	-	-	-
Airplane	<1	-	<1	-

Options in grey bold text were written in by respondents and not on the questionnaire.

(See Statistical Tables 11 and 12)

Weekday Off-peak riders were most likely to walk to reach Caltrain (35% vs. 32% for Weekday Peak and 30% among Weekend riders). They were also most likely to walk to reach their final destination (40% vs. 36% among Weekday Peak and 34% among Weekend riders).

Weekend riders were most likely to use car-based transportation for both access and egress – including driving, being dropped off/picked up, and/or using a TNC (Transportation Network Company).

Weekday Peak riders account for most of the use of private buses, such as Chariot and Megabus.

Weekday riders (both Peak and Off-peak) were much more likely to bike to access Caltrain, as well as to reach their final destination, than Weekend riders.

	Access			Egress		
	Weekday Peak	Weekday Off-peak-peak	Weekend	Weekday Peak	Weekday Off-peak	Weekend
	2016	2016	2016	2016	2016	2016
Base (All Respondents)	4,212	890	452	4,212	890	452
	%	%	%	%	%	%
Walk all the way (exclusive)	32	35	30	36	40	34
Drive car	24	16	25	19	14	21
Bicycle	16	16	7	15	15	7
Dropped off (picked up) by car	9	10	12	7	8	11
Muni	5	5	8	5	4	8
Free shuttle	5	2	1	9	6	2
VTA	3	4	4	3	4	5
TNC (Uber, Lyft)	2	5	7	2	4	7
BART	3	4	2	2	3	3
SamTrans	1	1	1	1	1	1
Another Caltrain train	<1	1	1	<1	<1	1
Chariot/Megabus/oth. private bus	<1	<1	-	<1	-	-
Taxi	<1	1	<1	<1	-	1
AC Transit	<1	<1	1	<1	-	<1
MST/Hwy 17/Santa Cruz bus	<1	<1	<1	<1	<1	-
Golden Gate Transit/Ferry	<1	-	-	-	<1	<1
ACE/Amtrak	<1	<1	<1	<1	-	-
Transit (not specified)	-	-	1	<1	<1	<1
PresidiGO	-	<1	-	-	-	-
Airplane	-	-	<1	-	-	<1

Options in grey bold text were written in by respondents and not on the questionnaire.

(See Statistical Tables 11 and 12)

Car Availability

12. Did you have a car available for this particular trip?

In 2016, 60% of respondents say they had a car available for the surveyed trip. This is consistent with 2013.

However, by time period, there is a softening in the share of Weekday Peak riders who say they have a car available for this trip (from 65% in 2013 to 63% in 2016), and an increase in the share of both Weekday Off-peak and Weekend riders who say they had a car available for the surveyed trip.

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
Yes	60	60
No	40	40
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Yes	63	65	51	46	49	46
No	37	35	49	54	51	54
Total	100	100	100	100	100	100

(See Statistical Table 13)

Motivation for Newer Riders

Q13. If you have been riding Caltrain for less than one year, what motivated you to start using Caltrain? (Multiple responses accepted)

Almost one third of newer riders (31%) started taking Caltrain because of a change of company (including a change in worksite location or assignment); among those providing this reason, 23% paid their fare with a GO Pass. This was the top reason given for starting to take Caltrain, followed closely by worsening traffic, which was cited by 29% of respondents, and lack of access to a car (cited by 21% of all respondents).

By time period, Weekend riders were *more likely* than riders overall to cite lack of access to a car as the reason they began riding Caltrain (33%). They were also more likely than respondents overall to cite a special event, such as a Giants game or concert (18%).

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (Riding Caltrain 1 Year or Less)	2,004	1,460	330	214
	%	%	%	%
Change of company	31	37	22	6
Worsening traffic	29	31	25	19
Lack of access to a car	21	18	24	33
Moved/started school/other similar change	9	10	8	7
Special event (like SF Giants game or concert)	6	3	9	18
Change in financial circumstances	3	2	5	5
Just visiting the area	2	1	4	3
Prefer to drive less/cut down to one car/avoid purchase new car	2	2	2	1
Change in health	1	1	1	1
Employer subsidy/cheaper to ride train	1	1	1	1
Create more time/make commute easier/ faster	1	1	-	2
Change in parking/car broke down	1	1	1	-
Other (not specified)	<1	<1	1	-
Reduce stress	<1	<1	<1	-
Safety (too tired to drive/drink and drive)	<1	<1	-	1
Shown how by family/friend/coworker	<1	<1	1	<1
Desire to bike/walk as part of commute	<1	<1	-	-

Options in grey bold type were written in by respondents and not on the questionnaire.

(See Statistical Table 14)

SATISFACTION WITH CALTRAIN

Satisfaction Ratings

14. How well is Caltrain meeting your needs? Please rate . . .

Respondents rated their overall satisfaction in 2016 slightly higher than in 2013, rating it 4.09 (compared to 4.04 previously). Effectiveness of station signs also saw a higher rating, from 3.81 in 2013 to 3.90 in 2016.

Both value for the money (3.83) and satisfaction with Caltrain website (3.82) saw very slight gains in satisfaction.

Convenience of schedule softened, with a 2016 rating of 3.43 (vs. 3.45 in 2013). Connections with other transit systems saw the largest drop, from 3.58 in 2013 to 3.52 in 2016.

N=base of survey participants	VERY SATISFIED				VERY DISSATISFIED	NOT APPLICABLE	MEAN SCORE
OCT 2016 N=5,554							
OCT 2013 N=4,721	5	4	3	2	1	[ ]	(5 Pt. Scale)
	%	%	%	%	%	%	
Overall Caltrain experience							
October 2016	**33**	**46**	**18**	**2**	**1**	**<1**	**4.09**
October 2013	31	48	17	3	1	<1	4.04
Effectiveness of station signs							
October 2016	**32**	**38**	**20**	**7**	**3**	**2**	**3.90**
October 2013	29	36	22	8	3	2	3.81
Value for the money							
October 2016	**31**	**32**	**25**	**8**	**3**	**2**	**3.83**
October 2013	28	34	27	8	2	2	3.79
Satisfaction with www.caltrain.com							
October 2016	**25**	**34**	**23**	**6**	**2**	**11**	**3.82**
October 2013	22	33	22	6	2	15	3.79
Connections with other transit systems							
October 2016	**20**	**24**	**23**	**11**	**5**	**18**	**3.52**
October 2013	19	25	22	10	4	21	3.58
Convenience of schedule							
October 2016	**19**	**31**	**30**	**15**	**6**	**<1**	**3.43**
October 2013	18	32	31	14	5	1	3.45

(See Statistical Table 15-20)

Satisfaction with Caltrain by Rider Segments

N=base of survey participants (5,554)

By time period, Weekend riders gave higher ratings in every attribute except one: Effectiveness of station signs, which was rated 3.95 by Weekend riders, but 3.97 by Weekday Off-peak riders.

	VERY SATISFIED 5	4	3	2	VERY DISSATISFIED 1	NOT APPLICABLE [ ]	MEAN SCORE (5 Pt. Scale)
Overall Caltrain experience	**33**	**46**	**18**	**2**	**1**	**<1**	**4.09**
Weekday Peak	31	48	18	2	1	<1	4.06
Weekday Off-peak	39	42	16	2	1	<1	4.17
Weekend	44	38	15	2	1	<1	4.23
Effectiveness of station signs	**32**	**38**	**20**	**7**	**3**	**2**	**3.90**
Weekday Peak	30	39	20	7	3	2	3.88
Weekday Off-peak	37	34	18	7	3	1	3.97
Weekend	36	35	19	7	3	2	3.95
Value for the money	**31**	**32**	**25**	**8**	**3**	**2**	**3.83**
Weekday Peak	30	32	25	8	2	2	3.82
Weekday Off-peak	31	30	24	9	3	2	3.79
Weekend	36	30	26	5	2	1	3.93
Satisfaction with www.caltrain.com	**25**	**34**	**23**	**6**	**2**	**11**	**3.82**
Weekday Peak	23	34	24	7	2	11	3.78
Weekday Off-peak	29	33	19	6	2	12	3.92
Weekend	35	30	18	3	1	12	4.08
Connections with other transit systems	**20**	**24**	**23**	**11**	**5**	**18**	**3.52**
Weekday Peak	18	24	23	11	5	18	3.48
Weekday Off-peak	23	23	23	11	4	15	3.58
Weekend	28	24	21	9	2	17	3.80
Convenience of schedule	**19**	**31**	**30**	**15**	**6**	**<1**	**3.43**
Weekday Peak	18	31	30	16	5	<1	3.41
Weekday Off-peak	22	28	30	14	5	<1	3.48
Weekend	25	28	26	12	7	1	3.52

(See Statistical Table 15-20)

INFORMATION AND FARE PAYMENT CHOICES

Internet Access

15. Where do you usually access the internet? (Multiple responses accepted)

All but 2% of riders have Internet access from at least one source.

Weekday Peak riders were most likely to have access at home and at work, as well as being most likely to have mobile access of some sort.

Weekday Off-peak riders showed a slight increase in their access at home, and a greater increase in their access at work, when compared to 2013. Weekend riders also saw increases in home and work access – albeit much smaller.

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
Home	79	78
Work	69	68
Cell/tablet/personal hotspot*	69	70
Library/school/cafe/other public area	7	7
I don't have internet access (exclusive)	2	2
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Home	80	80	78	75	72	71
Work	73	73	62	55	49	46
Cell/tablet/personal hotspot*	70	72	67	67	61	62
Library/school/cafe/other public area	6	6	9	9	8	8
I don't have internet access (exclusive)	1	2	2	3	3	2
Total	100	100	100	100	100	100

***In 2013, this was listed as "Cell/mobile."**

Items in bold grey type were written in by respondents and not part of the printed questionnaire options.

(See Statistical Table 21)

Banking Access

16. Do you currently have a checking account, savings account, credit union account, or a credit card?

Most respondents (94%) have a checking account, savings account, credit union account, or credit card.

Weekday Peak riders were most likely to have one of these accounts (95%), while Weekday Off-peak and Weekend riders were somewhat less likely to (91%).

This question was not asked before 2016.

	2016 Total
Base (All Respondents)	5,554
	%
Yes	94
No	4
Don't know	2
Total	100

	Weekday Peak	Weekday Off-peak	Weekend
	2016	2016	2016
Base (All Respondents)	4,212	890	452
	%	%	%
Yes	95	91	91
No	3	6	7
Don't know	2	3	2
Total %	100	100	100

(See Statistical Table 22)

Clipper Card Use

Q17. Do you use a Clipper® card?

Most respondents (72%) use a Clipper® card. However, this varies widely by time period – with 77% of Weekday Peak riders using the card, but only 62% of Weekday Off-peak riders and 47% of Weekend riders.

This question was not asked before 2016.

	2016 Total
Base (All Respondents)	5,554
	%
Yes	72
No	28
Total	100

	Weekday Peak	Weekday Off-peak	Weekend
	2016	2016	2016
Base (All Respondents)	4,212	890	452
	%	%	%
Yes	77	62	47
No	23	38	53
Total %	100	100	100

(See Statistical Table 23)

Barriers to Clipper® Card Use

Q18. Are there any barriers to using a Clipper® card? (Multiple responses accepted)

Just over half of respondents say there are no barriers to using a Clipper card (56%). Weekday Peak riders are most likely to say this is so (58%), while Weekend riders are least likely to make this statement (47%).

Among Weekday Peak and Weekday Off-peak riders, the most commonly cited barrier is limited vendors to get and load the card. Among Weekend riders, however, the most common barrier (cited by 21%) is they don't use it enough or don't need it.

This question was not asked prior to 2016.

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents)	5,554	4,212	890	452
	%	%	%	%
No, there are no barriers (exclusive)	56	58	52	47
Limited vendors to get and load card	14	14	14	9
I don't use it enough/don't need it	11	9	12	21
I had a bad experience with Clipper	8	9	7	3
I prefer to pay as I go	5	4	7	11
I don't know about Clipper/have never heard of it	4	2	6	10
I don't understand how to use it	3	3	4	6
Don't like tag on/tag off/monthly passholders shouldn't have to	3	4	3	1
Adding funds online takes too long/website inferior	3	3	3	1
Not enough add value machines/need at all stations/too slow	2	2	2	1
Confusing/too many options/takes too long/no signage how to use	1	1	1	1
Difficult to use w/multiple cards/transit subsidy/other programs	1	1	1	<1
Issues w/Caltrain ticketing on Clipper (8-ride issues, add day pass to Clipper request, etc.)	1	1	<1	<1
Cost of card/cost to consolidate/minimum balance	1	1	<1	1
Don't want to use card/want on phone/want a paper pass	<1	<1	<1	<1
Don't live here/doesn't seem to be for visitors	<1	<1	<1	1
No live customer service/reps not helpful	<1	<1	<1	<1
Cannot use on other forms of transit/cannot pay for parking	<1	<1	<1	-
Just not using today/forgot/ran out of value on card	<1	<1	<1	<1
Privacy policy issues	<1	<1	<1	<1
Never really considered/don't know/too lazy	<1	<1	<1	<1
Other	<1	<1	-	-

Reasons in grey bold type were written in by respondents.

(See Statistical Table 24)

Among those who said they do not use a Clipper card, feedback on barriers is quite different.

Among this group of respondents, more than a third (34%) say they just would not use it enough or do not need it. However, 33% say there are no barriers (even though they are not using the card currently).

Notably, 13% say they don't know about it or have never heard of it. This varies by time period, with only 10% of Weekday Peak riders saying they don't know about it, compared to 18% of Weekday Off-peak and 20% of Weekend riders.

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents Who Do NOT Use A Clipper Card)	1,524	961	328	235
	%	%	%	%
I don't use it enough/don't need it	34	36	29	35
No, there are no barriers (exclusive)	33	33	33	31
I don't know about Clipper/have never heard of it	13	10	18	20
I prefer to pay as I go	12	11	14	13
I don't understand how to use it	7	7	7	9
Limited vendors to get and load card	6	7	4	4
I had a bad experience with clipper	4	5	4	1
Don't live here/doesn't seem to be for visitors	1	1	1	1
Don't like tag on/tag off/monthly passholders shouldn't have to	1	1	<1	-
Confusing/too many options/takes too long/no signage how to use	1	1	1	1
Not enough add value machines/need at all stations/too slow	<1	1	-	<1
Never really considered/don't know/too lazy	<1	<1	1	<1
Cost of card/cost to consolidate/minimum balance	<1	<1	-	<1
Issues w/caltrain ticketing on Clipper (8-ride, day pass)	<1	<1	1	-
Adding funds online takes too long/website inferior	<1	<1	1	-
Just not using today/forgot/ran out of value on card	<1	<1	-	-
Don't want to use card/want it on phone/want a paper pass	<1	<1	-	<1
Privacy policy issues	<1	-	<1	<1
Other	<1	<1	-	-
Difficult to use w/multiple cards/transit subsidy/other programs	<1	<1	-	-
Cannot use on other forms of transit/cannot pay for parking	<1	<1	-	-

Reasons in grey bold type were written in by respondents.

(See Statistical Table 25)

Caltrain Information

19. How do you get schedules and other Caltrain information? (Multiple responses accepted)

Nearly 6 in 10 respondents (59%) use the Caltrain website for schedules and other Caltrain information, while 36% use an app. Reliance on printed material has decreased, with 17% of respondents saying they use this for Caltrain information in 2016 (compared with 27% in 2013).

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
Caltrain Website (Caltrain.com)	59	55
Caltrain App	36	32
Printed Material On Train	17	27
Station Information Boards	12	15
Google/Apple Maps/MapQuest	3	2
Conductor	3	3
Twitter	2	3
Caltrain Customer Service (1-800-660-4287)	1	1
Caltrain Connection Newsletter	1	1
Use Smartphone (General – Specific App/Website not given)	<1	<1
Family/Friends/Other Passengers/Coworkers	<1	1
511	<1	1
Don't Use Anything - Just Go/No Need/Already Know	<1	-
Community Place (Library, City Hall, Hotel)/Other	<1	<1

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Caltrain Website (Caltrain.com)	58	56	61	51	64	59
Caltrain App	39	34	29	29	18	16
Printed Material On Train	17	28	16	25	16	26
Station Information Boards	11	14	15	19	16	19
Google/Apple Maps/Mapquest	3	1	4	3	4	3
Conductor	3	3	4	3	3	3
Twitter	2	4	1	3	<1	1
Caltrain Customer Service (1-800-660-4287)	1	1	2	2	2	2
Caltrain Connection Newsletter	1	1	1	1	1	1
Use Smartphone (General – Specific App/Website not given)	<1	<1	1	<1	1	<1
Family/Friends/Other Passengers/Coworkers	<1	<1	<1	1	1	2
511	<1	1	<1	1	<1	<1
Don't Use Anything - Just Go/No Need/Already Know	<1	-	-	-	<1	-
Community Place (Library, City Hall, Hotel)	<1	<1	-	<1	1	<1

Reasons in grey bold type were written in by respondents. **(See Statistical Table 26)**

RIDER DEMOGRAPHICS

Gender

Overall 58% of respondents are male, 41% female, and less than 1% identify as "other."

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
Male	58	60
Female	41	40
Other	<1	<1
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Male	58	59	64	63	58	53
Female	42	41	36	37	42	47
Other	<1	-	<1	<1	<1	-
Total	100	100	100	100	100	100

(See Statistical Table 27)

Marital Status

While 46% of all respondents are single, this varies somewhat by time period. Weekday Peak riders are most likely to be married (48%), while Weekend riders are most likely to be single (60%).

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
Single	46	47
Married	45	43
Divorced	4	4
Domestic partnership	4	4
Widowed	1	1
Separated	1	1
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Single	43	44	54	54	60	64
Married	48	46	35	38	29	24
Divorced	4	4	4	4	4	5
Domestic partnership	4	5	4	3	3	5
Widowed	1	1	2	1	2	<1
Separated	1	1	1	1	1	2
Total	100	100	100	100	100	100

(See Statistical Table 29)

Education

Q24. What is the highest level of education you have completed?

Nearly all riders (96%) have a high school diploma, while 81% have graduated college.

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
College Graduate	43	45
Post-Graduate Degree	38	35
Some College Or Tech School	10	12
Some High School	4	3
High School Graduate	4	5
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
College Graduate	44	46	43	42	40	42
Post-Graduate Degree	39	36	37	33	29	26
Some College Or Tech School	9	11	12	15	20	16
Some High School	5	2	3	2	4	6
High School Graduate	3	4	6	8	7	11
Total	100	100	100	100	100	100

(See Statistical Table 37)

Employment Status

Q25. What is your current employment status?

Most respondents (84%) are employed full-time. By time period:

88% of Weekday Peak riders are employed full-time.
75% of Weekday Off-peak riders are employed full-time.
65% of Weekend riders are employed full-time.

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
Employed Full Time (35 or more hours per week)	84	80
Employed Part Time	4	6
Student	7	7
Retired	2	2
Homemaker	1	<1
Unemployed	2	2
Freelance/self-employed/contractor	<1	4
Disabled	<1	<1
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Employed Full Time	88	89	75	72	65	64
Employed Part Time	4	4	7	10	8	10
Student	6	5	9	10	14	17
Retired	1	1	4	3	7	4
Homemaker/Caregiver	<1	<1	2	1	2	1
Unemployed	1	1	3	4	4	5
Disabled	<1	<1	<1	-	<1	-
Total	100	100	100	100	100	100

(See Statistical Table 31)

Age*

The age of the average Caltrain rider remained relatively steady, at 36.7 years. However, the average age of Weekday Peak riders has dropped, from 37.4 years to 36.7 years, while the average age of Weekday Off-peak and Weekend riders has increased slightly.

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
13 To 18 Years Of Age**	3	2
19 To 24 Years Of Age**	12	13
25 To 34 Years Of Age	41	40
35 To 44 Years Of Age	20	21
45 To 54 Years Of Age	12	13
55 To 64 Years Of Age	8	8
65 Years Of Age And Older	3	3
Total	**100**	**100**
Average Age (# of years)	**36.7**	**36.7**

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
13 To 18 Years Of Age**	3	2	2	2	4	6
19 To 24 Years Of Age**	11	11	15	19	22	26
25 To 34 Years Of Age	41	40	43	43	34	36
35 To 44 Years Of Age	22	23	17	16	13	12
45 To 54 Years Of Age	12	13	11	10	9	11
55 To 64 Years Of Age	8	8	6	7	10	5
65 Years Of Age And Older	2	3	5	4	8	5
Total	**100**	**100**	**100**	**100**	**100**	**100**
Average Age (# of Years)	**36.7**	**37.4**	**36.3**	**35.2**	**37.3**	**33.7**

***A small percentage of respondents were under the age of 13; since riders 13 and over were targeted for this survey, those responses have been removed.**
****In 2013, these categories were 13-17 years of age and 18-24 years of age.**

(See Statistical Table 35)

Annual Household Income

The average income among Caltrain riders has increased by more than $10,000 per year, to around $129,000 (from about $117,000 in 2013). This is largely due to a higher share of respondents in 2016 who earn $200,000 or more (23%) compared to those who earned this much in 2013 (15%).

Income categories for 2016 changed, so only the current study is shown in detail below. However, the average income across time periods changed from 2013 to 2016 as follows:

- Among Weekday Peak riders, income rose from $124,000 in 2013 to about $136,000 in 2016.
- Among Weekday Off-peak riders, income rose from about $100,000 in 2013 to about $116,000 in 2016.
- Among Weekend riders, income rose from about $91,000 in 2013 to about $95,000 in 2016.

	2016 Total
Base (All Respondents)	5,554
	%
Less than $24,999 a year	6
$25,000 to $29,999	2
$30,000 to $39,999	3
$40,000 to $49,999	4
$50,000 to $74,999	12
$75,000 to $99,999	13
$100,000 to $124,999	13
$125,000 to $149,999	10
$150,000 to $199,999	15
$200,000 or more	23
Total	100

	Weekday Peak	Weekday Off-peak	Weekend
	2016	2016	2016
Base (All Respondents)	4,212	890	452
	%	%	%
Less than $24,999 a year	4	10	18
$25,000 to $29,999	2	3	5
$30,000 to $39,999	2	5	5
$40,000 to $49,999	3	3	8
$50,000 to $74,999	12	11	14
$75,000 to $99,999	13	13	12
$100,000 to $124,999	13	13	10
$125,000 to $149,999	10	10	4
$150,000 to $199,999	17	12	9
$200,000 or more	25	19	15
Total	100	100	100

(See Statistical Table 37)

English Proficiency

Most respondents say they speak English very well (88%), and 79% say English is spoken very well in their homes.

However, a lower share of Weekend riders in 2016 say they speak English very well (82% in 2016 vs. 86% in 2013), and a lower share of Weekend riders in 2016 also say English is spoken very well in their homes (71% in 2016 vs. 79% in 2013).

Q26. How well do you speak English?

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
	%	%
Very well	88	88
Well	10	10
Not well	2	2
Not at all	<1	<1
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Very well	89	89	87	84	82	86
Well	10	9	11	14	15	9
Not well	1	1	2	2	3	5
Not at all	<1	<1	1	-	<1	-
Total	100	100	100	100	100	100

Q27. In your home, is English spoken…

	2016 Total	2013 Total
Base (All Respondents)	5,554	4,721
Very well	79	81
Well	12	12
Not well	4	4
Not at all	5	4
Total	100	100

	Weekday Peak		Weekday Off-peak		Weekend	
	2016	2013	2016	2013	2016	2013
Base (All Respondents)	4,212	3,547	890	766	452	409
	%	%	%	%	%	%
Very well	80	82	77	75	71	79
Well	12	11	12	14	16	13
Not well	4	3	4	6	7	4
Not at all	4	4	6	6	7	5
Total	100	100	100	100	100	100

(See Statistical Table 31-32)

Languages Spoken in the Home

Q28. Which languages are spoken in your home? (Multiple responses accepted)

Respondents speak 72 languages in their homes. While 87% of respondents speak English in their homes, 12% speak Spanish, 11% Hindi or other Indian languages, and 7% speak Mandarin.

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents)	5,554	4,212	890	452
	%	%	%	%
English	87	88	86	83
Spanish	12	11	13	14
Hindi Or Other Indian Languages	11	11	9	9
Mandarin	7	7	6	5
Cantonese	3	3	3	2
Tagalog	3	3	2	3
French	2	2	2	1
Russian	2	2	2	1
German	1	1	1	3
Korean	1	1	1	1
Vietnamese	1	1	1	<1
Japanese	1	1	<1	1
Italian	1	1	1	1
Portuguese	1	1	1	1
Farsi (Persian)	1	1	1	<1
Arabic	1	<1	1	1

Other languages spoken on a regular basis with at least one response in the survey:

Afrikaans
Amharic
Armenian
ASL/Sign Language
Belarusian
Bosnian
Bulgarian
Burmese
Cambodia
Cebuano/Ilocano/ Other Filipino
Language (Other Than Tagalog)
Chamorro
Chinese (Unspec.)
Cree
Creole
Croatian
Czech
Danish
Dutch
Estonian
Fijian
Finnish
Greek
Gujarati
Hebrew
Hungarian
Icelandic
Igbo
Indonesian
Irish (Gaelic)
Khmer
Kurdish
Kyrgyz
Latvian
Malayan
Native American Language (Unspecified)
Nepali
Norwegian
Polish
Quechua
Romanian
Samoan
Serbian
Somali
Swahili
Swedish
Swiss-German
Tajik
Thai
Tibetan
Tigrinya
Tongan
Turkish
Twi (Asante Twi)
Ukranian
Yiddish

(See Statistical Table 34)

Ethnicity

Q29. Which of the following best describes your race/ethnic background? (Multiple responses accepted)

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents)	**5,554**	**4,212**	**890**	**452**
	%	%	%	%
White/Caucasian	53	52	54	54
Asian	36	37	33	30
Hispanic/Latino	11	11	12	13
Black/African American	4	3	4	4
Native Hawaiian Or Other Pacific Islander	2	2	2	2
American Indian Or Alaska Native	1	1	2	1
Middle Eastern/Arabic/Persian	1	1	1	1
Mixed (Unspecified)	<1	<1	<1	-

(See Statistical Table 35)

Country of Birth

Q30. Were you born in the United States? (if "no") Which country?

While 60% of respondents were born in the United States, 40% were born in one of 105 countries outside the United States. The most common countries of birth after the United States are India, China, and The Philippines.

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents)	5,554	4,212	890	452
	%	%	%	%
YES (BORN IN US)	60	61	58	59
NO (WHICH COUNTRY?)	40	39	42	41
ANSWERED 'NO' BUT DID NOT SPECIFY COUNTRY	14	14	14	14
INDIA	6	6	6	5
CHINA	2	2	2	2
PHILIPPINES	1	2	1	1
CANADA	1	1	2	<1
UNITED KINGDOM	1	1	2	1
MEXICO	1	1	1	1
GERMANY	1	1	1	2
TAIWAN	1	1	<1	1
FRANCE	1	1	1	<1
KOREA/S. KOREA	1	1	1	1
VIETNAM	1	1	<1	<1
RUSSIA	1	<1	1	<1
AUSTRALIA	1	<1	1	1

Countries with fewer than 1% of respondents citing them as the country of their birth, but with at least one mention in the survey, are:

ARGENTINA
ARMENIA
AUSTRIA
AZERBAIJAN
BANGLADESH
BARBADOS
BELARUS
BELGIUM
BOSNIA
BRAZIL
BULGARIA
BURMA
CAMEROON
CHILE
COLOMBIA
COSTA RICA
CUBA
CURACAO
CYPRUS
CZECH REPUBLIC
DENMARK
DOMINICAN REPUBLIC
DUBAI
ECUADOR
EGYPT
EL SALVADOR
ERITREA
ESTONIA
ETHIOPIA
FIJI
FINLAND
GREECE
GUAM
GUATEMALA
HONDURAS
HONG KONG
HUNGARY
ICELAND
INDONESIA
IRAN
IRELAND
ISRAEL
ITALY
JAMAICA
JAPAN
JORDAN
KENYA
LAOS
LEBANON
LIBERIA
LUXEMBOURG
MALAYSIA
MALTA
NEPAL
NEW ZEALAND
NICARAGUA
NIGERIA
NORWAY
PAKISTAN
PALESTINE
PANAMA
PERU
POLAND
PORTUGAL
PUERTO RICO
ROMANIA
SAIPAN
SAMOA
SAUDI ARABIA
SERBIA
SINGAPORE
SOUTH AFRICA
SPAIN
SRI LANKA
SWEDEN
SWITZERLAND
TAHITI
TAJIKSTAN
TANZANIA
THAILAND
THE NETHERLANDS
TIBET
TONGA
TRINIDAD
TURKEY
UKRAINE
URUGUAY
USSR
UZBEKISTAN
VENEZUELA
ZIMBABWE

Home Region (Based on ZIP Code)

Most Caltrain riders live in the Bay Area (96%) – particularly Santa Clara County (41%), San Mateo County (30%), and San Francisco (22%).

On the next page is a breakdown by Bay Area city. The most common home cities among Caltrain riders are San Francisco (22%), San Jose (17%), San Mateo (9%), and Sunnyvale (8%).

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents)	**5,554**	**4,212**	**890**	**452**
	%	%	%	%
BAY AREA (NET)	96%	97%	94%	91%
SANTA CLARA COUNTY	41%	42%	35%	41%
SAN MATEO COUNTY	30%	30%	31%	28%
SAN FRANCISCO	22%	22%	25%	19%
ALAMEDA COUNTY	2%	2%	2%	2%
MARIN COUNTY	<1%	<1%	<1%	-
NAPA COUNTY	<1%	<1%	-	-
CONTRA COSTA COUNTY	<1%	<1%	1%	<1%
SOLANO COUNTY	<1%	<1%	<1%	<1%
SONOMA COUNTY	<1%	<1%	<1%	<1%
OTHER CALIFORNIA BY COUNTY (NET)	2%	2%	2%	5%
OUTSIDE OF CALIFORNIA (NET)	2%	1%	3%	5%
OUTSIDE THE US	<1%	<1%	<1%	-

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents)	5,554	4,212	890	452
	%	%	%	%
SANTA CLARA COUNTY (NET)	**42%**	**43%**	**37%**	**44%**
SAN JOSE	17%	17%	14%	16%
SUNNYVALE	8%	9%	6%	4%
MOUNTAIN VIEW	5%	5%	5%	6%
PALO ALTO	4%	4%	4%	6%
SANTA CLARA	3%	4%	3%	4%
CUPERTINO	1%	1%	1%	1%
MORGAN HILL	1%	1%	<1%	<1%
GILROY	1%	1%	<1%	-
LOS ALTOS	1%	1%	1%	<1%
STANFORD	1%	<1%	1%	1%
LOS GATOS	1%	<1%	<1%	2%
CAMPBELL	1%	<1%	1%	1%
MILPITAS	<1%	<1%	<1%	<1%
SARATOGA	<1%	<1%	<1%	1%
SAN MARTIN	<1%	<1%	-	<1%
COYOTE	<1%	<1%	-	-
SAN MATEO COUNTY (NET)	**33%**	**32%**	**34%**	**31%**
SAN MATEO	9%	9%	11%	6%
REDWOOD CITY	6%	6%	5%	6%
PALO ALTO	4%	4%	4%	6%
BURLINGAME	3%	3%	3%	4%
SAN CARLOS	3%	3%	3%	1%
MENLO PARK	2%	2%	2%	2%
BELMONT	2%	2%	1%	2%
SAN BRUNO	1%	1%	1%	1%
MILLBRAE	1%	1%	2%	1%
SOUTH SAN FRANCISCO	1%	1%	1%	1%
DALY CITY	1%	1%	1%	<1%
ATHERTON	<1%	<1%	<1%	1%
PACIFICA	<1%	<1%	<1%	<1%
PORTOLA VALLEY	<1%	<1%	<1%	<1%
BRISBANE	<1%	<1%	<1%	-
MONTARA	<1%	<1%	<1%	-
HALF MOON BAY	<1%	<1%	-	-
LA HONDA	<1%	-	<1%	-
SAN FRANCISCO	**22%**	**22%**	**25%**	**19%**
OUTSIDE BAY AREA	**4%**	**3%**	**6%**	**9%**
ALAMEDA COUNTY(NET)	**2%**	**2%**	**2%**	**2%**
OAKLAND	1%	1%	<1%	1%
BERKELEY	<1%	<1%	<1%	<1%
FREMONT	<1%	<1%	<1%	<1%
HAYWARD	<1%	<1%	<1%	<1%
EMERYVILLE	<1%	<1%	<1%	-

	2016 Total	2016 Weekday Peak	2016 Weekday Off-peak	2016 Weekend
Base (All Respondents)	**5,554**	**4,212**	**890**	**452**
	%	%	%	%
ALBANY	<1%	<1%	<1%	<1%
ALAMEDA	<1%	<1%	-	-
PLEASANTON	<1%	<1%	<1%	-
LIVERMORE	<1%	<1%	-	-
UNION CITY	<1%	<1%	<1%	-
SAN LORENZO	<1%	<1%	<1%	-
NEWARK	<1%	<1%	-	<1%
SAN LEANDRO	<1%	<1%	-	-
DUBLIN	<1%	-	<1%	-
SUNOL	<1%	-	<1%	-
CONTRA COSTA COUNTY (NET)	**<1%**	**<1%**	**1%**	**<1%**
RICHMOND	<1%	<1%	-	-
WALNUT CREEK	<1%	<1%	-	-
HERCULES	<1%	<1%	<1%	-
CONCORD	<1%	<1%	<1%	-
EL CERRITO	<1%	<1%	-	-
MARTINEZ	<1%	<1%	-	-
MORAGA	<1%	<1%	-	-
ORINDA	<1%	<1%	-	-
PITTSBURG	<1%	<1%	-	-
SAN PABLO	<1%	<1%	-	-
ANTIOCH	<1%	-	<1%	-
PLEASANT HILL	<1%	-	<1%	-
SAN RAMON	<1%	-	-	<1%
MARIN COUNTY (NET)	**<1%**	**<1%**	**<1%**	**-**
SAN RAFAEL	<1%	<1%	<1%	-
GREENBRAE	<1%	<1%	-	-
LARKSPUR	<1%	<1%	-	-
MILL VALLEY	<1%	<1%	-	-
SAN ANSELMO	<1%	<1%	-	-
SAUSALITO	<1%	<1%	-	-
CORTE MADERA	<1%	-	<1%	-
SONOMA COUNTY (NET)	**<1%**	**<1%**	**<1%**	**<1%**
SANTA ROSA	<1%	<1%	<1%	<1%
CALISTOGA	<1%	<1%	-	-
FORESTVILLE	<1%	-	<1%	-
SOLANO COUNTY (NET)	**<1%**	**<1%**	**<1%**	**<1%**
FAIRFIELD	<1%	<1%	-	-
VACAVILLE	<1%	<1%	-	-
BIRDS LANDING	<1%	-	-	<1%
VALLEJO	<1%	-	<1%	-
OUTSIDE BAY AREA	**4%**	**3%**	**6%**	**6%**

APPENDICES

Survey Distribution and Response

2016 Caltrain Triennial Customer Survey

Response Rate / % of Riders Who Completed Survey / Distribution Rate

	Total	***Weekday***	***Weekend***
Children under 13	107	52	55
Language barrier	18	9	9
Sleeping	98	71	27
Left train	68	41	27
Refused	1,088	795	293
Already Participated	*251*	*212*	*39*
Qst. distributed and not returned	813	690	123
TOTAL NON-RESPONSE (less already participated)	*2,192*	*1,658*	*534*
Completes collected or mailed in:	*5,554*	*4,924*	*630*
PASSENGERS ON SAMPLED CARS	*7,746*	*6,582*	*1,164*
(Total completes+Total Non-response)			

Response Rate & % of Riders Who Completed Survey

PASSENGERS ON SAMPLED CARS	*7,746*	*6,582*	*1,164*
Less:			
Children Under 13	-107	-52	-55
Language Barrier	-18	-9	-9
Sleeping	-98	-71	-27
POTENTIAL RESPONDENTS	*7,523*	*6,450*	*1,073*
TOTAL COMPLETES	*5,554*	*4,924*	*630*
Response Rate [1]	***73.8%***	***76.3%***	***58.7%***
% of Riders Who Completed Survey [2]	***71.7%***	***74.8%***	***54.1%***

Distribution Rate

PASSENGERS ON SAMPLED CARS	*7,746*	*6,582*	*1,164*
Less:			
Children Under 13	-107	-52	-55
Language Barrier	-18	-9	-9
Sleeping	-98	-71	-27
POTENTIAL RESPONDENTS	*7,523*	*6,450*	*1,073*
Total Completes	*5,554*	*4,924*	*630*
Qst. taken home /not returned	813	690	123
TOTAL QST. DISTRIBUTED	*6,367*	*5,614*	*753*
Distribution Rate [3]	***84.6%***	***87.0%***	***70.2%***

[1] Total Completes divided by Potential Respondents
[2] Total Completes divided by Passengers on Sampled Cars
[3] Total Qst. Distributed divided by Potential Respondents

Language Barriers

Surveys were printed in Spanish and English. The majority of respondents used the English language survey, with only 23 respondents (out of 5,554) opting for the Spanish language survey. Surveyors were also provided a card (see the Interviewer Training Instructions section of the Appendix) to measure the amount of potential responses who spoke neither English nor Spanish. Potential respondents were shown a card that stated "I speak ___" with responses in Hindi, Mandarin, Cantonese, Tagalog, French, German, Vietnamese, Russian, Korean, Italian, and Japanese. Of the 18 language barriers encountered, 14 were willing to complete the language card. Responses are tabulated below:

Language	**#**
Mandarin*	7
Cantonese*	3
Japanese	2
Russian	1
Telugu (added)	1
Greek (added)	1
French	-
German	-
Hindi	-
Italian	-
Korean	-
Tagalog	-
Vietnamese	-
Unknown (did not complete card)	4

*One of the 14 language barriers indicated they spoke both Mandarin and Cantonese.

Interviewer Instructions

Caltrain Triennial Onboard Survey
October 2016 | Interviewer Instructions

INTERVIEWER NAME: _____

PROJECT OVERVIEW

This project is a passenger survey that seeks to learn who rides Caltrain. It is a self-administered questionnaire to be distributed onboard Caltrain trains. The questionnaires will be handed out and collected on sampled Caltrain routes. The field work will take place October 4-13, 2016.

You can learn more about Caltrain at www.caltrain.com (Keep this information handy for schedule information, too – see Part 2.)

The primary goals of this survey are to:

- Assess key passenger satisfaction components.
- Understand ridership characteristics, such as demographics and trip purpose.
- Analyze usage patterns, including access mode, frequency of using Caltrain, and type of ticket used.

Part 1: How to conduct the survey on Caltrain

SAFETY
Working on a moving train can be challenging at times. Your safety and the safety of the passengers around you is your most important priority. Please hold on to a handrail or bar at all times when you are standing or walking on the train. Allow passengers the time to find a seat or a safe place to stand before offering them a survey. Do not block passengers entering or exiting the train.

Distributing (and collecting) questionnaires from passengers is your primary task on this project. For each of your runs, you should strive to get the questionnaire into the hands of every (or nearly every) passenger. Your approach as a surveyor will make a tremendous difference in whether or not riders agree to complete the survey.

BEFORE EACH RUN: SURVEY CONTROL SHEET (Yellow Card)
It is very important that you enter information accurately on your survey control sheet. A separate survey control sheet will be used for each run. A **run** is one trip on one train from the boarding point to the end of the line or the point at which you exit the train. Each **run** has its own unique number, referred to as the **Run ID.**

AT THE START OF EACH RUN YOU SHOULD ENTER ON SURVEY CONTROL SHEET (Yellow Card):

- The current date and day
- Route number of the train
- Your last name
- Run ID (the Run ID# from your surveyor shift assignment sheet)
- The specific station where you are boarding the train to start the run ("Trip Start Location")
- The time the run started (actual time the train left the station)

It is important that you enter the time departed accurately. Late trains are a key component in rider satisfaction. The delay time will be used as a factor in evaluating the rider trip satisfaction data.

Run ID

A shift will consist of a number of runs. Each route for a given shift will have an assigned Run ID# which is indicated on your surveyor shift assignment sheet and on the Master Schedule. Because we are offering a mail back option, it is ESSENTIAL that all questionnaires distributed to passengers have the correct Run ID. You will need to write this in before you begin surveying.

You must write the Run ID on ALL questionnaires distributed on every run.

In order to be sure every questionnaire you distribute has the proper Run ID, you will need to pre-number questionnaires BEFORE entering the train. If you exhaust all of the pre-numbered questionnaires, you MUST write the RUN ID on EVERY questionnaire you distribute – BEFORE they are in the passengers' hands.

Review the Surveyor schedule, **and based on the Route Average**, pre-number a minimum of 10 English questionnaires:

You will want to pre-number additional questionnaires if your run is during morning or evening rush hour, or on a bullet train. Since passenger volume varies, you may need additional questionnaires, so be prepared to add the Run ID if necessary.

Unused surveys with the Run ID written in can be reused – cross out the prior Run ID and write in the correct Run ID.

AS YOU BOARD THE TRAIN . . . REMEMBER YOU ARE A GUEST OF CALTRAIN.

DISTRIBUTING QUESTIONNAIRES

Caltrain trains have five or six cars. You will be distributing questionnaires on only one of these cars. The train car for you to survey will be pre-assigned and listed on your Interviewer Survey Schedule. For example - "Train car number: 2" – means that you will survey the second car on the train. Be sure to only survey this assigned car. Do not substitute another car for the one you are assigned. Refer to the "Caltrain Information Section" for instructions on how to find your car.

As noted some trains have 6 cars. These trains are highlighted on the schedule.

If you are scheduled to have a 6-car train, but it is only 5 cars:

- **If you are on car 1, 2, 3, 4, or 5 – then take the same car as assigned.**
- **If you are assigned car 6 – and the train is only 5 cars – then survey car 5 instead.**

Attempt to distribute surveys to all passengers who appear to be 13 or older. All riders traveling in a group should be given a questionnaire.

Do not distribute questionnaires to:

- Passengers who appear to be under 13 years of age (use your judgment – NEVER ask someone their age);
- Employees of the Caltrain;
- Passengers who tell you that they have already participated in this survey on a previous trip (within the last week or so). But do include passengers that may have participated in other previous surveys; and
- Sleeping passengers.

As you hand out surveys, give a short introduction about the survey. Be easygoing and friendly.

Do not ask riders **if they want to fill out the survey!** Rather, use a positive approach. Phrases we have found to work well include:

"We need your opinions on this Caltrain survey. "
If they hesitate you might add: "We want to know what you think."
If a rider hesitates, you might also mention, "Caltrain needs this information from you to provide better service in the future." Or "Caltrain only does this survey once every three years."

Be sure to tell the patrons to fill in all pages of the survey. Check surveys as you collect them.

Instruct passengers to return completed surveys to you.

Passengers who do not have the time or inclination to complete the questionnaire on board have the option of mailing it in. ***Mention the mail-in option as a last resort.*** We have found that when a potential respondent takes the questionnaire home with him/her or says they will do it later, they are less likely to complete and return the questionnaire.

If time permits, offer assistance to patrons who are blind or unable to fill out the survey (you will need to excuse yourself to hand out questionnaires to new riders boarding the bus).

Keep a tally of all non-responses (passengers under 13, refusals, already participated, etc.) on your survey control sheet.

After surveys are distributed, walk through the train car every few minutes and watch for people who may have questions or are finished. Be polite: "I'll take the survey if you are done", or "I can take that for you". Attempt to collect every survey you distribute. **Attempt to collect every survey you distribute.**

CROWDED TRAINS

- On crowded trains, please make every attempt to distribute questionnaires to all patrons. When this is not possible, distribute questionnaires to all patrons in the areas of the train car you can access. **Note the limitations in reaching everyone on your survey control sheet and returned survey packet sheet.**

LANGUAGE BARRIER

- Passengers who speak English or Spanish and who refuse a questionnaire are tallied as "refusals," since we have English and Spanish survey instruments. Only passengers who speak a language other than English or Spanish are tallied as Language Barrier.
- Caltrain also wants to discover what languages (other than English and Spanish) their passengers speak.
    - Only when you have a passenger who is classified as a Language Barrier, give the passenger a Spoken Language Card (Tan Card) to allow the passenger to denote what language it is that they speak. Collect these cards when complete and include with your completed surveys.
    - These cards list the twelve most cited languages given as answers in the last Triennial Study to the question:
      "What language do you speak at home?"

As an example, this is a Spoken Language Card:

SPOKEN LANGUAGE

Caltrain Onboard Survey **OCTOBER 2016**

I speak	Translation	Check
Hindi	हम हिंदी जानते हैं	⇨ ☐
Mandarin	我说普通话（我說普通話）	⇨ ☐
Cantonese	我讲粵语（我講粵語）	⇨ ☐
Tagalog	Nagsasalita ako ng Tagalog	⇨ ☐
French	Je parle français	⇨ ☐
German	Ich spreche Deutsch	⇨ ☐
Vietnamese	Tôi nói tiếng Việt	⇨ ☐
Russian	Я говорю русский	⇨ ☐
Korean	나는 한국어를 한다	⇨ ☐
Italian	Io parlo italiano	⇨ ☐
Japanese	私は日本語を話す	⇨ ☐

AT THE END OF EACH RUN – ENTER ON THE SURVEY CONTROL SHEET:

- Location/station where you exited the train
- The time when the train arrived and the run ended.
- The total **number of questionnaires DISTRIBUTED** for English and Spanish passengers
- The total **number of questionnaires RETURNED** (collected by you and in your possession).
- The total **number of Spoken Language Cards RETURNED** (collected by you and in your possession).
- All returned surveys and the completed survey control sheet should be rubber banded together and **placed in the "Completed Questionnaire" envelope**. IMMEDIATELY complete the information on the front of this envelope for that run (e.g. RUN ID, # of Questionnaires Distributed, etc.)
- You may have several bundles of completed surveys per route for a given shift. **If the envelope becomes too full, use additional envelope(s) and label each (i.e. "envelope 1 of 2", "envelope 2 of 2", etc).**

DEFINITIONS (SURVEY CONTROL SHEET CATEGORIES)

- LANGUAGE BARRIER: Passengers who speak English or Spanish and who refuse a questionnaire are tallied as "refusals," since we have English and Spanish survey instruments. Only passengers who speak a language other than English or Spanish are tallied as Language Barrier.
- LEFT TRAIN: This is a non-response that occurs when the surveyor cannot offer a questionnaire because of the short distance of the rider's trip. If the rider refuses because of time constraints, it is important to offer the "mail back option". We anticipate very few "Left Train" dispositions on this project.

As an example, a Survey Control Sheet may look like this at the end of a shift:

CALTRAIN ONBOARD STUDY | Survey Control Sheet
FALL 2016

DATE 10 / 18 /2016 **DAY OF WEEK** Thur **Train #** 312

INTERVIEWER NAME Canapary **RUN ID** 1234

BOARDED TRAIN AT: 4th & King **TIME** 6:57 AM

EXITED TRAIN AT: SJ - Diridon **TIME** 7:58 AM

LANGUAGE	# DISTRIBUTED	# RETURNED
ENGLISH	57	51
SPANISH	19	13
SPOKEN LANGUAGE CARD	2	2
TOTAL:	78	66

NON-RESPONSE TALLY

REFUSALS	//// [5]
LANGUAGE BARRIER (SPECIFY TYPE IF KNOWN)	// [2]
CHILD (UNDER 13)	[ ]
SLEEPING	[ ]
LEFT TRAIN	[ ]
ALREADY PARTICIPATED	[ ]
OTHER (specify) _____	// (Other CCG interviewers riding to reach their shift) [2]
TOTAL	[9]

Please use hash marks (example: ////). Only one tally per patron.At the end of each trip, write in number totals in the brackets of each box.

AT THE END OF THE SHIFT

Each run will have a separate Completed Questionnaire Envelope. Make sure that all completed work from all the run is placed in the appropriate "Completed Questionnaire Envelope." Make sure that all the information requested is filled out, including:

1. Date
2. Your last name (Interviewer Name)
3. Run ID# listed on Surveyor Shift Assignment Sheet
4. Train number (the number Caltrain assigns to that train)
5. Run Start time (the beginning time listed on your survey control sheet)
6. If the train was MORE THAN FIVE MINUTES EARLY OR LATE from the train's scheduled times on the schedule write how many minutes the train was early or late
7. The number of questionnaires distributed, the number completed/returned, and the non-responses for each (from survey control sheet)
8. Any unusual happenings that may have affected surveying/ridership on this shift

As an example, a Completed Questionnaire envelope may look like this at the end of a shift

CALTRAIN ON-BOARD STUDY
Completed Questionnaire Envelope

(Fall 2016)

Day: ☐ Monday ☐ Tuesday ☐ Wednesday ☐ Thursday ☐ Friday ☐ Saturday ☐ Sunday

Number of Questionnaires in Envelope	
TOTAL	75

Date 10 / 18 /2016

Interviewer Name Canapary

Run ID# 1234

Train: 312

Run Start Time 7 : 58 (AM) PM

If >5 minutes early or late:

(Departed): ____ Minutes Early/Late

(Arrived): 10 Minutes Early/Late

	TOTAL
Questionnaires Distributed (from Survey Control Sheet)	
Total Distributed	90
Returned Questionnaires (count number in hand)	
Total Returned	75
Non-Responses (from Survey Control Sheet)	
Total Non-Responses	9

Notes: Unruly passenger in car between Millbrae and San Mateo, removed by police at San Mateo; Doors did not open at Mountain View stop. Delay while conductor cycled doors.

Part 2 – Logistics, General Conduct, and Communication

Even if you are very good at conducting surveys on-board, behaving unprofessionally, failing to be prepared (or communicate significant events) can negate your hard work. Conversely, paying attention to your travel arrangement details, time management, professional communication, and record-keeping and other duties can help keep you organized – and actually make you a better interviewer!

Make Sure You are Off to a Good Start! Be Prepared and On Time!

- You should be at the train station where your shift starts at least 15 minutes prior to the scheduled rain departure time. (It is always preferable to be at the station even earlier – say, 30 minutes or so – than to be even 1 minute late.)
- Have all of your supplies (see the **Supplies Checklist**).
- Before you leave for your shift, **know what trains you are surveying and when they arrive and depart.** Some trains may become delayed along the route. Frequently, they are able to make up the time prior to the end of the run. Occasionally, however, the delay may impact your ability to make your next train. It may be preferable to alight from the train a station early to catch your next train. Have the Caltrain schedule with you at all times to aid in making this decision**.**
- **All interviewers should bring a watch**. You may also consider wearing clothes with pockets since you will have to carry a good deal of material.
- All surveyors **must wear their ID badges and have a valid photo ID at all times** while surveying.
- Please **act professionally at all times**. Passengers, Caltrain employees, and others are observing your behavior.
- **Always introduce yourself to at least one of the conductors.** We are guests on their trains.
- The **average number of passengers will vary significantly** by run and time of day. You will be provided with pencils for use by passengers who need them.

Conduct Yourself Professionally

- Under our contract with Caltrain, the badge/access letter which allows you to ride free of charge may only be used when working on this study. Any misuse will be embarrassing to all and is cause for immediate dismissal.
- As representatives of CC&G and Caltrain, interviewers are expected to act professionally at all times.
- **Professional 'business casual'** attire is a must. Your overall appearance should be neat and professional. This also means:
    - Long trousers and collared shirts for men (jacket optional).
    - For women, slacks and a blouse/shirt are acceptable. Skirts or dresses may also be worn.
    - Wear comfortable, closed toed shoes. You will be standing/walking most of your shift.
    - **NO** t-shirts, sweatshirts/sweat pants/other workout wear, open-toed shoes, or denim.
    - **NO** hats.
    - **NO** clothing with logos/messages prominently displayed.
- All surveyors **must** wear their name badge while surveying, and have a valid photo ID at all times. Notify CC&G immediately if your name badge is lost so that it can be replaced immediately.
- All survey data collected is confidential and must be treated with care. Any sharing or use of data is cause for immediate dismissal and may result in criminal charges.
- Backpacks, aprons, Clipper cards, and other materials used on this project should be returned to CC&G at the end of the study.

Scheduling

- You will receive a schedule for the project today. This schedule is based on the availability you provided to CC&G and the study needs. **Prior to leaving training today, it is your responsibility to review the schedule and be sure you can make all your shift**
- Once the fieldwork begins, it is important to adhere to the shifts as assigned. **If you cannot make any shift, notify Carol immediately.**
- **Starting shifts late or missed shifts may be cause for dismissal.**

End of Shift – Checking In and Returning Work

It is very important to check in and return all completed work as soon as possible. **For the first two to three (2-3) days you work on this project, check in immediately after your shift.**

- **If you are on a morning or day shift, this means returning to CC&G as soon as your shift is complete.**
- **If you are on an evening shift, this means returning to CC&G the next day *AND ALLOWING SUFFICIENT TIME* to review your work from the previous day before you head to that day's shift.**

Once you are told you do not have to check in (generally after the first 2 shifts), it is still very important to return work soon after completing a shift. You *must turn in work after each shift (within 24 hours). If you cannot turn in your work, notify CC&G immediately.*

Remember, CC&G's building is open 24/7. Drop off work within 24 hours after completing a shift. Materials can be left in the wooden trunk outside the office if the office is not open. Supplies will be available right outside the office at all times.

Wrapping Up – A Few Other Items

- **"What do I do if . . . . a conductor doesn't want me on a train?"** Exit the train. Do not argue with the conductor. Do not create a confrontation. Call CC&G immediately – either the CC&G main number (during office hours) or the Emergencies Only number.
- **"What if I get off schedule?"** You cannot substitute trains on this study. If your train is running late and you feel it is likely that you will miss your next train (you are scheduled to survey), it is OK to exit the train one or two stops prior to the final station in order to make your connnection. Be sure to collect all surveys prior to exiting the train. We have tried to design the schedule to avoid this situation, but it is possible.
- **Remember – your demeanor reflects on CC&G – including the condition of the questionnaires you hand out.** Do not allow your questionnaires to get ragged, stained, or grubby. Keep your backpack neat so coffee, candy, gum, etc. does not come in contact with your questionnaires. Dirty/stained questionnaires look unattractive and deter riders from participating.
- **Always make sure the Run ID is written in – and make sure it is the CORRECT Run ID. It makes a large difference.** When a survey is mailed in or completed online, the Run ID will tell us key pieces of information, including the day, the date, and train. If these pieces of information are missing, the collected information is not as valuable.

CONTACT INFORMATION

COREY, CANAPARY & GALANIS RESEARCH
Supervisor – Elizabeth Grant
Project Manager – Carol Anne Carroll; carolc@ccgresearch.com
CC&G 800 Number is 1 (800) 877-1201
The regular office number is 415-397-1200 – Voicemail 24/7

Outside of normal office hours, contact:
Jon Canapary (415) 577-2428 (after 5 pm Monday-Friday; afternoon/evening weekends)
Carol Anne Carroll (415) 200-5277 (before 8 am Monday-Friday; before 12 noon weekends)

CALTRAIN
Agency Contact – Julian Jest, Caltrain Marketing, 650-508-6245

SUPPLIES CHECKLIST

USE THIS TO GATHER SUPPLIES TODAY AFTER TRAINING, AND USE IT AS A REMINDER TO BE SURE YOU HAVE WHAT YOU NEED BEFORE YOU LEAVE FOR YOUR SHIFT

- Backpack
- Surveyor badge
- Photo ID
- Surveyor Schedule
- Travel information/supplies, including:
    - Caltrain schedule
    - Shift-specific information
- Apron
- Pencils
- Questionnaires (English & Spanish) – use the ridership figures on your schedule to determine how many English questionnaires you should take per run*;* always have a supply of at least 20 Spanish questionnaires per shift.
- Spoken Language Cards for other languages – take at least 10.
- Completed Questionnaire Envelope(s)
- Survey control sheets
- Rubber bands
- Interviewer Instructions
- Clipboard
- A watch
- Time sheet

INFORMATION ABOUT CALTRAIN TRAINS

TRAINSET TYPE

Caltrain operates two types of equipment, Gallery and Bombardier.

Gallery equipment looks like the picture below and has a **center car entry**:



Bombardier equipment looks like the picture below and has **two entry doors**, one on either end of the car:



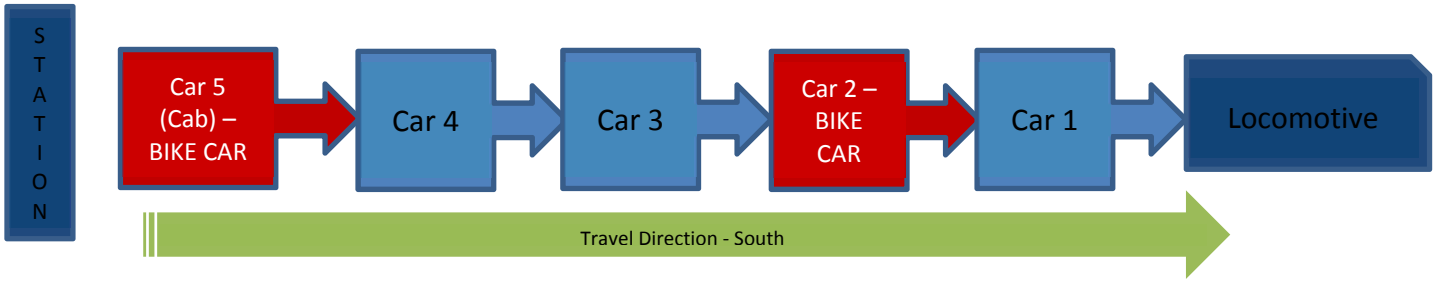
All runs end either at San Francisco at 4th & King, Gilroy, or San Jose Diridon stations. If your run ends at San Jose Diridon, the train MAY be continuing past this station. Be sure you exit the train at San Jose Diridon. Check your Caltrain schedule before your run.

CAR ORIENTATION, E.G. "WHICH CAR IS MY ASSIGNED CAR?"

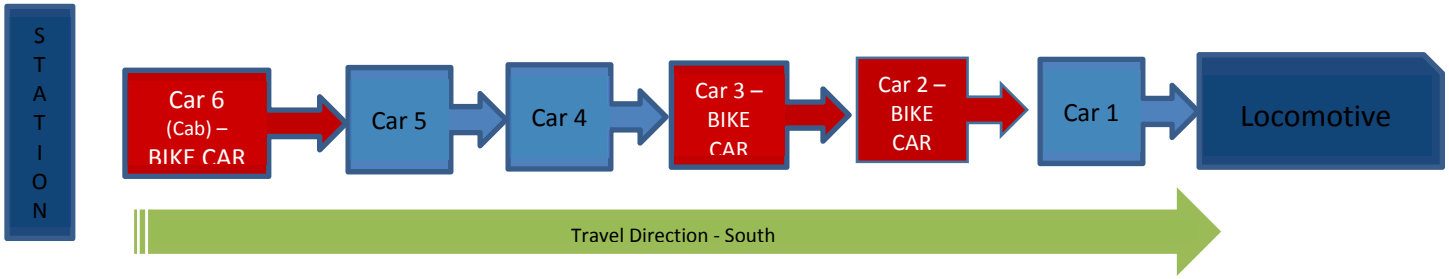
Car #1 is always at the FRONT of the train, depending on the direction of travel. When travelling south, the locomotive is in front of the train and PULLS the train. Car #1 is directly behind the locomotive. When travelling north, the locomotive is at the back of the train and PUSHES the train. Car #1 is on the opposite end of the train from the locomotive.

For example:

At San Francisco/4th & King – 5 cars:

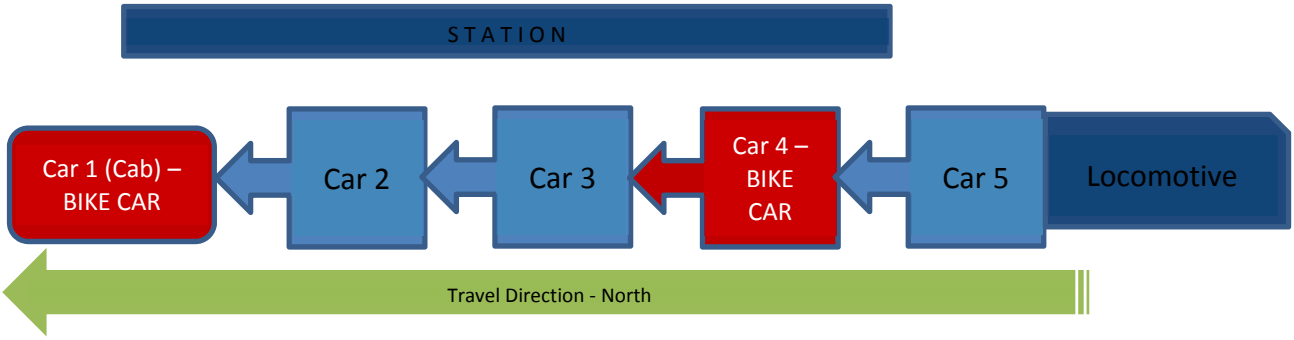


At San Francisco/4th & King – 6 cars:

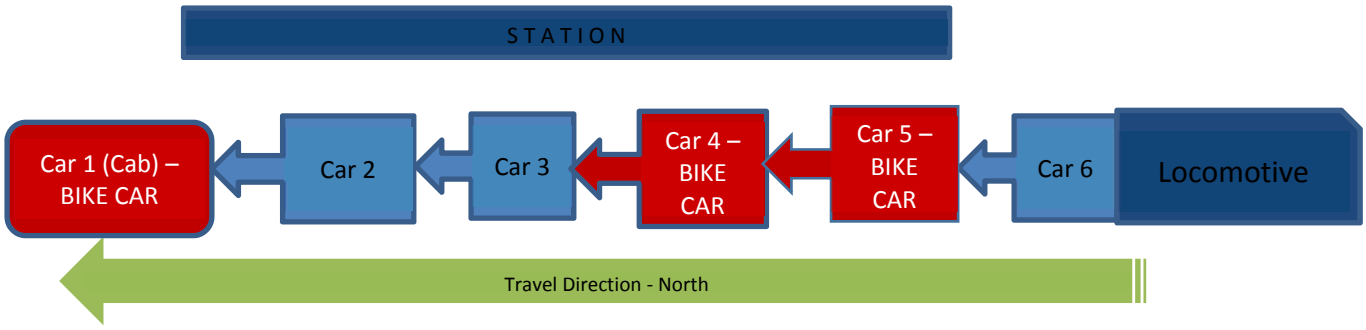


SEE NEXT PAGE FOR NORTHBOUND CONFIGURATIONS ➔

At San Jose/Diridon – 5 cars:



At San Jose/Diridon – 6 cars:



TRAIN IDENTIFICATION

The Caltrain schedule has three types of train service, based on the amount of stops the trains make. These are:

- Local: (train number starts with a 1 on weekdays, 4 on weekends) These trains stop at each station.
- Limited (train number starts with a 2 on weekdays, no weekend service) These trains stop at fewer stations than the locals, but more than the bullets.
- Bullet (or Baby Bullet) (train number starts with a 3 on weekdays, 8 on weekends) These are express trains which stop only at a few popular stations.

While train arrivals and departures are listed on the electronic signs at the stations, trains also carry a small sign on the front of the train (the rear-view mirror by the engineer's cab) with the last two numbers of the train number.



Caltrain 151



Caltrain 156



Caltrain 313

Even numbered trains travel south from San Francisco to San Jose (or Tamien/Gilroy)

Odd numbered trains travel north from San Jose (or Tamien/Gilroy) to San Francisco

At all stations, the electronic signs reference the train number (e.g. 208, 332, etc.), but in San Francisco, at 4th & King, signs over the doors reference the departure time (e.g. 6:24, 8:59, etc.). Additionally, at San Francisco, a colored square on the overhead sign indicates the type of service for that train.



No square: Local
Yellow square: Limited
Red square: Bullet

Survey Questionnaires

26. How well do ***you*** speak English?
☐ Very well ☐ Well ☐ Not well ☐ Not at all

27. In ***your home***, is English spoken:
☐ Very well ☐ Well ☐ Not well ☐ Not at all

28. Which ***languages*** are spoken in your home?
(Check ALL that apply)
☐ English ☐ Mandarin
☐ Spanish ☐ Cantonese
☐ Hindi or other Indian language ☐ Tagalog
☐ Other - specify: _____

29. Which of the following best describes your **race/ethnic background**? *(Check ALL that apply)*
☐ Asian
☐ American Indian or Alaska Native
☐ Black/African American
☐ Hispanic/Latino
☐ Native Hawaiian or Other Pacific Islander
☐ White/Caucasian
☐ Other race - *specify*: _____

30. Were you ***born*** in the United States?
☐ Yes ☐ No - *in which country?* _____

31. Annual household income *(before taxes)*:
☐ Less than $24,999/year ☐ $100,000 - $124,999
☐ $30,000 - $39,999 ☐ $125,000 - $149,999
☐ $40,000 - $49,999 ☐ $150,000 - $199,999
☐ $50,000 - $74,999 ☐ $200,000 or more
☐ $75,000 - $99,999

Comments or Suggestions for Caltrain

_____

_____

_____

_____

_____

*Thank you for completing this survey! Please return it to a surveyor on the train or mail it to us by **Nov. 06, 2016**.*
(No postage necessary. Please fold, then tape the side where indicated; no staples.)

10/16-6.9K-JBJ-C

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 15 SAN CARLOS CA

POSTAGE WILL BE PAID BY ADDRESSEE

PASSENGER SURVEY
CALTRAIN MARKET RESEARCH DEPT.
PO BOX 3006
SAN CARLOS CA 94070-9927

Dear Caltrain Passenger,

Please take a moment to complete this survey to help Caltrain serve you better. We appreciate you choosing Caltrain.

Your responses are confidential and will be used for statistical purposes only. One survey per passenger please. Return your completed survey to the onboard surveyor or drop in the mail - no postage necessary.

1. How ***long*** have you been riding Caltrain?
☐ This is my first trip ☐ 1 year to less than 2 years
☐ Less than 6 months ☐ 2 years to less than 4 years
☐ 6 months to less than 1 year ☐ 4 years or more

2. How ***often*** do you usually ride Caltrain?
☐ 6-7 days/week ☐ 2 days/week
☐ 5 days/week ☐ 1 day/week
☐ 4 days/week ☐ 1-3 days/month
☐ 3 days/week ☐ Less than once a month

(Please tape closed here)

3. How did you pay for ***this train trip*** *(today)*?
☐ One-way ticket ☐ Clipper cash value
☐ Day Pass ☐ Clipper 8-ride Ticket
☐ Go Pass ☐ Clipper Caltrain Monthly Pass
☐ Other - *specify:* _____

4. What is your ***fare category***?
☐ Adult *(Age 19 through 64)* ☐ Youth *(Age 18 & younger)*
☐ Senior *(Age 65 & older)* ☐ Disabled
☐ Medicare cardholder

5. Are you making a ***round trip*** on Caltrain today?
(That is, you either rode Caltrain earlier today or will ride later today.)
☐ Yes ☐ No

6. What is the ***main purpose*** of your trip today?
(Check only ONE)
☐ Work ☐ Social/recreational
☐ School ☐ Shopping
☐ Airport *(SFO, San Jose Int'l)* ☐ Going home
☐ Other - *specify:* _____

7. What is the approximate distance between your starting location and the Caltrain station you used today? _____ *miles*

Run ID_____

Please open ➔

8. *What are your main reasons for riding Caltrain?*

- ☐ Productive use of time
- ☐ Help the environment
- ☐ Avoid traffic
- ☐ Relax/reduce stress
- ☐ Save money *(gas, wear and tear on car)*
- ☐ Don't have a car/don't drive
- ☐ Employer subsidy
- ☐ Lack of/cost of parking
- ☐ Faster than other options
- ☐ Other - *specify:* _____

9. At which station did you get ***ON*** this train?

_____*(station)*

10. At which station will you get ***OFF*** this train?

_____*(station)*

11a. ***Getting to the station***
How did you ***get to*** the station where you got on this train?

(*Please check one main mode.*)

- ☐ Drove car
- ☐ Walked all the way
- ☐ Another ***Caltrain*** train
- ☐ BART
- ☐ SamTrans
- ☐ Muni
- ☐ VTA
- ☐ AC Transit
- ☐ Got dropped off by car
- ☐ Bicycled
- ☐ Free shuttle
- ☐ TNC (Transportation Networking Companies)
- ☐ Other - *specify:* _____

11b. ***Leaving the station***
After you get ***off*** this train, how will you get ***from*** the station to your final destination?
(*Please check one main mode.*)

- ☐ Drive car
- ☐ Walk all the way
- ☐ Another ***Caltrain*** train
- ☐ BART
- ☐ SamTrans
- ☐ Muni
- ☐ VTA
- ☐ AC Transit
- ☐ Get picked up by car
- ☐ Bicycle
- ☐ Free shuttle
- ☐ TNC (Transportation Networking Companies)
- ☐ Other - *specify* _____

12. Did you have a car available to take ***this particular trip***?

☐ Yes ☐ No

13. If you have been riding Caltrain for less than one year, what motivated you to start using Caltrain?

- ☐ Worsening traffic
- ☐ Change of company
- ☐ Change in health
- ☐ Special event *(like a SF Giants game or concert)*
- ☐ Change in financial circumstances
- ☐ Lack of access to a car
- ☐ Other - *specify:* _____

14. How well is Caltrain meeting your needs?
Please rate each item below, where ***5=Very Satisfied*** and ***1=Very Dissatisfied***. If the question does not apply, circle ***NA for Not Applicable***.

	Very Satisfied				*Very Dissatisfied*	
a. Overall Caltrain experience	5	4	3	2	1	NA
b. Value for the money	5	4	3	2	1	NA
c. Overall satisfaction with www.caltrain.com	5	4	3	2	1	NA
d. Connections with other transit systems *(i.e. SamTrans, BART, Muni, VTA)*	5	4	3	2	1	NA
e. Convenience of schedule *(goes where you want to go, when you want to go)*	5	4	3	2	1	NA
f. Effectiveness of station signage	5	4	3	2	1	NA

15. Where do you usually ***access*** the internet?
(*Check all that apply*)

- ☐ I don't have internet access
- ☐ Home
- ☐ Work
- ☐ Cell/tablet/personal hotspot
- ☐ Library or other public areas
- ☐ Other - *specify*: _____

16. Do you currently have a checking account, savings account, credit union account or a credit card?

☐ Yes ☐ No ☐ I don't know

17. Do you use a Clipper® card? ☐ Yes ☐ No

18. Are there any barriers to using a Clipper® card?
(Check up to THREE)

- ☐ No, there are no barriers
- ☐ I don't know about Clipper/never heard of it
- ☐ I don't understand how to use it
- ☐ I had a bad experience with Clipper
- ☐ I prefer to pay as I go
- ☐ I don't use it enough/don't need it
- ☐ Limited vendors *(to get and load card)*
- ☐ Other - *specify*: _____

19. How do you get ***schedules*** and other Caltrain ***information***?
(*Check all that apply)*

- ☐ Printed material on train
- ☐ Conductor
- ☐ Station information boards
- ☐ Caltrain customer service (1.800.660.4287)
- ☐ Caltrain website (www.caltrain.com)
- ☐ *"Caltrain Connection"* newsletter
- ☐ Other - *specify*: _____

20. What is your ***home ZIP code***? ___ ___ ___ ___ ___

21. Gender: ☐ Male ☐ Female

22. Age:

- ☐ Under 13
- ☐ 13-18
- ☐ 19-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 or older

23. Marital Status:

- ☐ Married
- ☐ Divorced
- ☐ Separated
- ☐ Single
- ☐ Widowed
- ☐ Domestic Partnership

24. What is the highest level of ***education*** you have completed?

- ☐ Some high school
- ☐ High school graduate
- ☐ Some college or technical school
- ☐ College graduate
- ☐ Post graduate degree

25. What is your current ***employment status***?

- ☐ Employed full time *(35 or more hours per week)*
- ☐ Employed part time *(fewer than 35 hours per week)*
- ☐ Student
- ☐ Retired
- ☐ Homemaker
- ☐ Unemployed
- ☐ Other - *specify*: _____

Continued on back ➔

26. ¿Qué tan bien habla usted el inglés?
☐ Muy bien ☐ Bien ☐ No muy bien ☐ No lo hablo

27. En su casa, el inglés se habla:
☐ Muy bien ☐ Bien ☐ No muy bien ☐ No se habla

28. ¿Cuáles idiomas se hablan regularmente en su casa?
(Marque TODOS los que sean pertinentes)
☐ Inglés ☐ Mandarin
☐ Español ☐ Cantones
☐ Hindi o otro idioma Indio ☐ Tagalo
☐ Otro - especifique: _____

29. ¿Cuáles de los siguientes grupos étnicos describe mejor su origen? (Marque TODOS los que sean pertinentes)
☐ Asiático
☐ Indígena de los EE.UU. o Alaska
☐ Negro/Afro Americano
☐ Hispano/Latino
☐ Nativo de Hawai o otras islas del Pacífico
☐ Blanco/caucásico
☐ Otro - especifique: _____

30. ¿Usted nació en los Estados Unidos?
☐ Si ☐ No - ¿en qué país? _____

31. ¿Cuál es el ingreso anual total en su casa (antes de impuestos)?
☐ Less than $24,999/year ☐ $100,000 - $124,999
☐ $30,000 - $39,999 ☐ $125,000 - $149,999
☐ $40,000 - $49,999 ☐ $150,000 - $199,999
☐ $50,000 - $74,999 ☐ $200,000 or more
☐ $75,000 - $99,999

Comentarios o sugerencias para Caltrain

_____

_____

_____

_____

_____

¡Gracias por completar esta encuesta! Por favor regrésela al encuestador en el tren o envienos por correo antes de 6 de noviembre de 2016. (No necesita estampilla. Por favor dóbrela y cierre el lado indicado con cinta adhesiva; no grapas.)

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

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CALTRAIN MARKET RESEARCH DEPT.
PO BOX 3006
SAN CARLOS CA 94070-9927

Caltrain

Estimado Pasajero de Caltrain,

Por favor tome un momento para completar esta encuesta para ayudar a Caltrain a servirle mejor. Apreciamos su elección en viajar con Caltrain.

Sus respuestas son confidenciales y serán usadas para propósitos estadísticos solamente. Una encuesta por pasajero por favor. Regrese su encuesta completa al supervisor abordo o envíela por correo no necesita estampilla.

1. ¿Cuánto tiempo ha estado viajando en Caltrain?
☐ Este es mi primer viaje ☐ Entre 1 año a menos de 2 años
☐ Menos de 6 meses ☐ Entre 2 años a menos de 4 años
☐ Entre 6 meses y menos de 1 año ☐ 4 años o más

2. ¿Con que frecuencia viaja en Caltrain?
☐ 6-7 dias/semana ☐ 2 dias/semana
☐ 5 dias/semana ☐ 1 dias/semana
☐ 4 dias/semana ☐ 1-3 dias/mes
☐ 3 dias/semana ☐ Menos de una vez al mes

3. ¿Cómo pagó por este viaje en el tren?
☐ Boleto de un viaje ☐ Clipper e-cash
☐ Pase diario ☐ Clipper boleto de 8 viajes
☐ Go Pass ☐ Clipper pase mensual de Caltrain
☐ Otro - especifique: _____

4. **¿Cuál es la categoría de su tarifa?**
☐ Adulto (de 19 a 64 años) ☐ Joven (18 años o menor)
☐ Anciano (65 años o mayor) ☐ Discapacitado
☐ Afiliados a Medicare

5. ¿Estás haciendo un viaje de ida y vuelta en Caltrain hoy? (Esto es, viajaste hoy más temprano o viajarás más tarde este día en Caltrain.)
☐ Si ☐ No

6. ¿Cuál es el propósito principal de su viaje hoy?
(Marque solo UNO)
☐ Trabajo ☐ Social/recreativo
☐ Escuela ☐ Compras
☐ Aeropuerto (SFO, Int'l de San José) ☐ Ir a casa
☐ Otro - especifique: _____

7. ¿Cuál es la distancia aproximada entre su ubicación inicial y la estación de Caltrain que utilizó hoy? ___ millas.

(Por favor sellar aqui con cinta adhesiva)

*Run ID*_____

8. Cuáles son las razones principales de viajar en Caltrain?

- ☐ Uso más productivo del tiempo
- ☐ Ayudar al medio ambiente
- ☐ Evitar el tráfico
- ☐ Relajarse/reducir estrés
- ☐ Ahorrar dinero (gasolina, uso y desgaste del carro)
- ☐ No tengo carro/no manejo
- ☐ Subsidio del empleador
- ☐ Falta/costo de parqueo
- ☐ Mas rápido que otras opciones
- ☐ Otro - especifique: _____

9. ¿En cuál estación se ABORDÓ en este tren?

_____(estación)

10. ¿En cuál estación se APEARÁ de este tren?

_____(estación)

11a. Llegando a la estación

¿Cómo ***llegó*** a la estación donde se abordó en este tren? *(Por favor marque solo una vía.)*

- ☐ Manejé en carro
- ☐ Hice todo el recorrido a pie
- ☐ Otro tren de ***Caltrain***
- ☐ BART
- ☐ SamTrans
- ☐ Muni
- ☐ VTA
- ☐ AC Transit
- ☐ Me trajeron en carro
- ☐ Bicicleta
- ☐ Bus gratis
- ☐ TNC (Transportation Network Companies)
- ☐ Otro - *especifique:* _____

11b. Dejando la estación

Después de apearse de este tren, ¿cómo llegará de la estación a su destino final? *(Por favor marque solo una vía.)*

- ☐ Manejaré en carro
- ☐ Haré todo el recorrido a pie
- ☐ Otro tren de ***Caltrain***
- ☐ BART
- ☐ SamTrans
- ☐ Muni
- ☐ VTA
- ☐ AC Transit
- ☐ Me recogerán en carro
- ☐ Bicicleta
- ☐ Bus gratis
- ☐ TNC (Transportation Network Companies)
- ☐ Otro - *especifique:* _____

12. ¿Disponía de un carro para hacer este viaje en particular?

☐ Si ☐ No

13. ¿Si ha estado viajando en Caltrain por menos de un año, que lo motivó a comenzar a usar Caltrain?

- ☐ Empeoramiento del tráfico
- ☐ Cambio de empresa
- ☐ Cambio en las circumstancias financieras
- ☐ Cambio en salud
- ☐ Falta de acceso a un coche
- ☐ Evento especial (como partido de los Gigantes de SF o un concierto)
- ☐ Otro - especificar:_____

14. ¿En qué medida satisface Caltrain sus necesidades? Por favor califique cada elemento usando la escala del 5=Muy Satisfecho a 1=Muy Insatisfecho. Si la pregunta no es pertinente, marque NA (No Aplica).

	Muy Satisfecho				Muy Insatisfecho	
a. La experiencia general en Caltrain	5	4	3	2	1	NA
b. El valor por su dinero	5	4	3	2	1	NA
c. Satisfacción general con www.caltrain.com	5	4	3	2	1	NA
d. Conexiones con otros sistemas de tránsito *(i.e. SamTrans, BART, Muni, VTA)*	5	4	3	2	1	NA
e. Conveniencia de horarios *(va donde usted quiere ir, cuando usted quiere ir)*	5	4	3	2	1	NA
f. Efectividad de las señales en las estaciones	5	4	3	2	1	NA

15. ¿Donde tienes acceso a internet?

- ☐ No tengo acceso a internet
- ☐ Casa
- ☐ Trabajo
- ☐ Celular/móbil
- ☐ Otro dispositivo móvil (por ej., tableta, lector electrónio)
- ☐ Biblioteca o otras áreas públicas

16. ¿Tienes una cuenta de cheques, cuenta de ahorros, cuenta con cooperativa de credito o una tarjeta de crédito?

☐ Si ☐ No ☐ No sé

17. ¿Usa una tarjeta de Clipper®?

☐ Si ☐ No

18. ¿Existen barreras al uso de una tarjeta Clipper®?
(Marque hasta TRES.)

- ☐ No, no existen barreras
- ☐ No sé sobre Clipper/nunca oído hablar de ello
- ☐ No entiendo como usarlo
- ☐ Tuve una mala experiencia con Clipper
- ☐ Prefiero pagar cada vez que voy
- ☐ No lo uso bastante/no lo necesito
- ☐ Proveedores limitados (para obtener y cargar tarjeta)
- ☐ Otro - especificar:_____

19. ¿Cómo obtiene los horarios y otras informaciones de Caltrain? (Marque todos los que sean pertinentes)

- ☐ Material impreso en los trenes
- ☐ Conductor
- ☐ Boletines de información de las estaciones
- ☐ Servicio al cliente de Caltrain (1.800.660.4287)
- ☐ El sitio web de Caltrain (www.caltrain.com)
- ☐ Folleto informativo "Caltrain Connection"
- ☐ Otro - especifique: _____

20. ¿Cuál es el código postal de su residencia? __ __ __ __ __

21. Género: ☐ Masculino ☐ Femenino

22. Edad:

- ☐ Menos de 13
- ☐ 13-18
- ☐ 19-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 o mayor

23. Estado civil:

- ☐ Casado
- ☐ Divorciado
- ☐ Separado
- ☐ Soltero
- ☐ Viudo
- ☐ Vive con pareja

24. ¿Cuál es el grado más alto de educación que usted completó?

- ☐ Algo de preparatoria
- ☐ Graduado de preparatoria
- ☐ Alguna universidad o escuela técnica
- ☐ Graduado de la universidad
- ☐ Post graduado

25. ¿Cuál es su estado de empleo?

- ☐ Empleado tiempo completo (35 horas o más por semana)
- ☐ Empleado medio tiempo (menos de 35 horas por semana)
- ☐ Estudiante
- ☐ Jubilado
- ☐ Otro - especifique: _____
- ☐ Ama de casa
- ☐ Desempleado

Por favor dele vuelta ➔

K. MONITORING PROGRAM

SYSTEM-WIDE SERVICE STANDARDS

Pursuant to requirements set forth in the FTA Circular 4702.1B, JPB must establish and monitor its performance using quantitative Service Standards and qualitative Service Policies. These service standards and policies are used to develop and maintain efficient and effective fixed-rail transit service.

SERVICE DESCRIPTION

Caltrain is a single route service with 32 stations. However, the JPB provides several different types of service:

Service Type	Service Description
Local Service	Stops along 29 stations between Tamien and 4th and King (aka the "Regular Service Stations")
Limited-Stop Service	Operates in the peak periods and bypasses some of the local stops; Gilroy service includes 5 stations between Gilroy and Tamien with only 3 trips per peak direction service from Gilroy to 4th and King.
Baby Bullet Service	Stops at select stations in the peak period between San Francisco and San Jose Tamien station.
Special Service	Provided for occasional service for events, weekends, or non-peak times.

Conversely, a hierarchy has been established that classifies each station into one of five types based on the type of service that it accommodates. The hierarchy is related to the level of ridership at the station. The following chart shows the station type names and general service description:

Station Type	Service Description
Major	Baby Bullet, limited and local
Intermediate	Limited and local
Minor	Local
Gilroy	Peak direction service only
Special	Limited use station

The designation of each station is listed in the charts attached as **Table 6**.

SERVICE AREA MINORITY AND LOW-INCOME POPULATIONS

Pursuant to the 2017 five year American Community Survey (ACS) data, the minority population in all three counties in the JPB service area is 1,978,077 people, or 51% of the total service area population (3,393,237 people). For the 2016 Title VI Program monitoring of Caltrain's system-wide services and policies that were adopted in April 2013, the three-county average is used as the threshold in classifying stations as minority stations or low-income stations.

For purposes of determining station minority status, any station with a station area buffer that contains a percentage of minority population that is greater than the minority population of the service area as a whole is considered a "minority station." Similarly, any station area buffer that contains a percentage of low-income population that is greater than the service area as a whole is considered a "low-income station." A station-by-station analysis reveals that 21 out of 32 stations in the Caltrain service area are minority stations and 23 of 32 stations are considered low-income stations.

FTA Circular 4702.1B defines Minority persons to include the following:

(1) American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.

(2) Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.

(3) Black or African American, which refers to people having origins in any of the Black racial groups of Africa.

(4) Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.

(5) Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Minority populations are defined as *"any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient populations*

(Such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity)."

Although FTA Circular 4702.1B defines a minority transit route to be *"a route with at least one-third of the revenue miles located in a Census block, Census block group, or traffic analysis zone where the percent minority population exceeds the percentage minority population in the service area*," this method could not be applied as Caltrain is a fixed guideway transit system with only one defined alignment. Instead, minority stations were evaluated by census block group using a ½ mile buffer around each station and a 1 mile buffer at each terminus. All Census block groups whose centroid was within the station buffers were included and evaluated to determine minority station classifications. If the percentage of the minority population located within each station buffer exceeded the system wide average, those stations were determined to be "Minority Stations."

In addition, in order to confirm the census data, the 2016 Caltrain Onboard Survey found that 47% of the riders would be classified as "minority." A summary of the Caltrain ridership ethnicity is provided in **Table 1**, below.

Table 1: 2016 Caltrain Onboard Ridership Survey Minority Summary

Base: (All Respondents)	**2016**
Caucasian /White	53%
Asian	36%
Hispanic / Latino	11%
African American/Black	4%
Native Hawaiian/Other Pacific Islander	2%
American Indian or Alaska Native	1%
Middle Eastern/Arabic/North African/Iranian/Persian	1%
Other	1%

Multiple Answers Accepted

FTA Circular 4702.1B defines a low-income person to be "a person whose median household is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines." A review of 2017 five year ACS data for low-income populations in the JPB service area shows that 13.1% of the population in all three counties is at or below 200% of the federal poverty level (i.e. earning less than $25,000), which is the metropolitan planning organization's definition for low-income populations in the Bay Area. This broader definition is also used to account for the region's high cost of living when compared to other regions.

For purposes of determining low-income stations, the percentage of low-income population is evaluated by census block group within a ½ mile buffer of each station, except for the termini, where a 1-mile buffer is used. All Census block groups whose centroid lies within the station buffers were included and evaluated to determine low-income station classifications. Stations in which the percentage of the low income population exceeds the system wide average were determined to be "Low Income Stations."

To support a better understanding of the low-income riders, the 2016 Caltrain Onboard Study found that 15% of riders have annual household incomes of less than $50,000; which is the same percentage is found in 2010. A summary of ridership's income distribution, as found in the October 2010, 2013, and 2016 onboard surveys is provided in **Table 2**. The 2019 Caltrain Onboard Study is being conducted and results will not be available until 2020.

Table 2 - October 2013 and 2016 Caltrain Onboard Studies, Ridership Income Summary

Base: (All Respondents)	**2016**	**2013**
Less than $30,000 a year	8%	9%
$30,000 - $49,000 a year	7%	11%
$50,000 - $74,999 a year	12%	16%
$75,000 - $99,000 a year	13%	14%
$100,000 - $149,000 a year	13%	21%
$150,000 - $199,999 a year	15%	14%
$200,000+ a year	23%	15%
Mean Income (In $000)	**$129**	**$117**

The FTA Circular 4702.1B does not define a rail system station service area (as it did in previous FTA Circular 4702.1A or UTMA Circular 4702.1). For monitoring purposes, the JPB defined it to be:

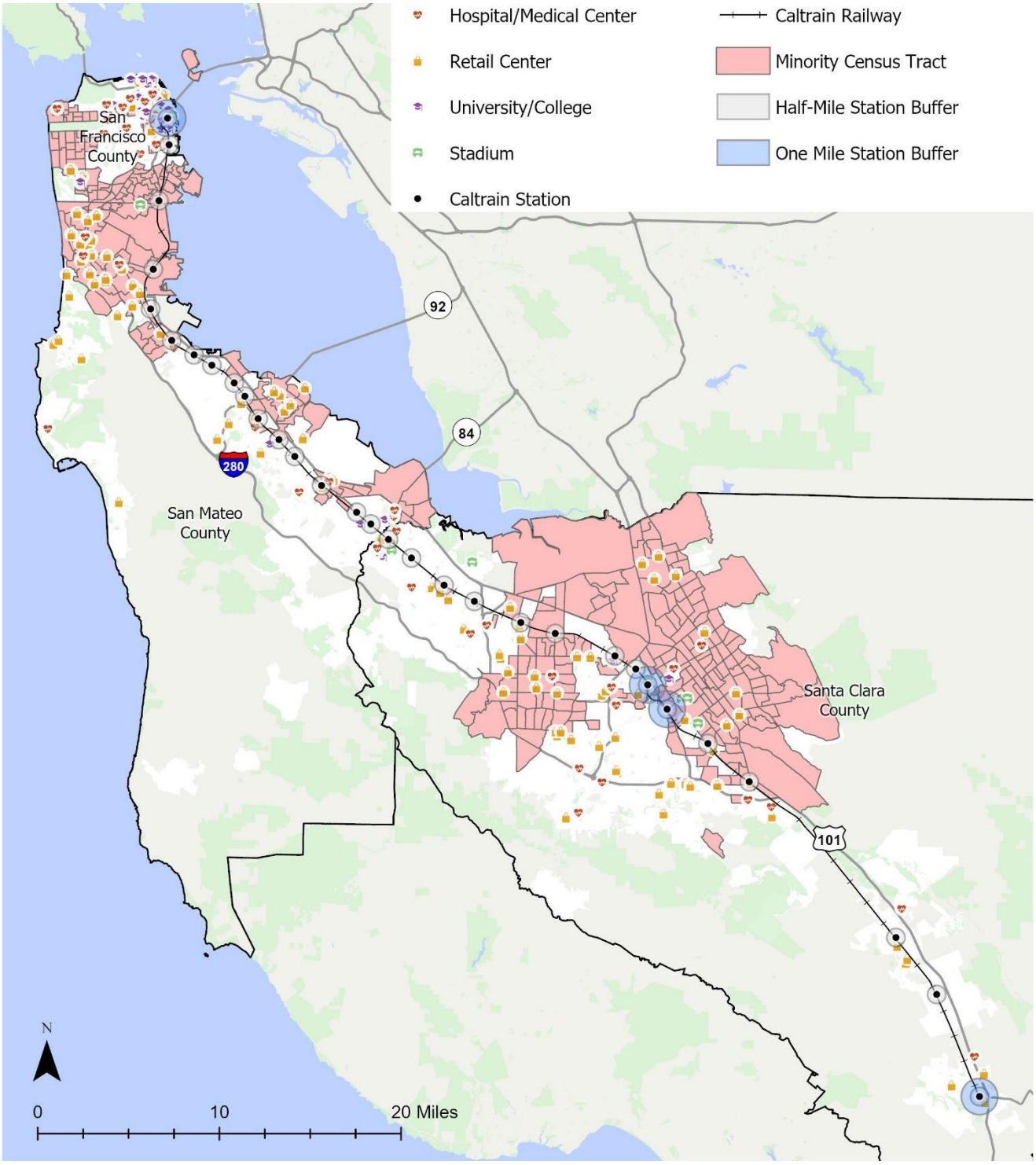
(i) For the rail system, the station area buffer shall consist of a circle with a radius of 1/2 of a mile around each station.

(ii) At the end stations and other stations in outlying area, the station area buffer shall consist of a circle with radii of up to 1 mile around each.

Figures 1 displays minority populations by census block group and how stations are designated to be minority or non-minority using the station buffer with the designated threshold. **Figure 2** displays low-income populations by census tract and how stations are designated to be low-income or non-low-income using the station buffer with the designated threshold.

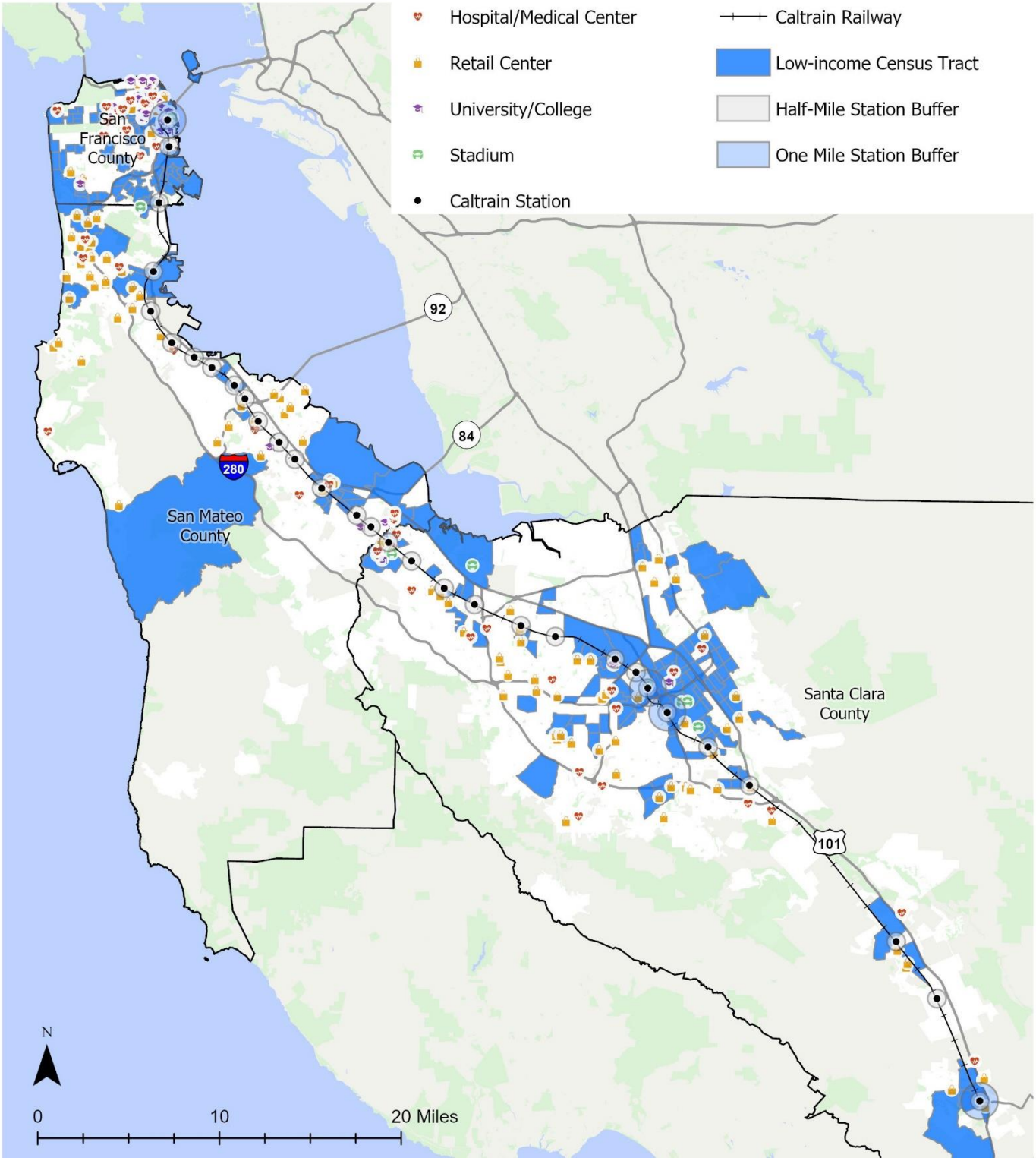
Table 3 summarizes all Caltrain stations and their designations as minority or low-income based on the 2017 5 year ACS data. Additionally, minority and low-income maps without station area buffers are provided in Appendix I Demographic and Service Profile Maps.

Figure 1: Minority Population with Station Area Buffers



Minority tracts are defined as those in which the minority population exceeds the system wide minority average of

Figure 2: Low-Income Population with Station Area Buffers



Low income tracts are defined as those in which the low-income population exceed the system wide low-income average of 13.1%. Low-income is defined as any household earning under $25,000.

The designation of Minority Stations and Low-Income Stations below is used for the JPB's 2019 monitoring of Caltrain's system-wide service standards and policies. For 2019, Census tracts were used instead of Census blocks to determine minority and low-income stations.

Table 3 - Caltrain Station Designation (Northbound to Southbound)

Station Name	Minority Station	Low-Income Station
San Francisco (4th and King)	Yes	Yes
22nd Street	Yes	Yes
Bayshore	Yes	Yes
South SF	Yes	Yes
San Bruno	Yes	No
Millbrae	Yes	No
Broadway	No	No
Burlingame	No	Yes
San Mateo	Yes	Yes
Hayward Park	Yes	Yes
Hillsdale	Yes	Yes
Belmont	Yes	No
San Carlos	No	No
Redwood City	Yes	Yes
Atherton	Yes	Yes
Menlo Park	No	No
Palo Alto	No	Yes
Stanford Stadium	No	Yes
California Avenue	No	No
San Antonio	Yes	Yes
Mountain View	No	Yes
Sunnyvale	Yes	Yes
Lawrence	Yes	No
Santa Clara	Yes	Yes
College Park	Yes	Yes
San Jose Diridon	Yes	Yes
Tamien	Yes	Yes
Capitol	Yes	Yes
Blossom Hill	Yes	Yes
Morgan Hill	No	Yes
San Martin	No	No
Gilroy	No	Yes

System-wide Service Standards Monitoring Process

1. Vehicle Load

Service Standard:

Providing sufficient seating capacity to meet demand is a priority for Caltrain. However, during the peak of the peak because of high passenger loads and limited capacity, it is not always possible to provide a seat for each passenger. During non-peak hours, the Caltrain standard is not to exceed one passenger per seat, but in the peak the standard is not to exceed one standee per five seats.

Service Type	Peak Load Factor	Off-Peak Load Factor
All	1.2	1.0

Monitoring:

- Staff monitors vehicle loads from train crew reports, passenger comments, and passenger counts of special event trains and from an annual passenger count performed on every train. Whenever feasible, resources will be reallocated to meet passenger demand.

- Both the peak load factor and off-peak load factor will be measured on every train during the Caltrain Annual Count.

- Caltrain operates a mixture of 5-car Gallery trains, 6-car Gallery trains and 6-car Bombardier trains. In December 2018, Caltrain increased the number of 6-car Gallery Car consists in revenue-service from 2 to 5 to operate 12 more weekday trains (54 total) in 6-car consist. With Caltrain's current fleet there are limitations on expansion of cars.

- Electrification also creates the potential for expanded Caltrain service that will meet the current and future needs of our region. The JPB is currently developing its Caltrain Business Plan, which will identify the best strategies for maximizing this potential by developing a long-term service vision for the corridor, defining the infrastructure needed to support that service vision, and identifying opportunities to fund the implementation of these improvements.

- During the Spring to Fall when San Francisco Giants baseball games at AT&T Park and other events drive higher ridership, the special event ridership counts is monitored to assess capacity needs.

- Other year-round special events (i.e. Levi's Stadium Events, Oracle Park Events, 49er Game Service, Chase Center Events, Warriors Game Service, etc.) will also be monitored to assess capacity needs.

Findings:

For specific monitoring samples refer to **Table 4a to 4f** - Weekday Load Factor Monitoring and **Table 5** - Weekend Load Factor Monitoring.

Based on review of the Load Factor values for the sampled trains on weekdays (peak and non-peak hours) from the 2019 Annual Count, Caltrain meets it Vehicle Load standards with the exception of 5 weekday trains (2 northbound AM peak trains & 3 southbound PM peak trains).

Given that Caltrain trains run a single fixed route guideway, there is no disparate impact or disproportionate burden on minority and low income communities. Vehicle loads are not specific to stations, but to particular times and trains make all stops regardless of load. Caltrain will continue to monitor any vehicle load trends to identify any possible impacts.

Based on review of the Load Factor values for the sampled trains on Saturday and Sunday trains from the Caltrain 2018 Annual Count (the last time Weekend trains were counted), Caltrain meets it Vehicle Load standards for Weekend trains.

Table 4a – Weekday Load Factor Monitoring – Northbound

Caltrain 2019 Annual Count (February 2019)
NORTHBOUND - PERCENT OF CAPACITY AND BOARDINGS BY TRAIN

Train Number	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boarding	Northbound Weekday	Type of Service	Load Factor	Assigned Vehicle Type
101	4:28a	Burlingame	91	650	14%	116	101	Local	0.14	Gallery
103	5:03a	Burlingame	144	650	22%	231	103	Local	0.22	Gallery
305	5:45a	Hillsdale	285	650	44%	391	305	Baby Bullet	0.44	Gallery
207	5:59a	Hillsdale	411	650	63%	554	207	Limited	0.63	Gallery
309	6:04a	San Mateo	485	760	64%	706	309	Baby Bullet	0.64	Bombardier
211	6:23a	Burlingame	330	650	51%	555	211	Limited	0.51	Gallery
313	6:49a	Hillsdale	874	760	115%	1173	313	Baby Bullet	1.15	Bombardier
215	6:54a	San Bruno	820	760	108%	1090	215	Limited	1.08	Bombardier
217	6:59a	Hillsdale	989	760	130%	1569	217	Limited	1.30	Bombardier
319	7:04a	Sunnyvale	908	760	119%	1324	319	Baby Bullet	1.19	Bombardier
221	7:23a	Burlingame	589	650	91%	1319	221	Limited	0.91	Gallery
323	7:49a	Hillsdale	826	760	109%	1275	323	Baby Bullet	1.09	Bombardier
225	7:54a	San Bruno	925	760	122%	1290	225	Limited	1.22	Bombardier
227	7:59a	Hillsdale	823	760	108%	1609	227	Limited	1.08	Bombardier
329	8:04a	Sunnyvale	970	760	128%	1403	329	Baby Bullet	1.28	Bombardier
231	8:23a	Mountain View	487	650	75%	876	231	Limited	0.75	Gallery
233	8:39a	San Antonio	790	760	104%	1346	233	Limited	1.04	Bombardier
135	9:13a	San Antonio	524	650	81%	808	135	Local	0.81	Gallery
237	9:50a	San Antonio	360	650	55%	581	237	Limited	0.55	Gallery
139	10:13a	California Avenue	181	650	28%	319	139	Local	0.28	Gallery
143	11:13a	Hayward Park	247	760	32%	389	143	Local	0.32	Bombardier
147	12:13p	Hayward Park	202	650	31%	346	147	Local	0.31	Gallery
151	1:13p	San Mateo	212	760	28%	346	151	Local	0.28	Bombardier
155	2:13p	Hayward Park	251	760	33%	396	155	Local	0.33	Bombardier
257	2:24p	Hillsdale	141	760	19%	182	257	Limited	0.19	Bombardier
159	3:13p	Hillsdale	474	650	73%	806	159	Local	0.73	Gallery
261	3:40p	Redwood City	638	760	84%	789	261	Limited	0.84	Bombardier
263	4:12p	Hayward Park	302	650	46%	512	263	Limited	0.46	Gallery
365	4:24p	Redwood City	625	760	82%	715	365	Baby Bullet	0.82	Bombardier
267	4:30p	Menlo Park	386	650	59%	587	267	Limited	0.59	Gallery
269	4:40p	Redwood City	766	760	101%	1025	269	Limited	1.01	Bombardier
371	4:45p	Hillsdale	519	650	80%	662	371	Baby Bullet	0.80	Gallery
273	5:08p	San Carlos	371	760	49%	655	273	Limited	0.49	Bombardier
375	5:20p	Redwood City	649	760	85%	798	375	Baby Bullet	0.85	Bombardier
277	5:30p	Menlo Park	530	650	81%	724	277	Limited	0.81	Gallery
279	5:40p	Redwood City	538	650	83%	759	279	Limited	0.83	Gallery
381	5:45p	Redwood City	438	760	58%	573	381	Baby Bullet	0.58	Bombardier
283	6:08p	Redwood City	187	650	29%	329	283	Limited	0.29	Gallery
385	6:20p	Redwood City	434	650	67%	529	385	Baby Bullet	0.67	Gallery
287	6:35p	Menlo Park	303	760	40%	408	287	Limited	0.40	Bombardier
289	6:45p	Hillsdale	244	760	32%	335	289	Limited	0.32	Bombardier
191	7:07p	Redwood City	255	760	34%	381	191	Local	0.34	Bombardier
193	7:45p	San Carlos	200	760	26%	299	193	Local	0.26	Bombardier
195	8:45p	Redwood City	193	760	25%	301	195	Local	0.25	Bombardier
197	9:45p	Redwood City	95	760	13%	135	197	Local	0.13	Bombardier
199	10:30p	Palo Alto	59	760	8%	91	199	Local	0.08	Bombardier
46			21058	32870	64%	31597				

Table 4b – Weekday Load Factor Monitoring – Southbound

Caltrain 2019 Annual Count (February 2019)
SOUTHBOUND - PERCENT OF CAPACITY AND BOARDINGS BY TRAIN

Train Number	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boarding	Southbound Weekday	Type of Service	Load Factor	Assigned Vehicle Type
102	4:55a	Redwood City	72	760	9%	95	102	Local	0.09	Bombardier
104	5:25a	Redwood City	104	760	14%	134	104	Local	0.14	Bombardier
206	6:05a	San Carlos	241	760	32%	335	206	Limited	0.32	Bombardier
208	6:15a	San Carlos	200	650	31%	288	208	Limited	0.31	Gallery
310	6:35a	Millbrae	241	760	32%	319	310	Limited	0.32	Bombardier
212	6:45a	Redwood City	389	650	60%	588	212	Baby Bullet	0.60	Gallery
314	6:59a	Hillsdale	574	650	88%	699	314	Baby Bullet	0.88	Gallery
216	7:05a	San Carlos	444	650	68%	551	216	Limited	0.68	Gallery
218	7:15a	Hillsdale	397	760	52%	635	218	Limited	0.52	Bombardier
320	7:35a	Millbrae	567	650	87%	715	320	Limited	0.87	Gallery
222	7:45a	San Carlos	598	650	92%	818	222	Baby Bullet	0.92	Gallery
324	7:59a	Millbrae	781	760	103%	942	324	Baby Bullet	1.03	Bombardier
226	8:05a	San Carlos	465	650	72%	652	226	Limited	0.72	Gallery
228	8:15a	Belmont	393	760	52%	631	228	Limited	0.52	Bombardier
330	8:35a	Millbrae	724	760	95%	830	330	Limited	0.95	Bombardier
232	8:45a	Millbrae	604	760	79%	817	232	Baby Bullet	0.79	Bombardier
134	9:00a	San Mateo	414	760	54%	618	134	Local	0.54	Bombardier
236	9:45a	Millbrae	334	760	44%	460	236	Limited	0.44	Bombardier
138	10:00a	Millbrae	230	650	35%	344	138	Local	0.35	Gallery
142	11:00a	San Mateo	237	650	36%	382	142	Local	0.36	Gallery
146	12:00p	Burlingame	237	650	36%	369	146	Local	0.36	Gallery
150	1:00p	Burlingame	234	650	36%	396	150	Local	0.36	Gallery
152	2:00p	Palo Alto	244	760	32%	463	152	Local	0.32	Bombardier
254	2:43p	San Antonio	381	760	50%	614	254	Limited	0.50	Bombardier
156	3:00p	Mountain View	590	760	78%	1144	156	Local	0.78	Bombardier
258	3:34p	California Avenue	789	650	121%	1262	258	Limited	1.21	Gallery
360	4:12p	Palo Alto	757	760	100%	1076	360	Baby Bullet	1.00	Bombardier
262	4:23p	California Avenue	718	650	110%	1134	262	Limited	1.10	Gallery
264	4:32p	Menlo Park	552	650	85%	916	264	Limited	0.85	Gallery
366	4:38p	Palo Alto	948	760	125%	1406	366	Baby Bullet	1.25	Bombardier
268	4:58p	Palo Alto	830	760	109%	1601	268	Limited	1.09	Bombardier
370	5:16p	San Francisco	890	760	117%	1195	370	Baby Bullet	1.17	Bombardier
272	5:27p	San Francisco	913	760	120%	1356	272	Limited	1.20	Bombardier
274	5:32p	Millbrae	456	650	70%	882	274	Limited	0.70	Gallery
376	5:38p	Millbrae	1083	760	143%	1428	376	Baby Bullet	1.43	Bombardier
278	5:58p	South San Francisco	796	760	105%	1099	278	Limited	1.05	Bombardier
380	6:16p	Millbrae	666	650	102%	793	380	Baby Bullet	1.02	Gallery
282	6:23p	San Francisco	583	650	90%	720	282	Limited	0.90	Gallery
284	6:32p	Millbrae	200	650	31%	338	284	Limited	0.31	Gallery
386	6:38p	Millbrae	564	760	74%	720	386	Baby Bullet	0.74	Bombardier
288	6:58p	South San Francisco	463	760	61%	662	288	Limited	0.61	Bombardier
190	7:30p	Millbrae	365	760	48%	577	190	Local	0.48	Bombardier
192	8:30p	Millbrae	364	760	48%	512	192	Local	0.48	Bombardier
194	9:30p	Millbrae	209	650	32%	291	194	Local	0.32	Gallery
196	10:40p	Millbrae	118	760	16%	154	196	Local	0.16	Bombardier
198	12:05a	Millbrae	42	760	5%	51	198	Local	0.05	Bombardier
46			21988	32870	67%	32,001				

Table 4c – Saturday Load Factor Monitoring – Northbound

Caltrain Weekend Saturday 2018 Annual Count (February 2018)
NORTHBOUND - PERCENT OF CAPACITY AND BOARDINGS BY TRAIN

Train Number	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boarding
421	7:00 AM	San Mateo	272	760	36%	376
423	8:38 AM	Belmont	444	760	58%	595
801	9:51 AM	San Mateo	668	760	49%	758
425	10:08 AM	Hillsdale	374	760	80%	583
427	11:38 AM	Broadway	608	760	88%	828
429	1:08 PM	San Mateo	519	760	68%	816
431	2:38 PM	San Mateo	496	760	65%	723
433	4:08 PM	San Mateo	403	760	53%	623
803	5:21 PM	San Mateo	457	760	30%	530
435	5:38 PM	Burlingame	231	760	41%	341
437	7:08 PM	San Mateo	313	760	30%	432
439	8:38 PM	Broadway	228	760	15%	307
441	10:08 PM	Hayward Park	111	760	7%	152
443	10:30 PM	Hayward Park	51	760	7%	68

Northbound Saturday	Type of Service	Load Factor	Assigned Vehicle Type
421	Local	0.36	6-car Gallery or Bombardier
423	Local	0.58	6-car Gallery or Bombardier
801	Baby Bullet	0.88	6-car Gallery or Bombardier
425	Local	0.49	6-car Gallery or Bombardier
427	Local	0.80	6-car Gallery or Bombardier
429	Local	0.68	6-car Gallery or Bombardier
431	Local	0.65	6-car Gallery or Bombardier
433	Local	0.53	6-car Gallery or Bombardier
803	Baby Bullet	0.60	6-car Gallery or Bombardier
435	Local	0.30	6-car Gallery or Bombardier
437	Local	0.41	6-car Gallery or Bombardier
439	Local	0.30	6-car Gallery or Bombardier
441	Local	0.15	6-car Gallery or Bombardier
443	Local	0.07	6-car Gallery or Bombardier

Table 4d – Saturday Load Factor Monitoring – Southbound

Caltrain Weekend Saturday 2016 Annual Count (February 2018)
SOUTHBOUND - PERCENT OF CAPACITY AND BOARDINGS BY TRAIN

Train Number	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boarding
422	8:07 AM	Hillsdale	254	760	33%	382
424	9:37 AM	Broadway	319	760	42%	473
426	11:07 AM	Burlingame	305	760	40%	467
802	12:04 PM	Millbrae	338	760	44%	408
428	12:37 PM	San Mateo	181	760	24%	338
430	2:07 PM	San Mateo	385	760	51%	580
432	3:37 PM	Hayward Park	507	760	67%	785
434	5:07 PM	Burlingame	679	760	89%	954
436	6:37 PM	Burlingame	483	760	64%	653
804	7:34 PM	Millbrae	414	760	54%	472
438	8:07 PM	Millbrae	271	760	36%	373
440	9:37 PM	Millbrae	391	760	51%	489
442	10:51 PM	Burlingame	188	760	25%	221
444	12:05 AM	Millbrae	210	760	28%	227

Southbound Saturday	Type of Service	Load Factor	Assigned Vehicle Type
422	Local	0.33	6-car Gallery or Bombardier
424	Local	0.42	6-car Gallery or Bombardier
426	Local	0.40	6-car Gallery or Bombardier
802	Baby Bullet	0.44	6-car Gallery or Bombardier
428	Local	0.24	6-car Gallery or Bombardier
430	Local	0.51	6-car Gallery or Bombardier
432	Local	0.67	6-car Gallery or Bombardier
434	Local	0.89	6-car Gallery or Bombardier
436	Local	0.64	6-car Gallery or Bombardier
804	Baby Bullet	0.54	6-car Gallery or Bombardier
438	Local	0.36	6-car Gallery or Bombardier
440	Local	0.51	6-car Gallery or Bombardier
442	Local	0.25	6-car Gallery or Bombardier
444	Local	0.28	6-car Gallery or Bombardier

Table 4e – Sunday Load Factor Monitoring – Northbound

Caltrain Weekend Sunday 2018 Annual Count (February 2018)
NORTHBOUND - PERCENT OF CAPACITY AND BOARDINGS BY TRAIN

Train Number	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boarding	Northbound Sunday	Type of Service	Load Factor	Assigned Vehicle Type
423	8:38 AM	San Mateo	311	760	41%	426	423	Local	0.41	6-car Gallery or Bombardier
801	9:51 AM	San Mateo	492	760	65%	584	801	Baby Bullet	0.65	6-car Gallery or Bombardier
425	10:08 AM	San Mateo	263	760	35%	450	425	Local	0.35	6-car Gallery or Bombardier
427	11:38 AM	Burlingame	420	760	55%	602	427	Local	0.55	6-car Gallery or Bombardier
429	1:08 PM	San Mateo	384	760	51%	529	429	Local	0.51	6-car Gallery or Bombardier
431	2:38 PM	Belmont	332	760	44%	479	431	Local	0.44	6-car Gallery or Bombardier
433	4:08 PM	San Carlos	167	760	22%	284	433	Local	0.22	6-car Gallery or Bombardier
803	5:21 PM	Hillsdale	244	760	32%	274	803	Baby Bullet	0.32	6-car Gallery or Bombardier
435	5:38 PM	San Mateo	120	760	16%	183	435	Local	0.16	6-car Gallery or Bombardier
437	7:08 PM	Menlo Park	202	760	27%	277	437	Local	0.27	6-car Gallery or Bombardier
439	8:38 PM	Redwood City	278	760	37%	391	439	Local	0.37	6-car Gallery or Bombardier
441	10:08 PM	Hillsdale	47	760	6%	71	441	Local	0.06	6-car Gallery or Bombardier

Table 4f – Sunday Load Factor Monitoring – Southbound

Caltrain Weekend Sunday 2018 Annual Count (February 2018)
SOUTHBOUND - PERCENT OF CAPACITY AND BOARDINGS BY TRAIN

Train Number	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Capacity	Total Boarding	Southbound Sunday	Type of Service	Load Factor	Assigned Vehicle Type
422	8:07 AM	Menlo Park	168	760	22%	254	422	Local	0.22	6-car Gallery or Bombardier
424	9:37 AM	Burlingame	281	760	37%	437	424	Local	0.37	6-car Gallery or Bombardier
426	11:07 AM	Hayward Park	231	760	30%	388	426	Local	0.30	6-car Gallery or Bombardier
802	12:04 PM	Millbrae	315	760	41%	375	802	Baby Bullet	0.41	6-car Gallery or Bombardier
428	12:37 PM	Hayward Park	306	760	40%	478	428	Local	0.40	6-car Gallery or Bombardier
430	2:07 PM	Burlingame	408	760	54%	566	430	Local	0.54	6-car Gallery or Bombardier
432	3:37 PM	Burlingame	397	760	52%	581	432	Local	0.52	6-car Gallery or Bombardier
434	5:07 PM	Millbrae	494	760	65%	678	434	Local	0.65	6-car Gallery or Bombardier
436	6:37 PM	Millbrae	370	760	49%	477	436	Local	0.49	6-car Gallery or Bombardier
804	7:34 PM	San Mateo	354	760	47%	400	804	Baby Bullet	0.47	6-car Gallery or Bombardier
438	8:07 PM	Millbrae	185	760	24%	242	438	Local	0.24	6-car Gallery or Bombardier
440	9:37 PM	Hayward Park	161	760	21%	211	440	Local	0.21	6-car Gallery or Bombardier

2. Vehicle Headways

Due to Caltrain's nature as a single fixed guideway, the differences in headways at a given station are primarily determined by the station's type, which dictate what types of service Caltrain provides at that station. The headways are determined by station type, but also measured by the type of route service (Local, Limited, Baby Bullet, Special or Gilroy).

Service Standard:

During peak and surrounding (shoulder) times, Caltrain serves stations largely based on demand. Midday, evenings and weekends are largely hourly service. Supplemental service is often provided for special events based on estimated ridership demand.

Table 5: Service Standards Minimum Average Headways (in minutes)

Station Type	Peak	Reverse-Peak	Midday	Evenings & Weekends
Major	20	20	60	60
Intermediate	30	30	60	60
Minor	60	60	60	60
Gilroy	3 trips per peak period			
Special	- - - - - - -Service provided as needed- - -- - - -			

Monitoring:

For specific monitoring sample refer to **Table 6** (below) - Distances between Stations, Station Type Designations, Vehicle Headways, and On-Time Performance. Also see Headway Monitoring & Analysis Section (below).

For reference to the current Caltrain schedule refer to **Table 7a and 7b** for Weekday Northbound (NB) service, **Table 8a and 8b** for Weekday Southbound (SB) service, **Table 9** for Weekend NB service, and **Table 10** for Weekend SB service.

Station Type Designations differ pending on Peak service, Reverse-Peak service, Midday service, Evening service, and Weekend Service. **Table 6** (below) shows each station type designation for five categories:

- Peak service (NB in AM)
- Peak service (SB in PM)
- Reverse-Peak service (SB in AM)
- Reverse-Peak service (NB in PM)
- Midday, Evening, and Weekend service

Headways were reviewed at each station for the five categories. During peak service and reverse peak service, major station, intermediate station, and minor station headways varied and are shown below. During midday, evening, and weekend service, major station, intermediate station, and minor station headways are 60 minutes which meets the service standard. For Gilroy stations, 3 trains are provide during peak and reverse peak service. No train service is provided to Gilroy stations during the midday, evenings, and weekend. All Gilroy station service meets the service standard. For special stations, service is only provided as needed usually for special events, emergencies, and weekend service which meets the service standard.

Findings:

Based on the Headway Monitoring & Analysis below, Caltrain did not always meet headway requirements for each service period below. Due to the range in headway minutes during a given service period, it was assumed that the headway standard was met if a majority of the trains during the service period met the standard. When comparing the headway monitoring categories for each service period, there was a total of 194 different categories. If one of the categories was found non-compliant, then station was marked non-compliant for headways. For example, As the SB Evening Meeting Headway standard was not met by nearly all train stations, these train stations did not meet the headway standard. Based on these categories, 76% of stations are meeting headway standards.

With the change in designation of Minority and Low-income stations with the usage of tracts for the 2019 Title VI program, Caltrain has significantly more minority and low income stations than previous years. When looking at average headway times across all categories, 8 out of the 19 Minority stations did not meet the standards (42.1%) compared to 4 out 9 non-minority stations (44.4%). There is no disparate impact as this is within the burden threshold of 10%. There is also no disproportionate burden for low income populations. 9 out of the 20 (45%) low income stations did not meet standards and 3 out of the 8 non-low income stations (37.5%) did not meet headway standards. This is within the disproportionate burden threshold of 10%.

As previously noted, differences in headways at a given station are primarily a function of the station's type, which dictate what types of service Caltrain provides at that station. The type of service available at any given station is determined primarily by demand. Additionally, the Caltrain system has limited places where overtakes (points on the route where one train can pass another) can occur. This limits the JPB's ability to alter the types of service provided at stations.

Based on this result, Caltrain will continue to monitor how minority stations are affected by headways. This information will help create the new train schedule for electrification and reduce the disparity as different schedules, trains, and tracks will improve headways for all stations.

As of summer 2017, Caltrain has temporarily implemented 90 minute headways for weekend service to support construction work on the Caltrain mainline for electrification. A Title VI Analysis was completed that confirms that weekend service changes will not have a disparate impact on minority riders nor impose a disproportionate burden on low-income riders. A copy of this analysis is in located in Appendix M.

Table 6 – Distances Between Stations, Station Type Designations, Vehicle Headways, and On-Time Performance

Station	Milepost (Updated July 2016)	Distance Between Stations	Caltrain 2019 Average Mid-Weekday Boardings AMWR	Station Type	Headway Standard (minutes)	Peak Average Hdwys. NB in AM (minutes)	Peak Hdwys . NB in AM Meeting Standard ?	Peak Average Headways SB in PM (minutes)	Peak Headways SB in PM Meeting Headway Standard?	Reverse Peak Average Hdwys. SB in AM (min.)	Reverse Peak Hdwys. SB in AM Meeting Standard?	Reverse Peak Hdwys. NB in PM (min.)	Reverse Peak Hdwys. NB in PM Meeting Standard?	Midday Evening Average Hdwys (min.)	Midday Evening Average Meeting Hdwys Standard	Title VI Designation (Minority Station)	Title VI Designation (Low-Income Station)	Title VI Meeting All 5 categories Meet Hdwy Standards?	NB Fiscal Year To Date OTP as of 12/16/19	SB Fiscal Year To Date OTP as of 12/16/19
San Francisco	0.00	1.6	15,027	Major	20	15	yes	14	yes	15	yes	13	yes	51	yes	Yes	Yes	**yes**	**93.70%**	
22nd Street	1.61	3,5	1,872	Intermediate	30	57	no	71	no	15	yes	13	yes	53	yes	Yes	Yes	**no**		
Bayshore	5.06	4.0	260	Minor	60	57	yes	71	no	50	yes	53	yes	59	yes	Yes	Yes	**no**		
South SF	9.10	1.9	453	Minor	60	32	yes	39	yes	50	yes	53	yes	59	yes	Yes	Yes	**yes**		
San Bruno	11.00	2.6	751	Minor	60	36	yes	31	yes	34	yes	30	yes	51	yes	Yes	No	**yes**		
Millbrae	13.56	1.6	3,194	Major	20	18	yes	18	yes	17	yes	17	yes	51	yes	Yes	No	**yes**		
Broadway	15.13	1.1	N/A	Special	Special Service as needed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	No			
Burlingame	16.23	1.4	1,131	Minor	60	36	yes	30	yes	29	yes	29	yes	51	yes	No	Yes	**yes**		
San Mateo	17.60	1.3	2,324	Major	20	25	no	21	no	22	no	20	yes	51	yes	Yes	Yes	**no**		
Hayward Park	18.93	1.2	506	Minor	60	57	yes	71	no	51	yes	53	yes	59	yes	Yes	Yes	**no**		
Hillsdale	20.14	1.7	3,217	Major	20	19	yes	17	yes	22	no	22	no	51	yes	Yes	Yes	**no**		
Belmont	21.83	1.3	718	Minor	60	51	yes	53	yes	51	yes	53	yes	51	yes	Yes	No	**yes**		
San Carlos	23.09	2.2	1,341	Intermediate	30	36	no	31	no	22	yes	20	yes	51	yes	No	No	**no**		
Redwood City	25.30	2.4	4,220	Major	20	23	no	22	no	17	yes	17	yes	51	yes	Yes	Yes	**no**	**89.67%**	**91.75%**
Atherton	27.70	1.0	N/A	Special	Special Service as needed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes			
Menlo Park	28.74	1.3	1,639	Intermediate	30	32	no	32	no	22	yes	21	yes	51	yes	No	No	**no**		
Palo Alto	30.00	0.6	7,384	Major	20	21	no	17	yes	15	yes	14	yes	51	yes	No	Yes	**no**		
Stanford Stadium	30.57	1.1	N/A	Special	Special Service as needed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No	Yes			
California Avenue	31.63	2.4	1,634	Intermediate	30	28	yes	22	yes	44	no	52	no	51	yes	No	No	**no**		
San Antonio	33.99	2.0	1,017	Minor	60	50	yes	55	yes	56	yes	50	yes	51	yes	Yes	Yes	**yes**		
Mountain View	35.97	2.7	4,560	Major	20	19	yes	17	yes	19	yes	17	yes	51	yes	No	Yes	**yes**		
Sunnyvale	38.62	2.0	3,208	Major	20	19	yes	17	yes	55	no	50	no	51	yes	Yes	Yes	**no**		
Lawrence	40.62	3.7	1,004	Minor	60	42	yes	37	yes	32	yes	30	yes	51	yes	Yes	No	**yes**		
Santa Clara	44.30	1.3	1,074	Minor	60	31	yes	25	yes	32	yes	29	yes	51	yes	Yes	Yes	**yes**		
College Park	45.59	1.3	103	Special	Special Service as needed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes			
San Jose Diridon	46.85	1.7	4,795	Major	20	15	yes	14	yes	15	yes	14	yes	51	yes	Yes	Yes	**yes**	**97.74%**	**91.32%**
Tamien	48.56	3.8	1,422	Intermediate	30	27	yes	24	yes	53	No	62	no	174	no*	Yes	Yes	**no***	**98.01%**	**89.36%**
Capitol	52.40	3.3	71	Gilroy	3 trips per peak period	30	yes	51	yes	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	yes		
Blossom Hill	55.70	11.8	159	Gilroy	3 trips per peak period	30	yes	51	yes	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	yes		
Morgan Hill	67.50	3.7	251	Gilroy	3 trips per peak period	30	yes	51	yes	N/A	N/A	N/A	N/A	N/A	N/A	No	Yes	yes		
San Martin	71.20	6.1	84	Gilroy	3 trips per peak period	30	yes	51	yes	N/A	N/A	N/A	N/A	N/A	N/A	No	No	yes		
Gilroy	77.30	-	187	Gilroy	3 trips per peak period	30	yes	51	yes	N/A	N/A	N/A	N/A	N/A	N/A	No	Yes	yes		**92.33%**

Headway Monitoring & Analysis

Monitoring Results

Total Number of Stations Monitored = 28 | 23 not including Gilroy | Total Number of Headway Monitoring Options = ((28 stations X 5 categories)) - (3 (Categories N/A) X (5 Gilroy Stations)) = 125

Note: Does not include Station Type: Special (4) – marked N/A

Note: Does not include Station Types: Special (4) & Gilroy Stations (5) in the SB AM, NB PM, Midday, Evenings, - marked N/A

	Peak Headways (NB in AM)	Peak Headways (SB in PM)	Reverse Peak Headways (SB in AM)	Reverse Peak Headways (NB in PM)	Midday, Evening Headways	Total
Meet Standard	22	21	18	19	22	102
Does Not Meet Standard	6	7	5	4	1	23
NA	4	4	9	9	9	35
Percent Meeting	79%	75%	78%	83%	95%	82%

Minority and Low Income Monitoring Analysis

Based on 28 Stations: 19 Minority Stations, 9 Non-Minority Stations

	Minority	Non-Minority	
Total Stations Monitored	19	9	
Total Stations Does Not Meet Standard	8	4	Finding: No Disparate Impact
	42.1%	44.4%	

Based on 28 Stations: 20 Low-Income Stations, 8 Non-Income Stations

	Low Income	Non- Low Income	
Total Stations Monitored	20	8	
Total Stations Does Not Meet Standard	9	3	Finding: No Disproportionate Burden,
	45.0%	37.5%	

Table 7a – Caltrain Weekday NB AM service

Printer-Friendly Caltrain Schedule

Morning to Early Afternoon - Page 1 of 2

Northbound - WEEKDAY SERVICE to SAN FRANCISCO

	Train No.	101	103	305	207	309	211	313	215	217	319	221	323	225	227	329	231	233	135	237	139	143
ZONE 6	Gilroy	AM								6:06		6:28			7:06						AM	
	San Martin									6:15		6:37			7:15							
	Morgan Hill									6:21		6:43			7:21							
ZONE 5	Blossom Hill									6:36		6:58			7:36							
	Capitol									6:42		7:04			7:42							
ZONE 4	Tamien		4:55		5:51	5:56				6:50	6:56	7:15			7:53	7:59		8:28		9:37		
	San Jose Diridon	4:28	5:03	5:45	5:59	6:04	6:23	6:49	6:54	6:59	7:04	7:23	7:49	7:54	7:59	8:04	8:23	8:39	9:13	9:50	10:13	11:13
	College Park	–	–	–	–	–	–	–	–	–	–	–	–	–	8:03	–	–	–	–	–	–	–
	Santa Clara	4:33	5:08	–	6:06	–	6:28	–	–	7:06	–	7:28	–	–	8:08	–	8:28	8:44	9:18	9:55	10:18	11:18
	Lawrence	4:39	5:13	–	6:12	–	–	–	–	7:12	–	7:34	–	–	8:15	–	–	8:50	9:24	10:00	10:24	11:24
ZONE 3	Sunnyvale	4:43	5:18	–	6:20	6:15	6:36	–	7:07	7:20	7:15	7:40	–	8:07	8:22	8:15	8:36	8:55	9:29	10:05	10:28	11:28
	Mountain View	4:48	5:23	6:01	6:25	–	6:42	7:05	7:12	7:25	–	7:46	8:05	8:12	8:28	–	8:42	9:00	9:34	10:10	10:33	11:33
	San Antonio	4:52	5:27	–	6:29	–	–	–	–	7:29	–	–	–	–	8:32	–	–	9:04	9:38	10:14	10:37	11:37
	California Avenue	4:57	5:31	–	6:34	–	6:48	–	7:18	7:34	–	7:51	–	8:18	8:36	–	–	9:09	9:42	10:18	10:42	11:41
	Palo Alto	5:01	5:36	6:09	6:38	6:27	–	7:13	7:22	7:38	7:28	–	8:13	8:22	8:41	8:28	–	9:14	9:47	10:23	10:47	11:46
	Menlo Park	5:04	5:39	–	6:41	–	6:54	–	–	7:41	–	7:56	–	–	8:44	–	8:51	9:17	9:50	10:26	10:50	11:49
ZONE 2	Redwood City	5:10	5:44	–	6:47	6:33	6:59	–	–	7:47	7:35	8:02	–	–	8:51	8:35	8:57	9:24	9:57	10:32	10:55	11:55
	San Carlos	5:15	5:49	–	–	–	7:04	–	7:30	–	–	8:07	–	8:30	–	–	9:02	9:28	10:01	10:37	10:59	11:59
	Belmont	5:18	5:52	–	–	–	7:07	–	–	–	–	8:10	–	–	–	–	9:05	9:32	10:05	10:40	11:03	**12:03**
	Hillsdale	5:22	5:56	6:19	6:54	–	7:11	7:24	7:35	7:54	–	8:14	8:25	8:35	8:59	–	9:09	9:35	10:08	10:44	11:06	**12:06**
	Hayward Park	5:25	5:59	–	–	–	7:14	–	–	–	–	8:17	–	–	–	–	9:12	–	10:11	–	11:09	**12:09**
	San Mateo	5:28	6:03	–	–	6:44	7:18	–	7:39	–	7:45	8:21	–	8:39	–	8:45	9:15	9:40	10:15	10:49	11:12	**12:12**
	Burlingame	5:32	6:06	–	–	–	7:21	–	7:44	–	–	8:24	–	8:44	–	–	9:19	9:43	10:18	10:52	11:15	**12:15**
	Millbrae	5:36	6:11	6:28	7:03	6:52	7:26	7:32	–	8:03	7:53	8:29	8:34	–	9:08	8:53	9:24	9:48	10:23	10:57	11:20	**12:20**
ZONE 1	San Bruno	5:41	6:16	–	–	–	7:30	–	7:51	–	–	8:33	–	8:51	–	–	9:28	9:53	10:28	11:02	11:25	**12:25**
	So. San Francisco	5:45	6:20	–	7:09	–	7:34	–	–	8:09	–	8:37	–	–	9:14	–	9:32	–	10:32	–	11:29	**12:29**
	Bayshore	5:51	6:26	–	–	–	7:41+	–	–	–	–	8:45+	–	–	–	–	9:39	–	10:38	–	11:35	**12:35**
	22nd Street	5:57	6:32	–	–	–	7:50+	–	–	–	–	8:53+	–	–	–	–	9:45	–	10:44	–	11:41	**12:41**
	San Francisco	6:03	6:38	6:47	7:24	7:09	7:57	7:52	8:08	8:24	8:13	9:00	8:54	9:08	9:29	9:13	9:52	10:09	10:52	11:19	11:48	**12:48**

See Page 2 For Early Afternoon and Evening Times

100 Local | 200 Limited | 300 Baby Bullet | 6:41 → 6:54, 4:24 ▶ 4:40 Timed transfers for local service. | + Train may leave up to 5 minutes early. - Train bypasses station.

EFFECTIVE OCTOBER 7, 2019

Table 7b – Caltrain Weekday NB service

Printer-Friendly Caltrain Schedule

Early Afternoon to Evening - Page 2 of 2

Northbound - WEEKDAY SERVICE to SAN FRANCISCO

	Train No.	147	151	155	257	159	261	263	365	267	269	371	273	375	277	279	381	283	385	287	289	191	193	195	197	*199
ZONE 6	Gilroy	PM																							PM	
	San Martin																									
	Morgan Hill																									
ZONE 5	Blossom Hill																									
	Capitol																									
ZONE 4	Tamien				2:16		3:32				4:33					5:32					6:38			8:37	9:37	
	San Jose Diridon	12:13	1:13	2:13	2:24	3:13	3:40	4:12	4:24	4:30	4:40	4:45	5:10	5:20	5:30	5:40	5:45	6:10	6:20	6:35	6:45	7:07	7:45	8:45	9:45	10:30
	College Park	–	–	–	–	3:16	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Santa Clara	12:18	1:18	2:18	2:29	3:20	3:45	4:18	–	–	4:46	–	5:16	–	–	5:46	–	6:16	–	–	–	7:12	7:50	8:50	9:50	10:35
	Lawrence	12:24	1:24	2:24	2:34	3:25	3:50	–	–	4:41	4:54	–	–	–	5:41	5:54	–	–	–	6:45	6:55	7:18	7:55	8:55	9:55	10:40
ZONE 3	Sunnyvale	12:28	1:28	2:28	2:39	3:30	3:57	–	–	–	5:00	–	–	–	–	6:00	–	–	–	6:49	–	7:22	8:00	9:00	10:00	10:45
	Mountain View	12:33	1:33	2:33	2:44	3:35	4:02	–	4:38	4:48	5:05	4:59	–	5:34	5:48	6:05	5:59	–	6:34	6:54	7:03	7:27	8:05	9:05	10:05	10:50
	San Antonio	12:37	1:37	2:37	2:47	3:39	4:06	–	–	–	5:09	–	–	–	–	6:09	–	–	–	–	–	7:31	8:08	9:08	10:08	10:54
	California Avenue	12:41	1:41	2:41	2:52	3:43	4:11	–	–	–	5:14	–	–	–	–	6:14	–	–	–	–	7:09	7:35	8:13	9:13	10:13	10:59
	Palo Alto	12:46	1:46	2:46	2:56	3:47	4:15	4:33	4:46	4:56	5:20	5:07	5:31	5:42	5:56	6:20	6:07	6:31	6:42	7:02	7:13	7:40	8:17	9:17	10:17	11:04
	Menlo Park	12:49	1:49	2:49	2:59	3:51	4:19	–	4:49	4:59	5:23	–	–	5:45	5:59	6:23	–	–	6:45	7:05	7:16	7:43	8:20	9:20	10:20	11:07
ZONE 2	Redwood City	12:55	1:55	2:55	3:05	3:58	4:24	4:40	4:55	–	5:29	5:13	5:38	5:51	–	6:29	6:13	6:38	6:51	–	7:22	7:49	8:27	9:27	10:27	11:13
	San Carlos	12:59	1:59	2:59	3:09	4:03	4:29	4:44	–	5:07	5:33	–	5:42	–	6:07	6:33	–	6:42	–	7:13	7:26	7:53	8:31	9:31	10:31	11:17
	Belmont	1:03	2:03	3:03	3:13	4:06	–	4:47	–	–	–	–	5:45	–	–	–	–	6:45	–	–	–	7:57	8:35	9:35	10:35	11:21
	Hillsdale	1:06	2:06	3:06	3:16	4:10	–	4:51	–	5:11	–	5:20	5:49	–	6:11	–	6:20	6:49	–	7:17	7:31	8:00	8:38	9:38	10:38	11:24
	Hayward Park	1:09	2:09	3:09	–	4:13	–	4:54	–	–	–	–	5:52	–	–	–	–	6:52	–	–	–	8:03	8:41	9:41	10:41	11:27
	San Mateo	1:12	2:12	3:14	3:21	4:17	4:36	4:57	–	5:15	5:40	–	5:55	–	6:15	6:40	–	6:55	–	7:21	7:35	8:07	8:44	9:44	10:44	11:30
	Burlingame	1:15	2:15	3:17	3:24	4:20	–	5:01	–	5:19	–	–	5:59	–	6:19	–	–	6:59	–	7:25	7:39	8:10	8:48	9:48	10:48	11:34
	Millbrae	1:20	2:20	3:22	3:32	4:25	4:42	5:05	5:12	–	5:48	5:32	6:03	6:08	–	6:48	6:32	7:03	7:08	–	7:43	8:15	8:52	9:52	10:52	11:38
ZONE 1	San Bruno	1:25	2:25	3:27	3:37	4:30	–	5:10	–	5:26	–	–	6:08	–	6:26	–	–	7:08	–	7:32	–	8:20	8:57	9:57	10:57	11:42
	So. San Francisco	1:29	2:29	3:31	–	4:34	–	5:14	–	–	–	–	6:12	–	–	–	–	7:12	–	–	–	8:24	9:01	10:01	11:01	11:46
	Bayshore	1:35	2:35	3:37	–	4:40	–	5:21+	–	–	–	–	6:19+	–	–	–	–	7:19+	–	–	–	8:30	9:07	10:07	11:07	11:52
	22nd Street	1:41	2:41	3:43	–	4:46	4:56	5:30+	5:26	5:37	6:00	5:47	6:28+	6:23	6:37	7:00	6:47	7:28+	7:23	7:43	7:57	8:36	9:13	10:13	11:13	11:58
	San Francisco	1:48	2:48	3:52	3:57	4:53	5:02	5:38	5:33	5:44	6:06	5:53	6:35	6:29	6:44	7:06	6:53	7:35	7:29	7:50	8:04	8:42	9:20	10:20	11:20	12:05

100 Local | 200 Limited | 300 Baby Bullet

5:29 → 5:38
4:24 ▶ 4:40 Timed transfers for local service.

\+ Train may leave up to 5 minutes early.
\- Train bypasses station.
* Train departure may be delayed up to 15 minutes after Sharks game.

See Page 1 For Morning and Early Afternoon Times

EFFECTIVE OCTOBER 7, 2019

Table 8a – Caltrain Weekday SB service

Printer-Friendly Caltrain Schedule

Morning to Early Afternoon - Page 1 of 2

Southbound - WEEKDAY SERVICE to SAN JOSE / GILROY

	Train No.	102	104	206	208	310	212	314	216	218	320	222	324	226	228	330	232	134	236	138	142
ZONE 1	San Francisco	4:55	5:25	6:05	6:15	6:35	6:45	6:59	7:05	7:15	7:35	7:45	7:59	8:05	8:15	8:35	8:45	9:00	9:43	10:00	11:00
	22nd Street	4:59	5:29	6:09	6:19	6:39	6:51	7:03	7:10	7:19	7:39	7:51	8:03	8:10	8:19	8:39	8:49	9:05	–	10:04	11:04
	Bayshore	5:04	5:34	–	6:24	–	–	–	–	7:24	–	–	–	–	8:24	–	–	9:10	–	10:09	11:09
	So. San Francisco	5:10	5:40	–	6:31	–	–	–	–	7:31	–	–	–	–	8:31	–	–	9:17	–	10:16	11:16
	San Bruno	5:14	5:44	–	6:35	–	–	–	7:20	7:35	–	–	–	8:20	8:35	–	–	9:21	9:57	10:20	11:20
ZONE 2	Millbrae	5:18	5:48	6:22	6:39	6:52	7:04	7:16	–	7:39	7:52	8:04	8:16	–	8:39	8:52	9:02	9:25	10:01	10:25	11:25
	Burlingame	5:22	5:53	6:26	6:44	–	–	–	7:27	7:44	–	–	–	8:27	8:44	–	–	9:29	10:06	10:29	11:29
	San Mateo	5:25	5:57	6:30	6:48	–	7:11	–	7:31	7:48	–	8:11	–	8:31	8:48	–	9:09	9:32	10:09	10:32	11:32
	Hayward Park	5:28	6:00	–	6:51	–	–	–	–	7:51	–	–	–	–	8:51	–	–	9:36	–	10:36	11:36
	Hillsdale	5:32	6:03	6:34	6:54	–	–	7:24	7:35	7:54	–	–	8:24	8:35	8:54	–	9:13	9:39	10:13	10:39	11:39
	Belmont	5:35	6:07	–	6:58	–	–	–	–	7:58	–	–	–	–	8:58	–	–	9:43	10:17	10:43	11:43
	San Carlos	5:38	6:10	6:39	7:02	–	7:18	–	7:40	8:02	–	8:18	–	8:40	9:02	–	9:18	9:46	10:20	10:46	11:46
	Redwood City	5:41	6:15	6:44	7:06	7:11	7:23	7:31	–	8:06	8:11	8:23	8:31	–	9:06	9:11	9:23	9:51	10:25	10:51	11:51
ZONE 3	Menlo Park	5:47	6:20	6:50	–	7:17	7:29	–	7:48	–	8:17	8:29	–	8:48	–	9:17	9:29	9:56	10:30	10:56	11:56
	Palo Alto	5:51	6:24	6:54	7:14	7:21	7:33	7:37	7:52	8:14	8:21	8:33	8:37	8:52	9:14	9:21	9:33	10:00	10:34	11:00	**12:00**
	California Avenue	5:55	6:28	6:57	–	–	7:37	–	–	–	–	8:37	–	–	–	–	9:37	10:04	10:37	11:04	**12:04**
	San Antonio	5:59	6:32	–	–	–	7:41	–	–	–	–	8:41	–	–	–	–	9:41	10:08	10:42	11:08	**12:08**
	Mountain View	6:04	6:37	7:04	–	7:28	7:46	7:50	7:59	–	8:28	8:46	8:50	8:59	–	9:28	9:46	10:13	10:46	11:13	**12:13**
	Sunnyvale	6:10	6:42	–	–	–	7:51	–	–	–	–	8:51	–	–	–	–	9:51	10:18	10:51	11:18	**12:18**
ZONE 4	Lawrence	6:15	6:46	7:09	–	–	7:56	–	8:07	–	–	8:56	–	9:07	–	–	9:56	10:22	10:55	11:22	**12:22**
	Santa Clara	6:22	6:51	–	7:27	–	8:03	–	–	8:27	–	9:03	–	–	9:27	–	10:03	10:27	11:01	11:28	**12:28**
	College Park	–	–	–	–	–	8:06	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	San Jose Diridon	6:31	7:05	7:21	7:36	7:43	8:12	8:05	8:20	8:36	8:43	9:12	9:05	9:20	9:36	9:43	10:11	10:35	11:11	11:35	**12:35**
	Tamien		7:10			7:48					8:48					9:48			11:17		
ZONE 5	Capitol																				
	Blossom Hill																				
ZONE 6	Morgan Hill																				
	San Martin	AM																	AM		
	Gilroy																				

100 Local | 200 Limited | 300 Baby Bullet | 5:28 → 5:35, 7:02 ▶ 7:18 Timed transfers for local service. | + Train may leave up to 5 minutes early. - Train bypasses station.

See Page 2 For Early Afternoon and Evening Times

EFFECTIVE OCTOBER 7, 2019

Table 8b – Caltrain Weekday SB service

Printer-Friendly Caltrain Schedule

Early Afternoon to Evening - Page 2 of 2

Southbound - WEEKDAY SERVICE to SAN JOSE / GILROY

	Train No.	146	150	152	254	156	258	360	262	264	366	268	370	272	274	376	278	380	282	284	386	288	190	192	194	196	198
ZONE 1	San Francisco	12:00	1:00	2:00	2:43	3:00	3:34	4:12	4:23	4:32	4:38	4:58	5:16	5:23	5:32	5:38	5:58	6:16	6:23	6:32	6:38	6:58	7:30	8:30	9:30	10:30	12:05
	22nd Street	12:04	1:04	2:04	–	3:04	–	–	–	4:36	–	–	–	–	5:36	–	–	–	–	6:36	–	–	7:34	8:34	9:34	10:34	12:10
	Bayshore	12:09	1:09	2:09	–	3:09	–	–	–	4:41	–	–	–	–	5:42	–	–	–	–	6:41	–	–	7:39	8:39	9:39	10:39	12:15
	So. San Francisco	12:16	1:16	2:16	–	3:16	–	–	–	4:52	–	5:11	–	–	5:51	–	6:11	–	–	6:52	–	7:11	7:46	8:46	9:46	10:46	12:21
	San Bruno	12:20	1:20	2:20	2:57	3:20	3:48	–	4:38	4:55	–	–	–	5:38	5:55	–	–	–	6:38	6:55	–	–	7:50	8:50	9:50	10:50	12:25
ZONE 2	Millbrae	12:25	1:25	2:25	3:01	3:27	3:53	4:28	–	5:00	4:55	5:17	5:34	–	6:00	5:55	6:17	6:34	–	7:00	6:55	7:17	7:56	8:56	9:56	10:56	12:33
	Burlingame	12:29	1:29	2:29	3:06	3:32	3:58	–	4:44	5:05	–	–	–	5:44	6:05	–	–	–	6:44	7:05	–	–	8:01	9:01	10:01	11:01	12:37
	San Mateo	12:32	1:32	2:32	3:09	3:35	4:01	–	4:48	5:08	5:01	–	–	5:48	6:09	6:01	–	–	6:48	7:08	7:01	–	8:04	9:04	10:04	11:04	12:40
	Hayward Park	12:36	1:36	2:36	–	3:39	–	–	–	5:12	–	–	–	–	6:12	–	–	–	–	7:12	–	–	8:08	9:08	10:08	11:08	12:44
	Hillsdale	12:39	1:39	2:39	3:13	3:42	4:06	4:36	4:52	5:15	–	5:25	5:43	5:52	6:15	–	6:25	6:44	6:52	7:15	–	7:25	8:11	9:11	10:11	11:11	12:47
	Belmont	12:43	1:43	2:43	3:17	3:46	4:10	–	–	5:19	–	–	–	–	6:19	–	–	–	–	7:19	–	–	8:15	9:15	10:15	11:15	12:51
	San Carlos	12:46	1:46	2:46	3:20	3:49	4:13	–	4:58	5:22	–	–	–	5:58	6:22	–	–	–	6:58	7:22	–	–	8:18	9:18	10:18	11:18	12:54
	Redwood City	12:51	1:51	2:51	3:25	3:54	4:18	–	–	5:28	5:10	5:35	–	–	6:28	6:10	6:35	–	–	7:28	7:10	7:35	8:23	9:23	10:23	11:23	12:59
ZONE 3	Menlo Park	12:56	1:56	2:56	3:30	3:59	4:24	–	–	5:34	–	5:41	–	–	6:34	–	6:41	–	–	7:34	–	7:41	8:28	9:28	10:28	11:28	1:04
	Palo Alto	1:00	2:00	3:00	3:34	4:04	4:28	4:47	5:06	–	5:17	5:45	5:56	6:06	–	6:17	6:45	6:56	7:06	–	7:17	7:45	8:32	9:32	10:32	11:32	1:08
	California Avenue	1:04	2:04	3:04	3:38	4:08	4:31	–	5:10	–	5:20	5:48	–	6:10	–	6:20	6:48	–	7:10	–	7:20	7:48	8:35	9:35	10:35	11:35	1:11
	San Antonio	1:08	2:08	3:08	3:42	4:12	4:36	–	–	–	–	5:52	–	–	–	–	6:52	–	–	–	–	7:52	8:39	9:39	10:39	11:39	1:15
	Mountain View	1:13	2:13	3:13	3:47	4:17	4:40	4:56	5:17	5:42	–	5:57	6:03	6:17	6:42	–	6:57	7:03	7:17	7:43	–	7:57	8:44	9:44	10:44	11:44	1:20
	Sunnyvale	1:18	2:18	3:18	3:52	4:22	4:46	–	5:22	5:47	5:31	6:02	–	6:22	6:47	6:31	7:02	–	7:22	7:48	7:31	8:03	8:49	9:49	10:49	11:49	1:25
ZONE 4	Lawrence	1:22	2:22	3:22	3:56	4:27	4:50	–	5:27	–	–	6:08	–	–	6:51	–	7:07	–	–	–	–	8:08	8:53	9:53	10:53	11:53	1:29
	Santa Clara	1:28	2:28	3:28	4:01	4:32	4:55	–	5:32	5:54	–	6:15	–	6:29	6:57	–	7:14	–	–	7:55	–	8:13	8:58	9:58	10:58	11:58	1:34
	College Park	–	–	–	–	4:35	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	San Jose Diridon	1:35	2:35	3:35	4:10	4:44	5:05	5:12	5:41	6:02	5:46	6:26	6:18	6:37	7:06	6:46	7:26	7:19	7:35	8:04	7:46	8:24	9:06	10:06	11:06	12:06	1:42
	Tamien				4:15	4:50	5:10	–	5:47		5:51	6:31			7:11	6:51	7:31				7:51	8:29		10:11	11:11		
ZONE 5	Capitol					4:57			5:54			6:38															
	Blossom Hill					5:03			6:00			6:44															
ZONE 6	Morgan Hill	PM				5:16			6:13			6:57												PM		AM	
	San Martin					5:22			6:19			7:03															
	Gilroy					5:37			6:35			7:18															

100 Local | 200 Limited | 300 Baby Bullet | 5:28 → 5:35, 7:02 ▶ 7:18 Timed transfers for local service. | + Train may leave up to 5 minutes early. - Train bypasses station.

See Page 1 For Morning and Early Afternoon Times

EFFECTIVE OCTOBER 7, 2019

Table 9 – Caltrain Weekend NB service

Northbound – WEEKEND SERVICE to SAN FRANCISCO

400 Local | 800 Baby Bullet

On weekends, a **shuttle bus** connects the Tamien and Diridon stations. Passengers ride free on the Caltrain shuttles.
Timetable subject to change without notice. * Train departure may be delayed up to 15 minutes after Sharks games.

		SAT ONLY													SAT ONLY
	Train No.	421	423	801	425	427	429	431	433	803	435	437	439	441	*443
	Shuttle Bus					AM	PM								PM
	Departs Tamien	—	8:11	9:24	9:46	11:11	12:41	2:11	3:41	4:54	5:16	6:41	8:11	9:41	—
	Arrives SJ Diridon	—	8:23	9:36	9:58	11:23	12:53	2:23	3:53	5:06	5:28	6:53	8:23	9:53	—
ZONE 4	San Jose Diridon	7:08	8:38	9:51	10:08	11:38	1:08	2:38	4:08	5:21	5:38	7:08	8:38	10:08	10:30
ZONE 4	Santa Clara	7:13	8:43	—	10:13	11:43	1:13	2:43	4:13	—	5:43	7:13	8:43	10:13	10:35
ZONE 4	Lawrence	7:19	8:49	—	10:19	11:49	1:19	2:49	4:19	—	5:49	7:19	8:49	10:19	10:40
ZONE 3	Sunnyvale	7:23	8:53	10:01	10:23	11:53	1:23	2:53	4:23	5:31	5:53	7:23	8:53	10:23	10:44
ZONE 3	Mountain View	7:29	8:59	10:06	10:29	11:59	1:29	2:59	4:29	5:36	5:59	7:29	8:59	10:29	10:49
ZONE 3	San Antonio	7:33	9:03	—	10:33	12:03	1:33	3:03	4:33	—	6:03	7:33	9:03	10:33	10:53
ZONE 3	California Ave	7:37	9:07	—	10:37	12:07	1:37	3:07	4:37	—	6:07	7:37	9:07	10:37	10:57
ZONE 3	Palo Alto	7:42	9:12	10:13	10:42	12:12	1:42	3:12	4:42	5:43	6:12	7:42	9:12	10:42	11:01
ZONE 3	Menlo Park	7:45	9:15	—	10:45	12:15	1:45	3:15	4:45	—	6:15	7:45	9:15	10:45	11:04
ZONE 3	Atherton	7:49	9:19	—	10:49	12:19	1:49	3:19	4:49	—	6:19	7:49	9:19	10:49	11:08
ZONE 2	Redwood City	7:53	9:23	10:20	10:53	12:23	1:53	3:23	4:53	5:50	6:23	7:53	9:23	10:53	11:12
ZONE 2	San Carlos	7:58	9:28	—	10:58	12:28	1:58	3:28	4:58	—	6:28	7:58	9:28	10:58	11:17
ZONE 2	Belmont	8:02	9:32	—	11:02	12:32	2:02	3:32	5:02	—	6:32	8:02	9:32	11:02	11:21
ZONE 2	Hillsdale	8:05	9:35	10:27	11:05	12:35	2:05	3:35	5:05	5:57	6:35	8:05	9:35	11:05	11:24
ZONE 2	Hayward Park	8:09	9:39	—	11:09	12:39	2:09	3:39	5:09	—	6:39	8:09	9:39	11:09	11:28
ZONE 2	San Mateo	8:12	9:42	10:32	11:12	12:42	2:12	3:42	5:12	6:02	6:42	8:12	9:42	11:12	11:31
ZONE 2	Burlingame	8:16	9:46	—	11:16	12:46	2:16	3:46	5:16	—	6:46	8:16	9:46	11:16	11:35
ZONE 2	Broadway	8:20	9:50	—	11:20	12:50	2:20	3:50	5:20	—	6:50	8:20	9:50	11:20	11:39
ZONE 2	Millbrae	8:23	9:53	10:40	11:23	12:53	2:23	3:53	5:23	6:10	6:53	8:23	9:53	11:23	11:42
ZONE 1	San Bruno	8:28	9:58	—	11:28	12:58	2:28	3:58	5:28	—	6:58	8:28	9:58	11:28	11:47
ZONE 1	So. San Francisco	8:33	10:03	—	11:33	1:03	2:33	4:03	5:33	—	7:03	8:33	10:03	11:33	11:52
ZONE 1	Bayshore	8:39	10:09	—	11:39	1:09	2:39	4:09	5:39	—	7:09	8:39	10:09	11:39	11:58
ZONE 1	22nd Street	8:45	10:15	—	11:45	1:15	2:45	4:15	5:45	—	7:15	8:45	10:15	11:45	12:03
ZONE 1	San Francisco	8:52	10:22	11:00	11:52	1:22	2:52	4:22	5:52	6:30	7:22	8:52	10:22	11:52	12:14

Table 10 – Caltrain Weekend SB service

Southbound – WEEKEND SERVICE to SAN JOSE

400 Local | 800 Baby Bullet

On weekends, a **shuttle bus** connects the Tamien and Diridon stations. Passengers ride free on the Caltrain shuttles.
Timetable subject to change without notice.

	Train No.	422	424	426	802	428	430	432	434	436	804	438	440	SATURDAY ONLY 442	444
ZONE 1	San Francisco	8:07	9:37	11:07	12:04	12:37	2:07	3:37	5:07	6:37	7:34	8:07	9:37	10:50	12:05
	22nd Street	8:11	9:41	11:11	—	12:41	2:11	3:41	5:11	6:41	—	8:11	9:41	10:54	12:10
	Bayshore	8:18	9:48	11:18	—	12:48	2:18	3:48	5:18	6:48	—	8:18	9:48	11:01	12:15
	So. San Francisco	8:24	9:54	11:24	—	12:54	2:24	3:54	5:24	6:54	—	8:24	9:54	11:07	12:21
	San Bruno	8:30	10:00	11:30	—	1:00	2:30	4:00	5:30	7:00	—	8:30	10:00	11:12	12:25
ZONE 2	Millbrae	8:34	10:04	11:34	12:19	1:04	2:34	4:04	5:34	7:04	7:49	8:34	10:04	11:16	12:29
	Broadway	8:38	10:08	11:38	—	1:08	2:38	4:08	5:38	7:08	—	8:38	10:08	11:21	12:33
	Burlingame	8:41	10:11	11:41	—	1:11	2:41	4:11	5:41	7:11	—	8:41	10:11	11:24	12:35
	San Mateo	8:45	10:15	11:45	12:26	1:15	2:45	4:15	5:45	7:15	7:56	8:45	10:15	11:28	12:41
	Hayward Park	8:48	10:18	11:48	—	1:18	2:48	4:18	5:48	7:18	—	8:48	10:18	11:31	12:44
	Hillsdale	8:52	10:22	11:52	12:30	1:22	2:52	4:22	5:52	7:22	8:00	8:52	10:22	11:35	12:48
	Belmont	8:56	10:26	11:56	—	1:26	2:56	4:26	5:56	7:26	—	8:56	10:26	11:39	12:52
	San Carlos	8:59	10:29	11:59	—	1:29	2:59	4:29	5:59	7:29	—	8:59	10:29	11:42	12:55
	Redwood City	9:04	10:34	12:04	12:38	1:34	3:04	4:34	6:04	7:34	8:08	9:04	10:34	11:47	1:01
ZONE 3	Atherton	9:09	10:39	12:09	—	1:39	3:09	4:39	6:09	7:39	—	9:09	10:39	11:52	1:05
	Menlo Park	9:12	10:42	12:12	—	1:42	3:12	4:42	6:12	7:42	—	9:12	10:42	11:55	1:08
	Palo Alto	9:16	10:46	12:16	12:45	1:46	3:16	4:46	6:16	7:46	8:15	9:16	10:46	11:59	1:11
	California Avenue	9:20	10:50	12:20	—	1:50	3:20	4:50	6:20	7:50	—	9:20	10:50	12:03	1:15
	San Antonio	9:24	10:54	12:24	—	1:54	3:24	4:54	6:24	7:54	—	9:24	10:54	12:07	1:19
	Mountain View	9:29	10:59	12:29	12:54	1:59	3:29	4:59	6:29	7:59	8:24	9:29	10:59	12:12	1:23
	Sunnyvale	9:34	11:04	12:34	1:00	2:04	3:34	5:04	6:34	8:04	8:30	9:34	11:04	12:17	1:28
ZONE 4	Lawrence	9:38	11:08	12:38	—	2:08	3:38	5:08	6:38	8:08	—	9:38	11:08	12:21	1:32
	Santa Clara	9:44	11:14	12:44	—	2:14	3:44	5:14	6:44	8:14	—	9:44	11:14	12:27	1:37
	San Jose Diridon	9:52	11:22	12:52	1:13	2:22	3:52	5:22	6:52	8:22	8:43	9:52	11:22	12:35	1:45
	Shuttle Bus		AM	PM									PM	AM	
	Departs SJ Diridon	10:07	11:37	1:07	1:28	2:37	4:07	5:37	7:07	—	8:58	10:07	—	—	—
	Arrives Tamien	10:17	11:47	1:17	1:38	2:47	4:17	5:47	7:17	—	9:08	10:17	—	—	—

3. On-Time Performance

Service Standard:

A train is determined to be on-time if it reaches its final destination within five minutes of the published schedule time. Caltrain does not permit its trains to depart early. It is Caltrain's goal to have 95 percent of trains meet this on-time criteria. Monthly on-time performance is tracked and published as part of a monthly performance report to the Caltrain Board.

Monitoring:

- According to Caltrain's Rail Operating Control System (ROCS) which tracks train delays, a train is determined to be on-time if it reaches its final destination within five minutes and 59 seconds of the scheduled time.
- On-Time Performance (OTP) is traditionally measured only at the end of line. The JPB measures OTP at 4th and King, Tamien, and Gilroy Stations.
- For specific monitoring sample refer to **Table 6** (above) - Distances Between Stations, Station Type Designations, Vehicle Headways, and On-Time Performance.
- Additional measurements based on intermediate points are also being calculated to monitor performance at more than just the end points.
    - For trains traveling north from Gilroy: at Tamien, San Jose, Redwood City and San Francisco Stations
    - For trains traveling north from Tamien: at San Jose, Redwood City and San Francisco Stations
    - For trains traveling north from San Jose: at Redwood City and San Francisco Stations
    - For trains traveling south to Gilroy: at Redwood City, San Jose, Tamien, and Gilroy Stations
    - For trains traveling south to Tamien: at the Redwood City, San Jose, and Tamien Stations
    - For trains traveling south to San Jose: at Redwood City and San Jose Stations

Findings:

The Caltrain Fiscal Year-To Date On Time Performance (as of December 16, 2019) for the entire system is 92.95%. Caltrain is currently not meeting its goal by 2.05% to have 95% of trains reach its final destination within five minutes and fifty nine seconds of the published time. However, this does not create disparate impacts or disproportionate burdens.

Based on review of Northbound Train Year-To Date (as of December 16, 2019) On Time Performance that

terminates service at San Francisco 4th & King Station (measures as 93.70%), Caltrain is currently not meeting its goal by 1.3% to have 95% of trains reach its final destination within five minutes and fifty nine seconds of the published time.

Based on review of Southbound Train Year-To Date (as of December 16, 2019) On Time Performance that terminates service at San Jose Diridon Station (measures as 91.32%), Caltrain is currently not meeting its goal by 3.68% to have 95% of trains reach its final destination within five minutes and fifty nine seconds of the published time.

Based on review of Southbound Train Year-To Date (as of December 16, 2019) On Time Performance that terminates at Tamien Station (measures as 89.36%), Caltrain is currently not meeting its goal by 5.64% to have 95% of trains reach its final destination within five minutes and fifty nine seconds of the published time.

Based on review of Southbound Train Year-To Date (as of December 16, 2019) On Time Performance that terminates at the Gilroy Station (measures at 92.33%), Caltrain is currently not meeting its goal by 2.67% to have 95% of trains reach its final destination within five minutes and fifty nine seconds of the published time.

Several factors contribute to train delays including passenger incidents, mechanical delays, construction delays and passenger boarding related times. Passenger incidents, including fatalities, sometimes require hours of investigation. These delays can often bring trains to a halt, leading to hours of delay for multiple trains. JPB staff continues to educate the public on rail safety to help minimize unusual occurrences and incidents within the Caltrain right of way (ROW) that can cause delays. Additionally, mechanical failures, positive train control (PTC) and JPB related construction cause delays. The JPB continues to work to improve maintenance performance and incident management to mitigate delays and improve On Time Performance. JPB Rail Operations management has worked closely with TASI (Caltrain's Rail Operator) management and incident responders to provide direction and improve both response actions and times to minimize train delays. Incidents of delay are reported daily and reviewed by appropriate staff.

As a single route service, OTP delays at any point in the route affect all subsequent stations on the route. The most common cause of delays are mechanical train delays and passenger related delays, which randomly occur along the route. In the Caltrain service area, 21 out of 32 stations are minority stations and 23 of 32 stations are considered low-income stations. Additionally, the minority stations and low-income stations are distributed roughly evenly throughout the route. As a result, delays that occur anywhere on the route do not have a disparately adverse impact on minority stations relative to non-minority stations, or a disproportionate burden on low-income stations relative to non-low-income stations.

4. Service Availability

Service Standard:

Caltrain station spacing is mostly based on locations inherited from a previous owner (the Southern Pacific Railroad) before the Peninsula Joint Powers Board took over the system in 1992. The 48-mile railroad from San Francisco to Tamien has 23 regular stations (not counting Special and Gilroy station types) for an average station spacing of 2.1 miles. The distance between stations that one must travel to access service is based on average distance (miles) between adjacent stations (both directions) and based on types of service stopping at the station.

Station Type	Station Spacing
Major	5 miles
Intermediate	3 miles
Minor	2 miles
Gilroy	6 miles
Special	1 mile

Monitoring:

For specific monitoring sample refer to **Table 6** (above) - Distances Between Stations, Station Type Designations, Vehicle Headways, and On-Time Performance

For reference to the current Caltrain schedule refer to Table **7a and 7b** (above) for Weekday NB service, **Table 8a and 8b** (above) for Weekday SB service, **Table 9** (above) for Weekend NB service, and **Table 10** (above) for Weekend SB service.

Findings:

Service availability is largely static. Service availability is provided to all stations during peak, reverse peak, evenings, and weekends regardless of whether it is designated as a minority or low income station, except for the Special stations and Gilroy stations where service provided is based on ridership. The JPB purchased the Caltrain system from a previous operator, and its ability to add or move stations is highly limited. If and when plans are made for new stations, the service availability metric will be analyzed to ensure that it falls within standards.

Spacing between each station designated as a major, intermediate, or minor station averages 2.1 miles. Since Caltrain's schedule does not provide station stop service strictly on station type and provides a mixture of station types for each scheduled train in each direction, monitoring has revealed that station type designations for service available does not apply.

The location of its stations and the demographic of the ridership are also indicators of service availability. Caltrain's area is 51% minority. In comparison, 21 of Caltrain's 32 stations are minority stations. This

exceeds the proportion of minorities in the Caltrain service area. Additionally, 47% of Caltrain riders are minorities, which is comparable to their share of the population.

Similarly, Caltrain's area is 13.1% low-income. In comparison, 23 of Caltrain's 32 stations are low-income stations. This exceeds the proportion of low-income persons in the Caltrain service area. Additionally, 15% of Caltrain riders are low-income, which is comparable to their share of the population.

Accordingly, there is no disparate impact on minority populations or disproportionate burdens on low-income populations based on service availability.

System-wide Service Policies Monitoring Process

1. Vehicle Assignment

Policy Standard:

The Caltrain revenue fleet consists of 120 passenger cars (27 Bombardier and 93 Nippon Sharyo/Gallery cars) and 29 diesel locomotives. All trains are comprised of one locomotive and five passenger cars. All Gallery car trains include at least one Americans with Disabilities Act (ADA) accessible rail car, one car with a luggage rack and two cars that together accommodate up to 80 bikes. All Bombardier cars are ADA accessible and Bombardier trains all have two bike cars that accommodate up to 48 bikes.

Caltrain consists (i.e., locomotives, cab cars and passenger cars) are rotated on a daily basis to serve different scheduled trains. Several trains a day are specified to be equipped with Gallery consists to utilize the higher bike capacity of 80 (versus 48 for a Bombardier equipped train) for trains that have very high bike demand. Another group of trains are specified to be equipped with Bombardier consists in order to take advantage of its additional 10 seats and four doors per car for trains that have very high passenger loads. The use of Gallery versus Bombardier equipment is not matched to any particular service type or station.

Monitoring:

- Staff monitors the vehicle assignment daily. The morning report includes a section that discusses consist deviations and equipment swaps.
- The contractor that operates the Caltrain system provides a monthly equipment availability report.
- Consumer Reports which help track all Customer Service Compliments, Complaints, and Issues (accessed by logging into the IndustrySafe system) are reviewed for any unreported vehicle assignment deviations.
- In 2015, Caltrain purchased 16 used rail cars from the Southern California Regional Rail Authority, Los Angeles Metrolink and has been refurbishing the cars and putting them into service to help address capacity issues. Currently a mixture of 5 car Gallery trains & 6 car Bombardier trains are operating. The latest of rail cars was updated in the Caltrain Fleet Management Plan Report Revision 2 updated in 2018.

Fleet Information History

Bombardier equipment was originally purchased for the Baby Bullet limited-stop express service between San Francisco and San Jose. The service, which started in June 2004, used Bombardier equipment sporting a modern, stream-lined look to differentiate the service. In August 2005, the number of Baby Bullet trains per day almost doubled. There were no longer enough Bombardier cars to cover all the Baby Bullet service. As a result, the older Gallery cars began to be used in regular Baby Bullet service. Fleet

assignment decisions became based on ridership demand on a particular train. This includes reviewing both bicycle ridership (Gallery cars have more space available for bicycles) and pedestrian ridership (Bombardier cars can load faster and have a few more seats).

For specific monitoring of vehicle age refer to **Table 11** (below) - Caltrain Rolling Stock Average Vehicle Age and **Table 12** - Caltrain Locomotives Average Vehicle Age.

Findings:

Since Caltrain is a fixed transit guideway system, the entire Caltrain fleet services all stations. There is no distinction between the fleet vehicles that stop at low income vs. non-low income stations and minority vs. non-minority stations. In addition, all types of trains are used in all types of services and are equally distributed. Amenities are assigned based on ridership demand. Fleet average age for rolling stock and locomotives is provided for reference only. As a result, there are no disparate impacts or disproportionate burdens based on vehicle assignment.

Table 11 – Caltrain Rolling Stock Average Vehicle Age

CALTRAIN AVERAGE VEHICLE AGE ROLLING STOCK					
SERIES	**NUMBER**	**YEAR**	**MAKE**	**AGE**	**CAR AGE**
TRAILER	26	1985	Nippon Sharyo	34	884
TRAILER	16	1985	Nippon Sharyo	34	544
TRAILER	9	1986	Nippon Sharyo	33	297
TRAILER	1	1987	Nippon Sharyo	32	32
CAB CONTROL	21	1985	Nippon Sharyo	34	714
CAB CONTROL	6	2000	Nippon Sharyo	19	114
TRAILER	14	2000	Nippon Sharyo	19	266
TRAILER	10	2002	Bombardier	17	170
TRAILER	2	2003	Bombardier	16	32
CAB CONTROL	5	2002	Bombardier	17	85
CAB CONTROL	2	2002	Bombardier	17	34
TRAILER	6	2008	Bombardier	11	66
CAB CONTROL	2	2008	Bombardier	11	22
TRAILER	16	1997	Bombardier	22	352
NIPPON	**93**				**2851**
FLEET	**AVG AGE =**				**30.7**
BOMBARDIER	**43**				**761**
FLEET	**AVG AGE =**				**17.7**
	136				**3612**
FLEET	**AVG AGE =**				**26.6**

Table 12 – Caltrain Locomotives Average Vehicle Age

CALTRAIN AVERAGE VEHICLE AGE LOCOMOTIVES					
SERIES	**NUMBER**	**YEAR**	**MAKE**	**AGE**	**LOC AGE**
LOCO	18	1985	GMC -EMD F40 PH-2	34	612
LOCO	2	1987	GMC -EMD F40 PH-2	32	64
LOCO	3	1998	GMC - EMD F40 PH-2	21	63
LOCO	6	2003	MP - 36-36PH-3C	16	96
	29				**835**
FLEET	**AVG AGE =**				**28.8**

2. Transit Amenities

Policy Standard:

Caltrain provides a variety of amenities at stations to attract and retain customers. Station amenities are distributed based on ridership activity and conditions that were assumed by the JPB when it took over the railroad. Stations are divided into three groups (Level 1- 3). These levels correspond roughly with the station hierarchy designations listed in the introduction to the system-wide service standards.

The "Core" set of amenities exist at most stations and include bike lockers, bike racks, shelters/canopies, benches, trash cans, pay phones, smart card fare validation equipment and ticket vending machines (TVMs). It is standard for each station to have a posted system map, schedule, other customer information, variable message signs and public announcement systems (PA).

Only a few stations with unique access situations have elevators or escalators. The placement of elevators is often at the choice and cost of other agencies (i.e. not the JPB) when a station is constructed or reconstructed.

Station Type	Level	Amenities
Major	Level 1	Core amenities
Intermediate	Level 1	Core amenities
Minor	Level 1	Core amenities
Gilroy	Level 2	Core amenities without bike racks, PA & VMS
Special	Level 3	TVMs only, at stations with scheduled stops

Monitoring:

Station amenities are largely static. Station amenities are reviewed once a quarter as part of the scheduled quarterly station inspections with the Contract Operator. Any discrepancies are addressed as needed by meeting with the Contract Operator.

In addition Rail Department staff conducts quarterly Onboard Train evaluations and Station Evaluations to monitor amenities.

Not all amenities are within Caltrain's decision making power. In many cases, city transportation agencies or local authorities also install amenities.

For specific monitoring of transit amenities refer to **Table 13** – Transit Amenities Monitoring.

Findings:

Evaluating whether disparate impacts or disproportionate burdens exist in station amenities is a four step process. The first step is to evaluate each station for compliance with its station amenities policy. The second step is to calculate compliance percentage for minority stations, non-minority stations, low-income stations, and non-low-income stations by amenity category. The third step is calculating the average compliance percentage for minority stations, non-minority stations, low-income stations, and non-low-income stations type using the compliance percentage for each amenity category. The fourth step is to compare the compliance percentage for minority stations versus non-minority stations, and low-income stations versus non-low-income stations to determine whether the differential exceeds the disparate impact/disproportionate burden threshold of 10%.

The results of Station Amenities monitoring are shown in **Table 13** (below). Based on ACS 2013-2017 data, there are 21 minority stations and 11 non-minority stations along the Caltrain System. There are a total of 9 missing transit amenities at minority stations and a 5 of eight missing transit amenities at non-minority stations. There is no disparate impact on minority stations as Caltrain is 96% compliant with station amenities at minority stations and 96% compliant with station amenities at non- minority stations. This differential of 0% is within the disparate impact threshold.

Based on ACS 2013-2017 data, there are 23 low-income stations and 9 non low-income stations along the Caltrain System. There are a total of 12 missing transit amenities at low-income stations and 2 missing

transit amenities at non low-income stations. There is no disproportionate burden on low income stations as Caltrain is 96% compliant with station amenities at low income stations and 97% compliant at non-low income stations. The differential of 1% is within the disproportionate burden threshold. .

In some cases, the absence of amenities is temporary (San Francisco 4th and King is undergoing construction to the entryway and has removed bike racks until completion and South San Francisco is undergoing new construction of a platform which impacts the installation of posting maps or additional customer information).

In most cases, the JPB has limited ability to determine the amenities available at each station. Some of the amenities are provided by the city in which the station is located and the availability of those amenities are determined by the city. Some amenities are provided by the JPB and the JPB has limited ability to determine what the city decides. Stations are typically owned by the city in which the station is located, and the city determines the available amenities; the JPB uses the station to provide service pursuant to an operating agreement with the city.

The JPB will continue to monitor how amenities are distributed to ensure there is no disproportionate burden on low income communities.

Table 13 – Transit Amenities Monitoring

CALTRAIN 2019 TITLE VI COMPLIANCE PROGRAM
TRANSIT AMENITIES

Last Updated: 12/18/19 CD

Station	Title VI (Minority vs. Non-Minority)	Title VI (Low-Income)	Average Mid-Weekday Activity - 2019 (Caltrain Annual Passenger Counts)* Boardings (Ons)	Alighting (Offs)	Station Type	Amenity Level	"Core" Station Amenities: Bike Lockers	Bike Racks	Shelters/ Canopies	Benches	Trash Cans	Pay Phone	Smart Card Fare Validation Equipment	TVM's	Posted Map & System Schedule	Other Customer Information	VMS	PA	Other Station Amenities: Costumer Service Agents	Restrooms	Station Parking Lot	Elevators	Escalators	Newsrack	Notes
San Francisco (4th & King)	MINORITY	Yes	15,027	14,984	Major	1	X	0	X	X	X	X	X	X	X	X	X	X	X	X	-	-	-	X	
San Jose Diridon	MINORITY	Yes	4,795	4,965	Major	1	X	X	X	X	X	X	X	X	X	X	X	X	-	X	X	X	-	X	
Redwood City	MINORITY	Yes	4,220	4,214	Major	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	X	
Sunnyvale	MINORITY	Yes	3,208	3,248	Major	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	X	
Hillsdale	MINORITY	Yes	3,217	3,126	Major	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	X	
San Mateo	MINORITY	Yes	2,324	2,252	Major	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	X	-	X	
Millbrae	MINORITY	No	3,194	3,541	Major	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	X	X	X	
22nd Street	MINORITY	Yes	1,872	1,951	Intermediate	1	0	X	X	X	X	0	X	X	X	X	X	X	-	-	-	-	-	-	
Tamien	MINORITY	Yes	1,422	1,379	Intermediate	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	-	
Santa Clara	MINORITY	Yes	1,074	1,146	Intermediate	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	X	
San Antonio	MINORITY	Yes	1,017	938	Minor	1	X	X	X	X	X	0	X	X	X	X	X	X	-	-	X	-	-	X	
Hayward Park	MINORITY	Yes	506	469	Minor	1	X	X	X	X	X	0	X	X	X	X	X	X	-	-	X	-	-	X	
So. San Francisco	MINORITY	Yes	453	486	Minor	1	X	X	X	X	X	X	X	X	0	0	0	X	-	-	X	-	-	-	
Bayshore	MINORITY	Yes	260	262	Minor	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	X	-	-	
Lawrence	MINORITY	No	1,004	958	Minor	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	X	
San Bruno	MINORITY	No	751	753	Minor	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	X	-	X	
Belmont	MINORITY	No	718	591	Minor	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	X	-	X	
Blossom Hill	MINORITY	Yes	159	149	Gilroy	2	X	X	X	X	X	X	X	X	X	X	-	-	-	-	X	-	-	-	
Capitol	MINORITY	Yes	71	75	Gilroy	2	X	X	X	X	X	0	X	X	X	X	-	-	-	-	X	-	-	-	
College Park**	MINORITY	Yes	103	145	Special	3	-	-	X	X	X	-	X	X	X	X	-	X	-	-	-	-	-	-	Weekday Peak Only 1 trip each
Atherton**	MINORITY	Yes	Not tracked	Not tracked	Special	3	-	-	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	X	Suspended - No Weekday, Yes -Wknd
Palo Alto	Non-Minority	Yes	7,384	7,351	Major	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	X	
Mountain View	Non-Minority	Yes	4,560	4,606	Major	1	X	X	X	X	X	0	X	X	X	X	X	X	-	-	X	-	-	-	
Burlingame	Non-Minority	Yes	1,131	1,154	Intermediate	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	X	
Menlo Park	Non-Minority	No	1,639	1,586	Intermediate	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	X	
California Avenue	Non-Minority	No	1,634	1,531	Intermediate	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	-	
San Carlos	Non-Minority	No	1,341	1,289	Intermediate	1	X	X	X	X	X	X	X	X	X	X	X	X	-	-	X	-	-	-	
Morgan Hill	Non-Minority	Yes	251	241	Gilroy	2	X	X	X	X	X	0	X	X	X	X	-	-	-	-	X	-	-	-	
Gilroy	Non-Minority	Yes	187	184	Gilroy	2	X	X	X	X	X	X	X	X	X	X	-	-	-	-	X	-	-	-	
San Martin	Non-Minority	No	84	70	Gilroy	2	0	-	X	X	X	0	X	X	X	X	X	X	-	-	X	-	-	-	
Broadway**	Non-Minority	No	Not tracked	Not tracked	Special	3	X	X	X	X	X	X	X	X	X	X	-	X	-	-	-	-	-	-	Suspended - No Weekday, Yes -Wknd
Stanford Stadium**	Non-Minority	Yes	Not tracked	Not tracked	Special	3	-	-	-	-	-	-	-	0	-	X	-	-	-	-	-	-	-	-	Use for Stanford Football Home Games Only

"0" = Does not have amenity and Below Standard "-" = Does not have amentity but meets Standard "X" = Has Amenitity and meets Standard

**College Park currently has 1 weekday trip each way during peak, Broadway & Atherton currently have weekend service only, Stanford Stadium is used only for Stanford home football games (no scheduled stops)

	C	Bike Lockers	Bike Racks	Shelters/ Canopies	Benches	Trash Cans	Pay Phones	Smart Card Fare Validation Equipment	TVM's	Posted Map & System Schedule	Other Customer Information	VMS	PA	Tix Agent	Restrooms	Station Parking Lot	Elevators	Escalators	Newsrack	CRITERIA
Notes:	O	X	X	X	X	X	X	X	X	X	X	X	X							Level 1 - Major, Intermediate, Minor
-* Passenger counts based on Caltrain 2019 Annual Count	R	X		X	X	X	X	X	X	X	X									Level 2 - Gilroy
-Existing Amenities based on latest field inspection conducted	E								X											Level 3 - Special (with scheduled stops)

-Bay Meadows Station has been permanently closed
-Paul Avenue has had all station remnants removed
-Atherton, Broadway have had weekday service suspended
-Inventory Station Parking Lot only includes designated Caltrain parking.
It does not include street parking or parking owned by others.

MINORITY AND LOW INCOME STATION ANALYSIS			Bike Lockers	Bike Racks	Shelters/ Canopies	Benches	Trash Cans	Pay Phones	Fare Validation Equipment	TVM's	Map & System Schedule	Other Customer Information	VMS	PA		
Minority Stations	21	Minority	20	20	21	21	21	17	21	21	20	20	20	21		
Non-Minority Stations	11	Non-Minority	10	11	11	11	11	8	11	10	11	11	11	11		
Check	32	All	30	31	32	32	32	25	32	31	31	31	31	32		
		Check	30	31	32	32	32	25	32	31	31	31	31	32		
Low Income Stations	23															
Non Low Income Stations	9	Minority Compliance	95%	95%	100%	100%	100%	81%	100%	100%	95%	95%	95%	100%	Avg	96%
Check	32	Non-Minority Compliance	91%	100%	100%	100%	100%	73%	100%	91%	100%	100%	100%	100%	Avg	96%
		Low Income	22	22	23	23	23	17	23	22	22	22	22	23		
		Non-Low Income	8	8	9	9	9	8	9	9	9	9	9	9		
		All	29	30	32	32	32	25	32	30	30	31	31	32		
		Check	30	30	32	32	32	25	32	31	31	31	31	32		
		Low Income	96%	96%	100%	100%	100%	74%	100%	96%	96%	96%	96%	100%	Avg	96%
		Non-Low Income	89%	89%	100%	100%	100%	89%	100%	100%	100%	100%	100%	100%	Avg	97%

L. POLICY DEVELOPMENT OUTREACH

FTA Circular C 4702.1B requires each large public transportation provider's governing board to approve five standards and policies:

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

The Caltrain Service Standards and Policies were adopted by the JPB Board on April 4, 2013. No changes to these standards and policies have been made for this Title VI Program submission.

The first two policies define service standards and policies to be used when determining whether service and facilities are distributed equitably to minority and non-minority routes and facilities. The third 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 last two 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 circular requires transit agencies to seek public input before Board action on the latter three policies. Staff developed draft standards and policies, and requested public input through four community meetings throughout the Caltrain Service area. Comments were also requested to be made through the mail, telephone, and the dedicated e-mail address of TitleVI@caltrain.com.

The Title VI community meetings were held:

Tuesday, Feb. 12, 6:30 to 8 p.m.
Gilroy Senior Center, Meeting Room
7371 Hanna St, Gilroy

Thursday, Feb. 21, 10:45 to 11:30 a.m.
Second floor auditorium
Caltrain Administrative Offices
1250 San Carlos Ave, San Carlos

Tuesday, Feb. 26, 5:00 to 6:30 p.m.
Bay Area Opera House
4705 Third St, San Francisco

Wednesday, Feb. 27, 6:30 to 8:00 p.m.
Mountain View City Hall
Plaza Conference Room
500 Castro St, Mountain View

The JPB reached out to Community groups/members including:

San Francisco County

Potrero Hill/Dogpatch Merchants Association
Keith Goldstein
keith@everestsf.com

Potrero Boosters
Tony Kelly
tonykelly@astound.net

Dogpatch Neighborhood Association
Janet Carpinelli, president
415-282-5516

Dogpatch Neighborhood Association
1459 18th St., No. 227
San Francisco, CA 94107
www.mydogpatch.org

Brite/4800 Third St Neighbors
Anna DeJesus
britesf@googlegroups.com
anndejesus2000@yahoo.com

India Basin Neighborhood Association
Michael Hamman
702 Earl Street
San Francisco, CA 94124
415-643-1376 Office
415-265-0954 Cell
mhamman@igc.org

Bayview Hill Neighborhood Association
Shirley Moore
sammy988@aol.com

Better Bayview
Chris Waddling
415-810-7556
cawaddling@gmail.com

Visitacion Valley Planning Alliance
Fran Martin
fma6764860@aol.com

Asian Pacific American Community Center
Patrick Yung
Executive Director
APACC_Patrick_Yung@yahoo.com
Direct phone number: 415 829 9291
Cell Phone: 415 678 8309

Hunters Point Shipyard CAC
Dr. Veronica Hunnicutt
vhunnicu@ccsf.edu

Bayview Merchants Association
Kathy Perry
San Francisco, CA 94124
(415) 647-3728 x407

Dan Dodt
dodt@mac.com

San Mateo County

- All City Managers
- All Mayors

Santa Clara County

- Transform: Manolo Gonzalez-Estay (mgonzalezestay@transformca.org)
- Postings to City Council member Newsletters:
    - Ken Yeager
    - Ash Kalra
- All City Managers
- All Mayors

The following CBOs were also contacted for input: Transform, Public Advocates, and Urban Habitat. However these CBOs were unresponsive and didn't participate in providing feedback.

Although there were several outreach methods used, including Caltrain website postings, Take One prints in English and Spanish, Visual Message Signs at all Stations, Community Meetings, News Releases, Advertisements in several newspapers, and social media postings (in accordance with the Caltrain Title VI Outreach Plan), there was very limited feedback received by meeting attendees or other community

members. Staff revised the proposal for its standards and policies and submitted them for Board approval. They were approved April 4, 2013.

Public participation outreach documents for development of JPB Services and Policies and documentation of Board Meetings updates relating to Title VI follow.

Caltrain News Release

Caltrain NEWS

Media Contact: Jayme Ackemann, 650.508.7934
Feb. 7, 2013

Caltrain Seeks Input On Minority and Low-Income Policies

Caltrain is asking the public for feedback on the levels of fare and service changes that would trigger analysis of impacts to minority and low-income populations.

Prior to fare or major service changes, Caltrain engages the public through public meetings held throughout the railroad's service area.

In response to new Federal Transit Administration requirements, Caltrain is seeking to adopt a formal policy defining when to analyze impacts and when those impacts are significant.

The new requirements are that all transit agencies have a board-adopted Title VI policy. Title VI, of the Civil Rights Act of 1964, protects all people from discrimination, stating:

"No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The proposed policy sets analysis criteria for two areas: major service changes and unfair or disproportionate impacts to minority and low-income populations. When a fare change or major service change is proposed, Caltrain would conduct analysis based on whether the proposal meets the criteria spelled out below.

Caltrain is recommending analysis be required for all fare changes and changes that reduce or add total passenger service by 25 percent or more per day or that reduce or add stops at a specific station by 50 percent per day. The disparate, or unfair, impacts and disproportional burden thresholds are proposed to be triggered whenever the cumulative impact of a change affects minority or low-income populations the agency serves by 10 percent more than other parts of the community.

Caltrain will be hosting public meetings at several locations along the rail corridor to receive feedback on the proposal before asking the board to adopt the policies at its April meeting.

Public meetings include:

Tuesday, Feb. 19, 6:30 to 8 p.m.
Gilroy Senior Center, Meeting Room
7371 Hanna St., Gilroy

Thursday, Feb. 21, 10:45 to 11:30 a.m.
Second floor auditorium
Caltrain Administrative Offices
1250 San Carlos Ave., San Carlos

Caltrain News Release (continued)

Tuesday, Feb. 26, 5:00 to 6:30 p.m.
Bayview Opera House
4705 Third St., San Francisco

Wednesday, Feb. 27, 6:30 to 8 p.m.
Mountain View City Hall
Plaza Conference Room
500 Castro St., Mountain View

Caltrain is accepting public comment on these proposals at the meetings or by:

- E-mail to TitleVI@caltrain.com
- U.S. Postal Service:
  Caltrain
  C/o Operations Planning
  P.O. Box 3006
  San Carlos, CA 94070-1306
- Phone: 1.800.660.4287 (TTY: 650.508.6448 for hearing impaired)

The deadline for public comment is Friday, March 29 at 5 p.m. To view the draft policies, visit www.caltrain.com/TitleVI.

Hearing impaired and non-English speaking attendees may arrange for sign language or foreign language translation by calling 650.508.6370 at least 72 hours prior to the meetings.

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About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. Caltrain has enjoyed 28 consecutive months of ridership increases, surpassing more than 50,000 average weekday riders earlier this year. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad will celebrate 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor by 2019, reducing diesel emissions by 90 percent and adding more service to more stations.

Like us at www.facebook.com/caltrain and follow us on twitter @Caltrain_News.

News Release Listings (English and Spanish Newspapers)

TRANS DATE	DJC INV	CUST. REF	DESCRIPTION		BEGIN MO. BALANCE	CURRENT MO. TRANS CHARGES	CREDIT	MONTH END BALANCE
02/04/13	B2438383 -IN							120.40
	1	RITA HASKIN	SAMTRANS TITLE VI MEETINGS HRG NOTICE OF HEARING 25102 EXAMINER - SAN BRUNO 02/04/2013	LEGAL SECTION, SET 1 COL WIDE, 6 PT. MIN. TYPE, SET MIN. LINES NEEDED				
			*8.600 Inches * 1 Inst.*	*120.40*		120.40		
02/12/13	B2438385 -IN							233.20
	1	RITA HASKIN	SAMTRANS TITLE VI MEETINGS HRG NOTICE OF HEARING 51840 PACIFICA TRIBUNE 02/06/2013	LEGAL SECTION, SET 1 COL WIDE, 6 PT. MIN. TYPE, SET MIN. LINES NEEDED				
			*11.000 Inches * 1 Inst.*	*233.20*		233.20		
02/13/13	B2439010 -IN							120.82
	1	RITA HASKIN	CALTRAIN TITLE VI COMMUNITY MEETINGS (ENGLISH) GPN GOVT PUBLIC NOTICE 21480 DISPATCH 02/08/2013	LEGAL SECTION SET 1 COL. WIDE X MIN. TYPE				
			Publication	*120.82*		120.82		
02/14/13	B2438530 -IN							435.88
	1	RITA HASKIN	SAMTRANS TITLE VI MEETINGS (SPANISH) HRG NOTICE OF HEARING 24101 EL OBSERVADOR 02/08/2013	LEGAL SECTION SET 1 COL. WIDE X MIN. TYPE				
			*13 Col Inches @ $33.53 per col. inch *1 insert*	*435.88*		435.88		
02/14/13	B2439001 -IN							402.35
	1	RITA HASKIN	CALTRAIN TITLE VI COMMUNITY MEETINGS (SPANISH) HRG NOTICE OF HEARING 24101 EL OBSERVADOR 02/08/2013	LEGAL SECTION SET 1 COL. WIDE X MIN. TYPE				
			*12 Col. Inches @ $33.53 per col. inch * 1 insert*	*402.35*		402.35		
02/14/13	B2439011 -IN							116.20
	1	RITA HASKIN	CALTRAIN TITLE VI COMMUNITY MEETINGS (ENGLISH) GPN GOVT PUBLIC NOTICE 25102 EXAMINER - SAN BRUNO 02/14/2013					
			*8.300 Inches * 1 Inst.*	*116.20*		116.20		
02/15/13	B2439012 -IN							1,142.99
	1	RITA HASKIN	CALTRAIN TITLE VI COMMUNITY MEETINGS (ENGLISH) GPN GOVT PUBLIC NOTICE 42380 MERCURY NEWS 02/11/2013	LEGAL SECTION SET 1 COL. WIDE X MIN. TYPE				
			137 Lines @ $8.27 + $10.00 online	*1,142.99*		1,142.99		
02/18/13	B2439014 -IN							652.50
	1	RITA HASKIN	CALTRAIN TITLE VI COMMUNITY MEETINGS (ENGLISH) GPN GOVT PUBLIC NOTICE 65042 SAN MATEO DAILY JOURNAL 02/13/2013	LEGAL SECTION SET 1 COL. WIDE X MIN. TYPE				
			1x14.5 @ $45.00	*652.50*		652.50		
02/28/13	B2438384 -IN							194.12
	1	RITA HASKIN	SAMTRANS TITLE VI MEETINGS HRG NOTICE OF HEARING 29180 HALF MOON BAY REVIEW 02/06/2013	LEGAL SECTION, SET 1 COL WIDE, 6 PT. MIN. TYPE, SET MIN. LINES NEEDED				
			*15.000 Inches * 1 Inst.*	*194.12*		194.12		

TRANS DATE	DJC INV	CUST. REF	DESCRIPTION		BEGIN MO. BALANCE	CURRENT MO. TRANS CHARGES	CREDIT	MONTH END BALANCE
02/28/13	B2439013 -IN							553.81
	1	RITA HASKIN	CALTRAIN TITLE VI COMMUNITY MEETINGS (ENGLISH) GPN GOVT PUBLIC NOTICE 61960 SAN FRANCISCO CHRONICLE 02/15/2013	LEGAL SECTION SET 1 COL. WIDE X MIN. TYPE				
			73 lines x 1 pubs - ad 5739613	*553.81*		553.81		
					$0.00	**$3,972.27**	**$0.00**	**$3,972.27**

News Release Sample (English)

Public Notice
PROOF OF PUBLICATION
(2015.5 C.C.P.)
STATE OF CALIFORNIA
County of Santa Clara

I am a citizen of the United States and a resident of the County aforesaid. I am over the age of eighteen years, and not a party to or interested in the above entitled matter.

I am the printer and principal clerk of the publisher of the **GILROY DISPATCH**, printed and published in the city of **GILROY, County of Santa Clara, State of California.** **PRINTED AND PUBLISHED ON FRIDAY & ON LINE** for which said newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of SANTA CLARA, State of California, under the date of **June 10, 1961, Action Number 80709**, that the notice of which the annexed is a printed copy had been published in each issue thereof and not in any supplement thereof on the following dates: **February 8, 2013.**

I declare under penalty of perjury that the foregoing is true and correct and that this declaration on **February 8, 2013** Has been executed **in the GILROY DISPATCH 6400 MONTEREY RD GILROY CA 95020 Phone # (408) 842-5079 Fax # (408) 842-3817**

/S/ Marie Baeta
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A0000029761 39

Public Notice

CALTRAIN SEEKS PUBLIC INPUT ON POLICY CHANGES

Caltrain will hold four public meetings as part of its process to develop Major Service Change, Disparate Impact and Disproportionate Burden policies that comply with Title VI of the Civil Rights Act of 1964. Title VI seeks to ensure decisions made by federally funded agencies don't result in discrimination based on race, ethnicity or national origin.

The rail agency is seeking customer and community input as it develops the criteria for determining what constitutes when a service change is significant enough to require thorough analysis of the potential effects of the change on protected populations.

It also wants input to determine when the effects of a fare change or major service change are sufficiently different to be considered a "disparate impact" on minorities or a "disproportionate burden" on individuals with low income. Draft policies will be made available on the Caltrain website starting Feb. 5, 2013 or by calling Caltrain Customer Service at 1-800-660-4287.

The public may offer comments on these proposals at the meetings or by:
- e-mail: TitleVI@caltrain.com
- U.S. Postal Service: Caltrain, c/o Operations Planning, P.O. Box 3006, San Carlos, CA 94070-1306
- Phone: 1.800.660.4287 (TTY: 650.508.6448 hearing impaired)

The deadline for public comments is Friday, March 29, at 5 p.m.

Hearing impaired and non-English speaking attendees may arrange for sign language or foreign language translation by calling 650-508-6370at least 72 hours prior to the meetings.

The meetings will take place:

Tuesday, Feb. 19, 6:30 p.m. to 8 p.m.
Gilroy Senior Center, Meeting Room
7371 Hanna St., Gilroy

Thursday, Feb. 21, 10:45 a.m. to 11:30 a.m.
Second floor auditorium
Caltrain Offices
1250 San Carlos, San Carlos

Tuesday, Feb. 26, 5 p.m. to 6:30 p.m.
Bayview Opera House
4705 Third St., San Francisco

Wednesday, Feb. 27, 6:30 p.m. to 8 p.m.
Mountain View City Hall
Plaza Conference Room
500 Castro St., Mountain View
2/8/13
CNS-2439010#
GILROY DISPATCH
G/11546573

News Release Sample (Spanish)

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DECLARATION

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

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

EL OBSERVADOR

On the following dates:

February 8, 2013

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

Dated at Los Angeles, California, this
13th day of **February** 2013

Signature

2439001

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

Rev. 11/09 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012

A0000029772 94

CALTRAIN BUSCA LA OPINIÓN PÚBLICA SOBRE CAMBIOS EN LAS POLÍTICAS

Caltrain llevara a cabo cuatro reuniones públicas como parte de su proceso para desarrollar las políticas de cambio general en el servicio, impacto desigual y carga desproporcionada que cumplan con el Título VI del Acta de Derechos Civiles de 1964. El Título VI tiene por objeto garantizar que las decisiones tomadas por agencias financiadas con fondos federales no den lugar a la discriminación ya sea por diferencia de raza, etnicidad u origen nacional.

La agencia ferroviaria busca la opinión de los clientes y la comunidad a medida que desarrolla criterios para determinar lo que constituye un cambio en el servicio, siendo éste tan importante como para requerir un análisis profundo de los efectos potenciales del cambio en las poblaciones protegidas.

También desea conocer opiniones para determinar cuándo los efectos de un cambio de tarifa o servicios general es lo suficientemente diferente para ser considerados un "impacto desigual" sobre las minorías o una "carga desproporcionada" para las personas con bajos ingresos. El proyecto de estas políticas estará disponible en el sitio web de Caltrain a partir del 5 de febrero de 2013 o llamando a Servicio al Cliente de Caltrain al 1.800.660.4287.

El público puede ofrecer sus comentarios a estas propuestas ya sea en las reuniones o por:

- correo electrónico: TitleVI@caltrain.com

- U.S. Postal Service: Caltrain, c/o Operations Planning, P.O. Box 3006, San Carlos, CA 94070-1306

- Teléfono: 1.800.660.4287 (TTY: 650.508.6448 dificultades de audición)

La fecha límite para la recepción de comentarios es viernes, 29 de marzo a las 5 p.m. Para ver los proyectos de políticas, visite **www.caltrain.com/TitleVI**

Las personas con dificultades de audición o que no hablen inglés podrán disponer de lenguaje de señas o traducción llamando al 650.508.6370 por lo menos 72 horas antes de las reuniones.

Las reuniones se llevarán a cabo el:

Martes 19 de febrero, 6:30 p.m. a 8 p.m.
Gilroy Senior Center, Meeting Room
7371 Hanna St., Gilroy

Jueves 21 de febrero, 10:45 a.m. a 11:30 a.m.
Second floor auditorium
Caltrain Offices
1250 San Carlos, San Carlos

Martes 26 de febrero, 5 p.m. a 6:30 p.m.
Bayview Opera House
4705 Third St., San Francisco

Miércoles 27 de febrero, 6:30 p.m. a 8 p.m.
Mountain View City Hall
Plaza Conference Room
500 Castro St., Mountain View
2/8/13
CNS-2439001#
EL OBSERVADOR

Public Meeting Handout

CALTRAIN TITLE VI FREQUENTLY ASKED QUESTIONS

What is Title VI?
Title VI is a section in the Civil Rights Act of 1964 that prohibits recipients of Federal assistance (i.e., dollars) from discriminating based on race, color, or national origin.

What does Title VI mean to me?
Title VI ensures Caltrain does not operate its service or develop new facilities in any way that would discriminate against you based on race, color, or national origin. It ensures service is spread around the service area in an equitable manner.

What does Caltrain do to comply with Title VI?
Caltrain is required to perform a detailed analysis of its entire service every three years to monitor that service is provided in an equitable manner. Caltrain staff analyzes its service and facilities to make sure any benefits and negative impacts are spread evenly to minorities and non-minorities alike. This detailed analysis is submitted to the Federal Transit Administration (FTA) which reviews it to make sure Caltrain is complying with Title VI. This is submitted as part of our regular program submission and includes a Limited English Proficiency Plan. Caltrain Title VI program submission is due December 1, 2013.

In addition, Caltrain performs an equity analysis each time it conducts a major service change or any adjustment to fares. This analysis seeks to ensure the proposed fare or service change doesn't impact minorities and low-income populations more than non-minorities and non-low-income populations.

What is a Major Service Change?
Under new FTA guidelines, Caltrain must develop a definition for what constitutes a "Major Service Change." This new definition is being developed and is currently undergoing public review and comment. Once it is finalized and adopted by the Caltrain Board of Directors, every time Caltrain looks to change its service, it must determine whether that proposed change is a "Major Service Change" based on the adopted definition. If it is a "Major Service Change," then Caltrain must analyze (perform an Equity Analysis) whether the change has any discriminatory impacts. If it is not considered a "Major Service Change," Caltrain can move forward with the change without conducting a Title VI Equity Analysis. All fare changes require an Equity Analysis regardless of the magnitude of the fare change proposal.

What does Disparate Impact mean?
If Caltrain determines that a proposed change is a "Major Service Change" it then conducts a Title VI Equity Analysis to determine whether the change has any discriminatory impacts based on race, color, or national origin. To determine whether the change has such an impact, Caltrain reviews ridership and demographic data and compares minority versus non-minority populations. For instance: If Caltrain were proposing a TVM/paper ticket fare increase, Caltrain would look at customer survey results to see

Public Meeting Handout (continued)

who is using that fare product. Caltrain would determine how much of the increase is borne by minorities versus non-minorities. If the difference exceeds the Disparate Impact threshold, then Caltrain would have to take steps to prove there is no other reasonable alternative to the change that would accomplish the same business goal and mitigate the impact of the change.

What does Disproportionate Burden mean?
If Caltrain determines that a proposed change is a "Major Service Change" it then conducts a Title VI Equity Analysis to determine whether the change has any discriminatory impacts based on low-income status. To determine whether the change has such an impact, Caltrain reviews ridership and demographic data and compares low-income versus non-low-income populations. For instance: If Caltrain were proposing a TVM/paper ticket fare increase, Caltrain would look at customer survey results to see who is using that fare product. Caltrain would determine how much of the increase is borne by low-income populations versus non-low-income populations. If the difference exceeds the Disproportionate Burden threshold, then Caltrain would have to: 1) take steps to avoid, minimize or mitigate impacts where practicable, and; 2) describe alternatives available to low-income populations affected.

What are the policies Caltrain is proposing?
Caltrain is proposing the following levels for the three policies in question:

- *Major Service Change Policy:* A reduction or increase of 25 percent or more in total revenue train miles per day. Greater than 50 percent change in the number of trains stopping at a station per day.
- *Disparate Impact Policy:* 10 percent based on the cumulative impact of the proposed service and/or fare changes.
- *Disproportionate Burden Policy:* 10 percent based on the cumulative impact of the proposed service and/or fare changes.

<u>The following part will only be in the staff FAQ:</u>

Why are the thresholds not zero?
Setting the Major Service Change policy to be defined as any change would not allow Caltrain to make any changes to the schedule without conducting a Title VI Equity Analysis. The best example of a change Caltrain needed to make without performing an Equity Analysis was the adjustment made to the Caltrain Reinvented (96 weekday trains effective Aug 2005) schedule in Oct 2005 that effected less than 25 percent of trains, but was urgently needed to resolve on-time performance issues. Performing an Equity Analysis would have delayed the needed adjustments by months even though the changes were only by two to five minute, affecting a limited number of trains. The definition includes limits on removing or adding station stops that will prevent drastic changes to particular stations.

The reasoning for not having a zero threshold for both the Disparate Impact and Disproportional Burden Thresholds is the same. Using a threshold of zero would make any change that negatively affects minority and low-income populations difficult to implement even when the disparity is very small.

<u>Public Meeting Handout (continued)</u>

Nearly every proposed change will have at least a small uneven effect on minorities (or low-income) versus non-minorities (or non-low-income) no matter what is proposed. If the effect is minor, it is hard to justify not implementing the change given that a sound and legitimate business reason is given for the change.

Comment Card (English)



Proposed Caltrain Title VI Policies Comment Card

Caltrain is developing new policies to comply with Title VI of the Civil Rights Act of 1964. All comments from the public will be taken into consideration before a final proposal is presented to the Caltrain Board of Directors.

Name (optional) _____

Comments _____

_____

_____

_____

Please complete and give to Caltrain staff before leaving. Comments also may be made by mail (Caltrain, c/o Operations Planning, P.O. Box 3006, San Carlos, CA 94070-1306), phone (1-800-660-4287 or TTY only 650-508-6448) or e-mail (TitleVI@Caltrain.com). You also may comment at the Caltrain Board meeting April 4, 2013 at 10 a.m. (1250 San Carlos Ave. in San Carlos).

Español al otro lado



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Español al otro lado

Comment Card (Spanish)

Tarjeta de Comentarios para Criterios que Cumplan con el Titulo VI

Caltrain está desarollando criterios que cumplan con el Titulo VI del Acta de Derechose Civiles de 1964. Todos los comentarios del público se tendrá en cuenta antes de una propuesta final se presentaria a la Junta de Directores de Caltrain.

Nombre (opcional) _____

Comentarios _____

_____

_____

_____

Favor de completer y dar a Caltrain personal antes de salir. Los comentarios también pueden hacerse por correo postal (Caltrain, C/O Operations Planning, P.O. Box 3006, San Carlos, CA 94070-1306), teléfono (1-800-660-4287 o 650-508-6448 sólo TTY) o por correo electrónico (TitleVI@Caltrain.com). También puede comentar en la audiencia al público en Caltrain 4 de abril 2013 a las 10 a.m. (1250 San Carlos Ave. en San Carlos).

English on the other side

Tarjeta de Comentarios para Criterios que Cumplan con el Titulo VI

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Nombre (opcional) _____

Comentarios _____

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Favor de completer y dar a Caltrain personal antes de salir. Los comentarios también pueden hacerse por correo postal (Caltrain, C/O Operations Planning, P.O. Box 3006, San Carlos, CA 94070-1306), teléfono (1-800-660-4287 o 650-508-6448 sólo TTY) o por correo electrónico (TitleVI@Caltrain.com). También puede comentar en la audiencia al público en Caltrain 13 de abril 2013 a las 10 a.m. (1250 San Carlos Ave. en San Carlos).

English on the other side

Board Meeting Minutes (January 3, 2013)

Joint Powers Board Meeting
Minutes January 3, 2013

Director Nolan asked what milestones the Board will need to take action on. Mr. Walter said in the spring/summer of 2014, the Board will be asked to certify the EIR, but there will be updates as necessary.

Chair Yeager asked when and where the four community meetings will be. Mr. Walter said staff is working on that and it will be known by the end of January. Chair Yeager asked that Mr. Walter and staff work with the three members of each county to ensure the meetings are coordinated.

Public Comments
Elizabeth Lasensky, San Carlos, said she is a Caltrain rider and the on-time statistics are not statistics, but reality. She thinks electrification will increase on-time performance along with level platforms to allow people to get on and off the trains easier.

Jim Bigelow, Redwood City/San Mateo County/Menlo Park Chamber of Commerce, said he encourages the Board to keep on the schedule that was provided today. The diesel equipment is wearing out and there are a number of problems by elongating this process. In the graphics he suggested EMU train sets be shown and staff needs to educate people on passing tracks.

Jeff Carter, Millbrae, said the electrification schedule needs to be adhered to or sped up. He thinks the project shouldn't be limited to two tracks along the right of way as no one knows future demands. Mr. Carter said it would help if Caltrain published how wide the right of way is.

Adina Levin, Friends of Caltrain, asked if level boarding is being included in the EIR. Cities are now planning their land use around Caltrain service and cutting service sends the wrong message to cities.

Roland LeBrun, San Jose, said the JPB cannot afford to wait until 2019 for EMUs. The slides are not reality and were created by Photoshop. Staff needs to have actual design photos.

Paul Jones, Atherton, said he recently went through the previous EIR and it is seriously flawed. He has passed on his comments to staff and urges the consultant to be very careful in working with the previous report.

Yoriko Kishimoto, Friends of Caltrain, said they are looking forward to co-hosting a community meeting. The public would like to be involved in the discussions for level boarding.

UPDATE ON FEDERAL TRANSIT ADMINISTRATION (FTA) TITLE VI REQUIREMENTS
Mr. Harvey said:

- There have been recent changes to Title VI of the Civil Rights Act of 1964 that affect all transit agencies.
- Title VI ensures public services, including transportation, are provided in a nondiscriminatory manner; requires opportunities for public participation in

Page 6 of 11

Board Meeting Minutes (January 3, 2013 - continued)

Joint Powers Board Meeting
Minutes January 3, 2013

decision-making without regard to race, color or national origin; provides access to public services; and is the subject of renewed focus at the Federal level.

- The JPB is eligible for and receives Federal assistance for its transit and other programs, which makes it subject to Title VI. The FTA monitors transit providers for Title VI. Staff submits a report every three years to the FTA.
- New Title VI primary requirements include:
  - Conduct updated survey of passengers
  - Develop a formal Public Participation Plan
  - Report racial breakdown of membership of District-appointed membership advisory committees
  - Adopt a policy on major service changes
  - Adopt policies on disparate impact and disproportionate burden for specific populations
- System wide service standards and policies need to be adopted by the Board for submission to the FTA by March 31, 2013. Staff has to monitor compliance with standards and policies and present service monitoring results to the Board for approval at least every three years.
- Staff will be holding public meetings in each county.
- Major Service Change Policy and Disparate Impact, Disproportionate Burden Policies will be brought to the public and Board.
- New policies require equity analyses of major service changes and all fare changes to determine whether adverse impact is present prior to Board adoption.
- Proposed Title VI schedule:
  - February 2013 – review proposed draft policies to the Board.
  - February-March – conduct outreach.
  - March 2013 – Board adoption.
  - March 31 – submit to FTA.

Director Nolan asked if there will be a way to notify and attract low-income and minorities to attend these meetings in the three counties.

Director Malia Cohen said it would be good if staff partnered with local and community leaders for these meetings. She said marketing materials should be in English, Chinese, Cantonese and as many languages as possible, and staff should have translators of different languages available at the public meetings. Director Cohen said it would also be good to advertise in the smaller neighborhood newspapers.

Mr. Harvey said staff will reach out to Board members for ideas of locations and newspapers to reach the most people.

Board Meeting Minutes (February 7, 2013)

Joint Powers Board Meeting
Minutes February 7, 2013

- After 2017, there is to be no increase beyond the Consumer Price Index.
- Starting in 2019, MTC will link funding to performance.
- Previous cost-reduction strategies include JPB's fuel hedging program, administrative cost control measures, closure of staffed ticket offices, introduction of Baby Bullet in 2004, reinvention of service in 2005, weekend baby bullet service, reduced service in the off-peak, and bringing back the peak-hour service in response to ridership growth.
- Moving forward, sustainable strategies include implement State of Good Repair Projects, support of Transit-oriented Development (TOD), station access planning and implementation, continuation of the Fuel Hedging Program, real-time information for customers and Caltrain Modernization Program post 2019.
- Staff will present the TSP Strategic Plan for adoption at the March meeting.

Public Comment
Adina Levin, Friends of Caltrain, said members are adopting stations and this is a real opportunity for Caltrain. She said the GO Pass Program would be extremely effective for TODs because a monthly parking at Palo Alto is $45 and a two-zone ticket is $168.

UPDATE ON TITLE VI POLICIES
Director of Rail, Michelle Bouchard reported that under new Federal requirements, Title VI civil rights policies must be Board approved and submitted to FTA prior to the next equity analysis or program submission. These include adopting a policy on major service changes, disparate impact and disproportional burden for specific populations and adoption of system-wide service standards.

- Major Service Change Policy
  - Determines when service change is significant enough to require a thorough analysis of potential effects on protected populations.
  - The proposed draft policy would require such an analysis when there is an increase or decrease of 25 percent or more in total revenue train miles per day and more than a 50 percent change in trains stopping at a single station per day.
- Disparate Impact Policy and Disproportionate Burden Policy
  - Staff is recommending an analysis be required when a threshold of 10 percent is achieved in the difference between the impact to minority versus non-minority communities.
- Service standards and policies
  - These are service standards and policies that staff has been using over the last nine years.
  - Service standards are looking at vehicle load, headway, on-time performance and service availability.
  - Service policies are looking at vehicle assignments and transit amenities.
- Proposed Title VI schedule:
  - Conduct public outreach on proposed policies between February and March.
  - Continue additional outreach to community based organizations in March.

Page 9 of 12

Board Meeting Minutes (February 7, 2013 - continued)

- Final adoption at the April Board meeting.
- Public meetings will be in Gilroy, San Carlos, San Francisco and Mountain View.
- Comments will be accepted through March 29.

APPROVAL OF 2013 LEGISLATIVE PROGRAM

Director of Government and Community Affairs Seamus Murphy said staff is recommending approval of the 2013 State and Federal Legislative Program. This program guides staff's advocacy efforts in Sacramento and Washington D.C. The program is structured to focus on three primary objectives: maintaining and enhancing State and Federal funding opportunities that support Caltrain programs and services; seek a regulatory environment that streamlines project delivery and maximizes Caltrain's ability to meet public transportation service demands; and reinforcing and expanding programs that build and incentivize public transportation ridership.
Mr. Murphy said with these three objectives there are several issues that are included in the program that staff expects to focus on in the coming year, both at the State and Federal levels.

Mr. Murphy said the program is structured to be broad enough to allow staff to take action quickly when unanticipated issues might come up. If there are issues outside of this program, staff would bring them to the Board's attention and seek approval.

Public Comment

Vaughn Wolffe, Pleasanton, said he would suggest altering the laws so transit districts can participate and buy power, rather than exempting the agency from the costs. When there are exemptions the cost is being forced on the rest of the general public. If it is forced to a vote the rest of the general public will not look respectably on transportation. Operating costs can be significantly reduced by capitalizing your own power system.

A motion (Nolan/Lloyd) to approve the 2013 Legislative Program was approved unanimously.

LEGISLATIVE UPDATE

State Update

Mr. Murphy said there is no deficit projected for next year in the governor's budget. The State Transit Assistance Program projections are lower for this fiscal year and next fiscal year due to a lower level of diesel fuel sales. There is $480 million included for appropriation for transit in the Proposition 1B program. There is an appropriation of $55 million from the first Cap and Trade auction and it has not been specified how those funds will be directed. The governor's office will be holding a series of outreach meetings and staff will encourage these funds be directed towards clean transportation projects.

Mr. Murphy introduced the new Government Affairs Officer Casey Fromson, who will be focusing on the Caltrain Modernization Program. She was a member of Congresswoman Anna Eshoo's staff in Washington D.C. focusing on transportation.

Board Meeting Minutes (April 4, 2013)

and Castro Street in Mountain View. Selection of these sites was coordinated with the California Public Utilities Commission and JPB staff.

Public Comment
Adina Levin, Friends of Caltrain, said the changes in the signal contract involve increasing gate down time at five intersections and re-signalizing the traffic lights. She hopes there is outreach to the affected communities.

Jeff Carter, Millbrae, said there will be some increased gate down time and when a train is at a station he hopes the gate will time out and release so traffic is not stopped the entire time the train is at the station.

A motion (Tissier/Nolan) to award a contract to Shimmick Construction for the Signal Preemption Improvement Project was approved unanimously.

AUTHORIZE THE SECOND AMENDMENT OF THE USE, OPERATING AND MAINTENANCE (UOM) AGREEMENT FOR THE MILLBRAE INTERMODAL STATION
Deputy CEO Chuck Harvey said when the Millbrae Intermodal Station was completed, the JPB entered into a cost-sharing agreement with BART to maintain the station. The costs were allocated through a cost model. This amendment codifies the agreement through FY2018 and the costs are being controlled by an agreement so they won't increase beyond the Consumer Price Index inflation.

A motion (Lloyd/Nolan) to authorize the second amendment of the UOM agreement for the Millbrae Intermodal Station was approved unanimously.

ADOPTION OF CALTRAIN TITLE VI STANDARDS AND POLICIES
Director, Rail Michelle Bouchard reported:

- The Federal Transit Administration requires approval and submission of five standards and policies.
  - The Major Service Change Policy is the criteria for determining when service change is significant enough to require a thorough analysis of potential effects on protected populations. Staff is recommending a change of 25 percent or more total train revenue miles and greater than 50 percent change in the number of trains stopping at a station per day.
  - Disparate Impact and Disproportionate Burden Policies determine the threshold when adverse effects of a fare or service changes are borne disproportionally by minority or low-income populations. Staff is recommending a 10 percent threshold
  - Services Standards and Policies are established to monitor performance in quantifiable and qualitative measures/metrics. Service standards include vehicle load, vehicle headway, on-time performance and service availability. Service policies are vehicle assignment and transit amenities.
- Four community meetings were held and comments were accepted through March 29. Meetings were sparsely attended and only one comment was received.

Board Meeting Minutes (April 4, 2013 - Continued)

Joint Powers Board Meeting
Minutes April 4, 2013

Public Comment
Roland LeBrun, San Jose, said staff has to ensure cash customers are not targeted because most cash customers are minorities.

A motion (Lloyd/Tissier) to adopt the Caltrain Title VI Standards and Policies was approved unanimously.

LEGISLATIVE UPDATE

State Update

Executive Officer, Public Affairs Mark Simon said Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Finance Working Group to explore options for meeting the State's long-term transportation funding needs and priorities. Public transit agencies will be represented on the working group through the California Transit Association. The first meeting is April 9 and one of the first things the group will be discussing is a recent report issued by the American Society of Civil Engineers which gave the State an overall grade of "C' for its infrastructure and cites "a lack of sufficient investment for the operations and maintenance of existing facilities and dedicated funding sources for new improvements to the system. There is a need for $10 billion per year more to be spent for ongoing maintenance of existing facilities and an investment of $36.5 billion to raise transportation to a "B" grade."

Federal Update

Mr. Simon said Congress is working to pass a continuing resolution and start work on the FY2014 appropriations process. Last year the Federal investment in the California High Speed Rail Project was a key topic during the appropriations process. Republican Congressmembers Jeff Denham and Kevin McCarthy requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. The GAO report released last week gave the project an overwhelmingly positive review.

Mr. Simon said there was a home value study done by the American Public Transportation Association and the Association of Realtors that showed property within a half-mile of transit sustained its value more effectively during the recession and rebounded more rapidly.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

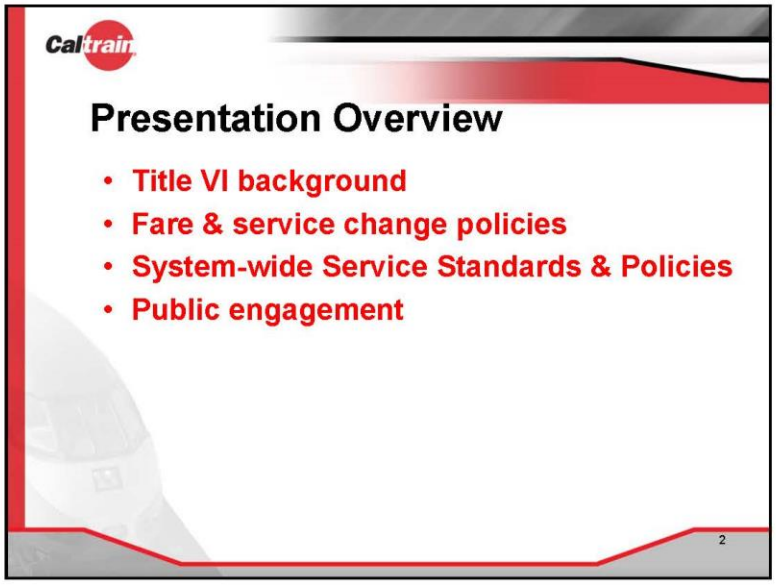
GENERAL COUNSEL REPORT

Mr. Miller said staff has contacted the general counsel for the CHSRA to see if their chair indicated Caltrain would respond to Mr. Brown's request. It is clear Proposition 1A is going to be complied with in the final analysis and the agreement that has been entered into codifies the blended system as the plan around which HSR will be designed and constructed and contains a funding plan template. Over time the funding plan will evolve as estimates are prepared and the public can be assured

Board Meeting Presentation (April 4, 2013)

4/4/2013





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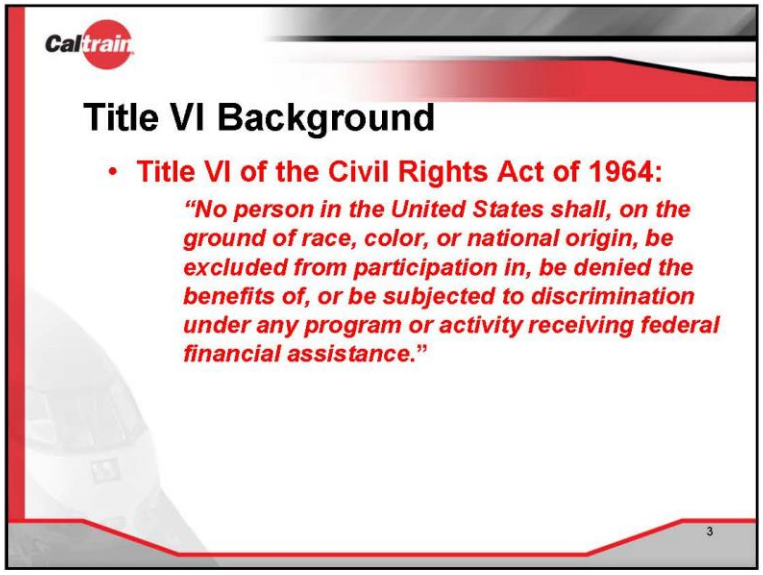
Board Meeting Presentation (April 4, 2013 - Continued)

4/4/2013





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Board Meeting Presentation (April 4, 2013 - Continued)

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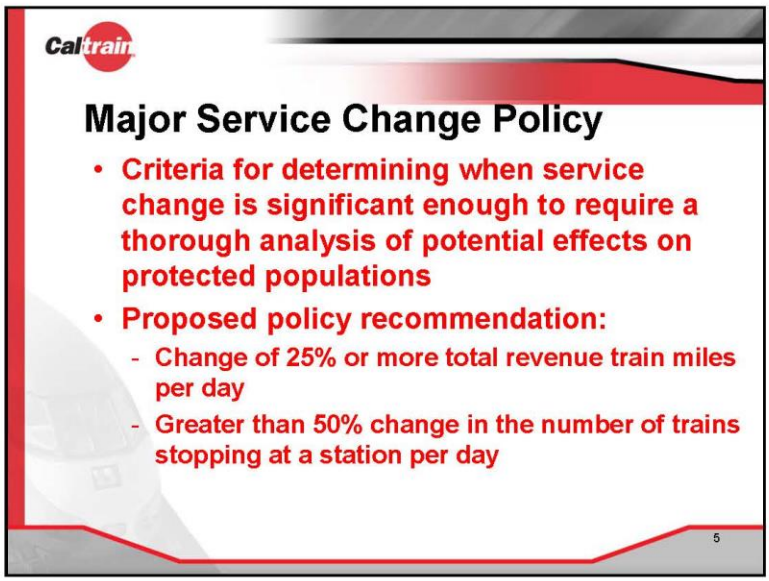

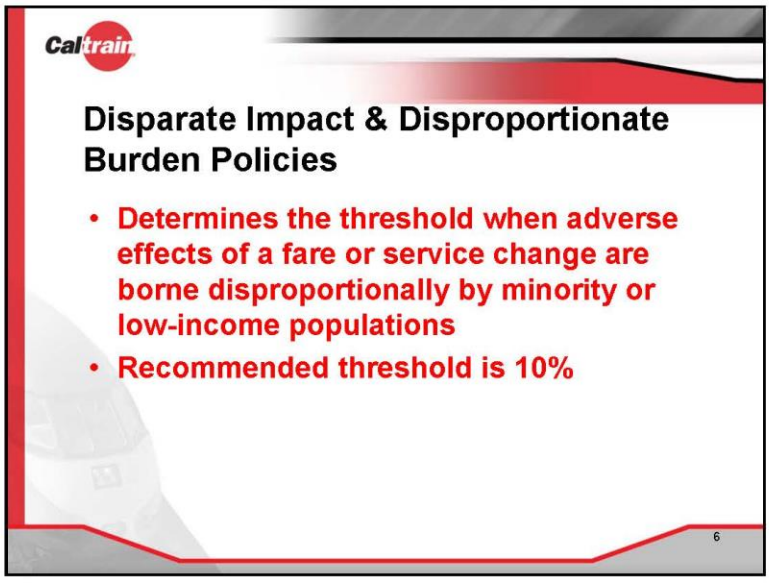

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Board Meeting Presentation (April 4, 2013 - Continued)

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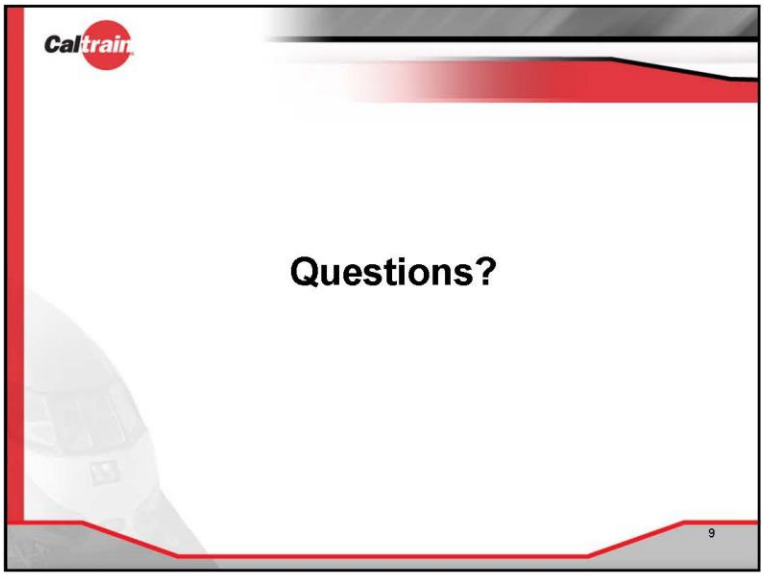
4

Board Meeting Presentation (April 4, 2013 - Continued)

4/4/2013



5

M. TITLE VI EQUITY ANALYSES

EXECUTIVE SUMMARY

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. JPB, which operates Caltrain's fixed-rail service in San Francisco County, San Mateo County, and Santa Clara County, has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in 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. JPB must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law.

In the past three years, the JPB has conducted the following three equity analyses:

1. FY 2017 (March 2017) Proposed Weekend Service Changes
2. FY 2018 (July 2017) Proposed Fare Changes to the Caltrain Codified Tariff
3. FY 2019-20 (August 2019) Proposed Fare Changes

These analyses and evidence of Board Approval is included in this Appendix.

RESOLUTION NO. 2017 – 09

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

ADOPTING PROPOSED WEEKEND SERVICE CHANGES AND APPROVING THE ASSOCIATED TITLE VI ANALYSIS

WHEREAS, staff has proposed the Peninsula Corridor Joint Powers Board (JPB) Board of Directors (Board) approve weekend Caltrain service changes to accommodate construction activities related to the Peninsula Corridor Electrification Project (PCEP), a key component of the Caltrain Modernization Program, and other Capital Projects that will occur simultaneously with electrification such as the Los Gatos Creek Bridge Project, San Mateo 25th Avenue Grade Separation Project, and the South San Francisco Station Improvement Project; and

WHEREAS, the weekend service changes will increase headways from 60 minutes to 90 minutes and reduce the number of trains on Saturdays from 36 trains to 28 trains and the number of trains on Sundays from 32 trains to 24 trains; and

WHEREAS, despite these weekend service changes, Caltrain will maintain existing weekend Baby Bullet service (two in each direction per day), preserve the approximate range of weekend service at the start and end of the day, and provide for continued weekend shuttle service between San Jose Diridon and Tamien stations; and

WHEREAS, on April 4, 2013, by Resolution No. 2013-21, the Board adopted the Major Service Change Policy for the Caltrain system, which sets the thresholds for when a proposed service change must be preceded by a service equity analysis and public engagement process; and

WHEREAS, the weekend service changes meet the Major Service Change Policy threshold, and therefore require public outreach, a public hearing, and completion of an equity analysis; and

WHEREAS, the equity analysis must comply with Title VI of the Civil Rights Act of 1964 and implementing regulations, including Federal Transit Administration Circular C 4702.1B, and thereby assess whether the change will result in disparate impacts on minority populations or disproportionate burdens on low-income populations; and

WHEREAS, on April 4, 2013, by Resolution No. 2013-21, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when fare or major service changes are deemed to have disparate or disproportionate effects 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 the weekend service changes, concluding that the service changes will not disparately impact minority passengers nor impose a disproportionate burden on low-income passengers; and

WHEREAS, the Board of Directors held a duly noticed public hearing at its March 2, 2017 meeting, and engaged in public outreach including through published notices and community meetings throughout the JPB's service area to afford members of the public an opportunity to comment upon the weekend service change proposals outlined above; and

WHEREAS, on January 8, 2015, pursuant to Resolution No. 2015-03, the JPB certified the Final Environmental Impact Report (FEIR) for the PCEP and, pursuant to Resolution No. 2015-04, the JPB approved the PCEP and adopted California Environmental Quality Act findings of fact, a statement of overriding considerations, and a mitigation monitoring and reporting plan; and

WHEREAS, the weekend service changes will present no environmental effects that would exceed those considered in the FEIR; and

WHEREAS, Staff Coordinating Council recommends that the Board of Directors approve the Title VI Equity Analysis and adopt the proposed weekend service changes, effective summer 2017, with the final effective date to be determined pending final notice to proceed being given to the PCEP infrastructure contractor.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby:

1. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the proposed weekend service changes will not have a disparate impact on minority populations nor impose a disproportionate burden on low-income populations;
2. Approves the Title VI Equity Analysis attached as Attachment B and incorporated by this reference;
3. Adopts the weekend service changes set forth in Attachment A and incorporated by this reference.

Regularly passed and adopted this 2nd day of March, 2017 by the following vote:

AYES: BRUINS, DAVIS, GEE, GUILBAULT, PINE, RAMOS, YEAGER, CISNEROS

NOES: NONE

ABSENT: NONE

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

CALTRAIN WEEKEND SCHEDULE
Eff. Summer 2017
PROPOSED CHANGES

NORTHBOUND

Train #	SAT ONLY 421	423	801	425	427	429	431	433	803	435	437	439	441	SAT ONLY 443
Shuttle Bus														
Departs Tamien	***	8:11a	9:24a	9:46a	11:11a	12:41p	2:11p	3:41p	4:54p	5:16p	6:41p	8:11p	9:41p	***
Arrives SJ Diridon	***	8:23a	9:36a	9:58a	11:23a	12:53p	2:23p	3:53p	5:06p	5:28p	6:53p	8:23p	9:53p	***
SJ Diridon	7:00a	8:38a	9:51a	10:08a	11:38a	1:08p	2:38p	4:08p	5:21p	5:38p	7:08p	8:38p	10:08p	10:30p
Santa Clara	7:05a	8:43a	-	10:13a	11:43a	1:13p	2:43p	4:13p	-	5:43p	7:13p	8:43p	10:13p	10:35p
Lawrence	7:10a	8:49a	-	10:19a	11:49a	1:19p	2:49p	4:19p	-	5:49p	7:19p	8:49p	10:19p	10:40p
Sunnyvale	7:14a	8:53a	10:01a	10:23a	11:53a	1:23p	2:53p	4:23p	5:31p	5:53p	7:23p	8:53p	10:23p	10:44p
Mt View	7:19a	8:59a	10:06a	10:29a	11:59a	1:29p	2:59p	4:29p	5:36p	5:59p	7:29p	8:59p	10:29p	10:49p
San Antonio	7:23a	9:03a	-	10:33a	12:03p	1:33p	3:03p	4:33p	-	6:03p	7:33p	9:03p	10:33p	10:53p
California Ave	7:27a	9:07a	-	10:37a	12:07p	1:37p	3:07p	4:37p	-	6:07p	7:37p	9:07p	10:37p	10:57p
Palo Alto	7:31a	9:12a	10:13a	10:42a	12:12p	1:42p	3:12p	4:42p	5:43p	6:12p	7:42p	9:12p	10:42p	11:02p
Menlo Park	7:34a	9:15a	-	10:45a	12:15p	1:45p	3:15p	4:45p	-	6:15p	7:45p	9:15p	10:45p	11:05p
Atherton	7:37a	9:19a	-	10:49a	12:19p	1:49p	3:19p	4:49p	-	6:19p	7:49p	9:19p	10:49p	11:09p
Redwood City	7:41a	9:23a	10:20a	10:53a	12:23p	1:53p	3:23p	4:53p	5:50p	6:23p	7:53p	9:23p	10:53p	11:13p
San Carlos	7:45a	9:28a	-	10:58a	12:28p	1:58p	3:28p	4:58p	-	6:28p	7:58p	9:28p	10:58p	11:18p
Belmont	7:48a	9:32a	-	11:02a	12:32p	2:02p	3:32p	5:02p	-	6:32p	8:02p	9:32p	11:02p	11:22p
Hillsdale	7:51a	9:35a	10:27a	11:05a	12:35p	2:05p	3:35p	5:05p	5:57p	6:35p	8:05p	9:35p	11:05p	11:25p
Hayward Park	7:55a	9:39a	-	11:09a	12:39p	2:09p	3:39p	5:09p	-	6:39p	8:09p	9:39p	11:09p	11:29p
San Mateo	7:58a	9:42a	10:31a	11:12a	12:42p	2:12p	3:42p	5:12p	6:01p	6:42p	8:12p	9:42p	11:12p	11:32p
Burlingame	8:02a	9:46a	-	11:16a	12:46p	2:16p	3:46p	5:16p	-	6:46p	8:16p	9:46p	11:16p	11:36p
Broadway	8:06a	9:50a	-	11:20a	12:50p	2:20p	3:50p	5:20p	-	6:50p	8:20p	9:50p	11:20p	11:40p
Millbrae	8:09a	9:53a	10:38a	11:23a	12:53p	2:23p	3:53p	5:23p	6:08p	6:53p	8:23p	9:53p	11:23p	11:43p
San Bruno	8:14a	9:58a	-	11:28a	12:58p	2:28p	3:58p	5:28p	-	6:58p	8:28p	9:58p	11:28p	11:48p
South SF	8:19a	10:03a	-	11:33a	1:03p	2:33p	4:03p	5:33p	-	7:03p	8:33p	10:03p	11:33p	11:53p
Bayshore	8:25a	10:09a	-	11:39a	1:09p	2:39p	4:09p	5:39p	-	7:09p	8:39p	10:09p	11:39p	11:59p
22nd Street	8:31a	10:15a	-	11:45a	1:15p	2:45p	4:15p	5:45p	-	7:15p	8:45p	10:15p	11:45p	12:04a
San Francisco	8:38a	10:22a	10:57a	11:52a	1:22p	2:52p	4:22p	5:52p	6:27p	7:22p	8:52p	10:22p	11:52p	12:12a

CALTRAIN WEEKEND SCHEDULE
Eff. Summer 2017
PROPOSED CHANGES

SOUTHBOUND

Train #	422	424	426	802	428	430	432	434	436	804	438	440	SAT ONLY 442	SAT ONLY 444
San Francisco	8:07a	9:37a	11:07a	12:04p	12:37p	2:07p	3:37p	5:07p	6:37p	7:34p	8:07p	9:37p	10:51p	12:05a
22nd Street	8:11a	9:41a	11:11a	-	12:41p	2:11p	3:41p	5:11p	6:41p	-	8:11p	9:41p	10:55p	12:10a
Bayshore	8:18a	9:48a	11:18a	-	12:48p	2:18p	3:48p	5:18p	6:48p	-	8:18p	9:48p	11:02p	12:15a
South SF	8:24a	9:54a	11:24a	-	12:54p	2:24p	3:54p	5:24p	6:54p	-	8:24p	9:54p	11:08p	12:21a
San Bruno	8:29a	10:00a	11:30a	-	1:00p	2:30p	4:00p	5:30p	7:00p	-	8:30p	10:00p	11:13p	12:25a
Millbrae	8:34a	10:04a	11:34a	12:19p	1:04p	2:34p	4:04p	5:34p	7:04p	7:49p	8:34p	10:04p	11:18p	12:29a
Broadway	8:38a	10:08a	11:38a	-	1:08p	2:38p	4:08p	5:38p	7:08p	-	8:38p	10:08p	11:22p	12:33a
Burlingame	8:41a	10:11a	11:41a	-	1:11p	2:41p	4:11p	5:41p	7:11p	-	8:41p	10:11p	11:25p	12:35a
San Mateo	8:45a	10:15a	11:45a	12:26p	1:15p	2:45p	4:15p	5:45p	7:15p	7:56p	8:45p	10:15p	11:29p	12:41a
Hayward Park	8:48a	10:18a	11:48a	-	1:18p	2:48p	4:18p	5:48p	7:18p	-	8:48p	10:18p	11:32p	12:44a
Hillsdale	8:52a	10:22a	11:52a	12:30p	1:22p	2:52p	4:22p	5:52p	7:22p	8:00p	8:52p	10:22p	11:36p	12:47a
Belmont	8:56a	10:26a	11:56a	-	1:26p	2:56p	4:26p	5:56p	7:26p	-	8:56p	10:26p	11:40p	12:50a
San Carlos	8:59a	10:29a	11:59a	-	1:29p	2:59p	4:29p	5:59p	7:29p	-	8:59p	10:29p	11:43p	12:53a
Redwood City	9:04a	10:34a	12:04p	12:37p	1:34p	3:04p	4:34p	6:04p	7:34p	8:07p	9:04p	10:34p	11:48p	12:59a
Atherton	9:09a	10:39a	12:09p	-	1:39p	3:09p	4:39p	6:09p	7:39p	-	9:09p	10:39p	11:53p	1:03a
Menlo Park	9:12a	10:42a	12:12p	-	1:42p	3:12p	4:42p	6:12p	7:42p	-	9:12p	10:42p	11:56p	1:06a
Palo Alto	9:16a	10:46a	12:16p	12:44p	1:46p	3:16p	4:46p	6:16p	7:46p	8:14p	9:16p	10:46p	12:00a	1:09a
California Ave	9:20a	10:50a	12:20p	-	1:50p	3:20p	4:50p	6:20p	7:50p	-	9:20p	10:50p	12:04a	1:13a
San Antonio	9:24a	10:54a	12:24p	-	1:54p	3:24p	4:54p	6:24p	7:54p	-	9:24p	10:54p	12:08a	1:17a
Mt View	9:29a	10:59a	12:29p	12:52p	1:59p	3:29p	4:59p	6:29p	7:59p	8:22p	9:29p	10:59p	12:13a	1:21a
Sunnyvale	9:34a	11:04a	12:34p	12:57p	2:04p	3:34p	5:04p	6:34p	8:04p	8:27p	9:34p	11:04p	12:18a	1:26a
Lawrence	9:38a	11:08a	12:38p	-	2:08p	3:38p	5:08p	6:38p	8:08p	-	9:38p	11:08p	12:22a	1:30a
Santa Clara	9:44a	11:14a	12:44p	-	2:14p	3:44p	5:14p	6:44p	8:14p	-	9:44p	11:14p	12:28a	1:35a
SJ Diridon	9:52a	11:22a	12:52p	1:12p	2:22p	3:52p	5:22p	6:52p	8:22p	8:39p	9:52p	11:22p	12:36a	1:43a
Shuttle Bus														
Departs SJ Diridon	10:07a	11:37a	1:07p	1:27p	2:37p	4:07p	5:37p	7:07p	***	8:54p	10:07p	***	***	***
Arrives Tamien	10:17a	11:47a	1:17p	1:37p	2:47p	4:17p	5:47p	7:17p	***	9:04p	10:17p	***	***	***

PENINSULA CORRIDOR JOINT POWERS BOARD



Title VI Equity Analysis
Proposed Weekend Service Changes – FY2017
March 2017

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Caltrain Proposed Weekend Service Changes
Title VI Equity Analysis

PURPOSE AND EXECUTIVE SUMMARY

Title VI of the Civil Rights Act of 1964 ensures that "no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Caltrain has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in 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.

This Title VI Equity Analysis, which has been prepared in conformity with Chapter IV of the FTA's Circular 4702.1B, evaluates Caltrain weekend service changes proposed to start in the summer of 2017 to evaluate any potentially discriminatory effects.

The proposed changes will temporarily shift weekend services from 60 to 90 minute headways to support construction work on the Caltrain mainline that is part of the Peninsula Corridor Electrification Project (PCEP). Other Capital Projects (Los Gatos Creek Bridge Project, South San Francisco Station Improvement Project, and the San Mateo 25th Avenue Grade Separation Project) will also benefit from the proposed service changes. The PCEP construction and testing phase necessitating the weekend service changes is expected to last approximately 3 years.

Caltrain also will implement weekday service changes in April 2017 (described briefly below), but the weekday changes do not constitute a Major Service Change under the JPB's Major Service Change Policy and, therefore, are not analyzed herein.

Applying Caltrain's Title VI policies, this analysis of adverse effects confirms that the proposed temporary changes to weekend service **will not have a disparate impact on minority riders nor impose a disproportionate burden on low-income riders**.

BACKGROUND

CALTRAIN OVERVIEW

Caltrain provides commuter rail service between Santa Clara, San Mateo, and San Francisco Counties. The service area – extending from Gilroy in the south to San Francisco in the north –is geographically and ethnically diverse, containing both dense urban cores and suburban landscape with residents from an array of different backgrounds. These factors make the Caltrain service area unique. To serve the region in FY 2016, Caltrain operates 92 weekday trains, 36 Saturday trains, and 32 Sunday trains carrying approximately 19 million passengers per year. **Attachment 1** provides a copy of the Caltrain Service Map. **Attachment 3** contains combined minority demographic maps where the minority population is broken out by block group using US Census 2010-2014 American Community Survey (ACS) Data. Minority census tracts are defined as those in which the minority population exceeds the system-wide minority average of 58%. **Attachment 3** 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 Caltrain's Title VI Program as those in which more than 13.9% of households have incomes under $25,000.

CALTRAIN TITLE VI POLICIES

As a federal grant recipient, the Peninsula Corridor Joint Powers Board (JPB), which operates Caltrain, is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI regulations. At a minimum, it must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally, the JPB performs a self-assessment every three years, or when it undertakes a change in its fares or a significant change in service.

In accordance with FTA Circular 4702.1B, grantees must evaluate all major service changes to determine whether those changes have a discriminatory impact. In the case of a service reduction, a disproportionately high and adverse effect is one that (1) is predominately borne by a minority population and/or low-income population, or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

To guard against discriminatory impacts in decision-making and establish thresholds for use in equity analyses of service and fare changes, the Federal Transit Administration requires each large public transportation provider's governing board to approve three policies:

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

Caltrain's Title VI policies follow. Board approval of these policies are shown in **Attachment 2.**

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 Caltrain Board of Directors for its consideration and included in the Caltrain Title VI Program with a record of action taken by the Board.

A major service change is defined by Caltrain's policy as any service change meeting one or both of the following criteria:

- A reduction or increase of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made.

- A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made. Note: Any temporary or interim change[1] due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

DISPARATE IMPACT POLICY AND DISPROPORTIONATE BURDEN POLICIES

In the course of performing a Title VI Equity Analysis, the JPB must analyze how a proposed action (major service change or fare change) would impact minority as compared to non-minority populations, and low income as compared to non-low income populations. The results of this analysis are then compared with the thresholds in Caltrain's Disparate Impact and Disproportionate Burden policies.

DISPARATE IMPACT POLICY

The JPB established its Disparate Impact threshold at 10 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.

In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted 10-percent threshold or that benefits non-minorities more than minorities with a disparity that exceeds the adopted threshold, the JPB

[1] The FTA applies a 12-month limit to the "temporary" service change exemption in Major Service Change policies.

must (a) consider modifying the proposal to eliminate the disparate impact, (b) analyze whether the disparate impact has been eliminated by the modification, and (c) demonstrate (i) a substantial legitimate justification for the proposed change and (ii) that the proposed change is the least discriminatory alternative.

DISPROPORTIONATE BURDEN POLICY

The JPB established its Disproportionate Burden threshold at 10 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.

In the event the proposed action has a negative impact that affects the low income populations more than non-low income populations with a disparity that exceeds the adopted threshold, or that benefits non-low income passengers more than low income passengers with a disparity that exceeds the adopted threshold, the JPB must take steps to avoid, minimize or mitigate impacts where practicable.

PUBLIC ENGAGEMENT OF POLICY DEVELOPMENT

FTA Circular C 4702.1B requires transit agencies to seek public input before Board adoption of Disparate Impact and Disproportionate Burden policies. JPB staff developed draft policies and requested public input through four community meetings throughout the Caltrain Service area, which spans three counties: San Francisco, San Mateo, and Santa Clara. The JPB requested comments be made through mail, telephone, and dedicated e-mail address (TitleVI@caltrain.com).

The Title VI community meetings were held at the following times and locations:

Tuesday, Feb. 12, 2013 - 6:30 p.m. to 8:00 p.m.
Gilroy Senior Center, Meeting Room
7371 Hanna St, Gilroy

Thursday, Feb. 21, 2013 - 10:45 a.m. to 11:30 a.m.
Second floor auditorium
Caltrain Administrative Offices
1250 San Carlos Ave, San Carlos

Tuesday, Feb. 26, 2013 - 5:00 p.m. to 6:30 p.m.
Bay Area Opera House
4705 Third St, San Francisco

Wednesday, Feb. 27, 2013 - 6:30 p.m. to 8:00 p.m.
Mountain View City Hall
Plaza Conference Room

500 Castro St, Mountain View

The JPB also reached out to the following Community groups and leaders:

San Francisco County

- Asian Pacific American Community Center
- Bayview Hill Neighborhood Association
- Bayview Merchants Association
- Better Bayview
- Brite/4800 Third St Neighbors
- Dogpatch Neighborhood Association
- Hunters Point Shipyard CAC
- India Basin Neighborhood Association
- Potrero Boosters
- Potrero Hill/Dogpatch Merchants Association
- Visitacion Valley Planning Alliance

San Mateo County

- All City Managers
- All Mayors

Santa Clara County

- All City Managers
- All Mayors
- Postings to City Council member Newsletters:
    - Ken Yeager
    - Ash Kalra
- Public Advocates
- Transform
- Urban Habitat

Although there were several outreach methods used, including Caltrain website postings, Take One notices printed in English and Spanish, Visual Message Signs at all Stations, Community Meetings, News Releases, Advertisements in several newspapers, and Social media postings (in accordance with the Caltrain Title VI Outreach Plan), there was very limited feedback received by meeting attendees or other community members. Staff revised the proposal for its standards and policies and submitted them for Board approval. They were approved April 4, 2013 (refer to **Attachment 2**).

More information regarding Caltrain's Title VI policies and standards can be found here: **http://www.caltrain.com/riderinfo/TitleVI.html**

CALTRAIN TITLE VI SERVICE CHANGE ANALYSIS

PROPOSED SERVICE CHANGES

Over the last decade, Caltrain has experienced a substantial increase in ridership and anticipates further increases in ridership demand as the Bay Area's population grows. The Caltrain Modernization Program, scheduled to be implemented by 2020, will electrify and upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service.

The Peninsula Corridor Electrification Project (PCEP) is a key component of the Caltrain Modernization Program and consists of converting Caltrain from diesel-hauled to Electric Multiple Unit (EMU) trains for services between the Fourth and King Street Station in San Francisco and the Tamien Station in San Jose. The project will entail the installation of new electrical infrastructure and the purchase of electrified vehicles. Caltrain will continue Gilroy service and support existing tenants.

The PCEP calls for construction while continuing to operate the railroad with minimal disruption to the service and Caltrain customers. To accommodate construction, windows in the schedule have been identified during which construction, installation and testing of the electrification system can take place. Accommodation of these work windows will necessitate changes to the Caltrain weekend timetable starting in summer 2017.

Staff expects the revised weekend timetable to be in effect for the entire construction and testing phases of the PCEP (to be for approximately three years), though periodic adjustments may be required to accommodate work on the right of way.

Completion of the Electrification of Caltrain which will modernize Caltrain and make it possible to increase service levels while offering other advantages including Improved Train Performance, Increase Ridership Capacity and Increased Service, Increase Revenue and Reduce Cost, Reduce Engine Noise Emanating from Trains, Improve Regional Air Quality, and Reduce Greenhouse Gas Emissions.

Changes in scheduling and in travel frequency are planned for weekdays and proposed for weekends to accommodate construction along the Caltrain mainline tracks. Additional planned and proposed changes will restructure or discontinue some trains or train segments, increase some service spans or service days, or improve service frequencies. The weekday service changes, planned for implementation in April 2017, are summarized below, but they are not analyzed as they do *not* meet Caltrain's threshold for Major Service Changes. The proposed weekend service changes analyzed in this report, which *do* meet the Major Service Change threshold, are proposed to be implemented on weekends starting in Summer 2017 in coordination with the PCEP infrastructure construction contractor's full notice to proceed (NTP) and start of major construction activities.

Weekday Service Changes – Effective April 2017 *(Not Major Service Changes)*

- Add dwell time to top high-use stations' peak hours
- Adjust departure times during off-peak to enable all train meets to occur at control points to accommodate construction work windows
- Revise departure times for improved connections and service, including:
  - Adjust Train 233 schedule to improve ACE and Capital Corridor connections at Santa Clara
  - Adjust Train 198 for Later Departure Out of SF
  - Adjust service to Tamien in the reverse peak
- Add stops at: Santa Clara station (Trains 262 & 272), California Ave (Trains 211, 221, 366, 376), Redwood City (Trains 314, 324, 371, and 381), Hillsdale (Train 230), Mountain View (102), Sunnyvale (Train 287)
- Separate Southbound AM Bullet Trains 312 & 314 and 322 & 324
  - Revise Train Numbers

Weekend Service Changes – Effective Summer 2017 *(Major Service Changes)*

- Change Local service headways from 60 minutes to 90 minutes
- Reduce Saturday service from 36 to 28 trains per day
- Reduce Sunday service from 32 to 24 trains per day
- Revise Train Numbers

The proposed service changes will **not** reduce the number of weekend bullets (2 in each direction) or change the range of services available (trains and shuttles).

For the purposes of this analysis, the proposed weekend changes have been placed into three categories, detailed in Exhibits 1 through 3:

- Discontinued Service
- Service Day Adjustments
- Frequency Adjustments

Exhibit 1: List of Trains with Discontinued Service

Train	Summary of Change
445	Discontinue NB evening train service
447	Discontinue NB evening train service
449	Discontinue NB evening train service
451	Discontinue NB evening train service
446	Discontinue SB evening train service
448	Discontinue SB evening train service
450	Discontinue SB evening train service
454	Discontinue SB evening train service

Exhibit 2: List of Trains with Service Day Adjustments

Train	Summary of Change
442	SB weekend service will be reduced from Saturday and Sunday to only Saturday.
443	NB weekend service will be reduced from Saturday and Sunday to only Saturday.
444	SB weekend service will be reduced from Saturday and Sunday to only Saturday.

Exhibit 3: List of Trains with Frequency Adjustments

Train	Summary of Change
NB Weekend Local Trains	Average headways increase by 21 minutes
SB Weekend Local Trains	Average headways increase by 19 minutes

FINDINGS OF MAJOR SERVICE CHANGE

Exhibits 4-7 summarize the changes proposed by Caltrain in terms of daily train revenue service miles. They are categorized by type of day (Weekend) as well as by direction of service (northbound versus southbound).

The proposed weekend service changes are considered a "Major Service Change" under Caltrain's adopted policy due to the percent change of service for Sunday service, as noted in Exhibit 8. A change in total service miles of 25 percent or more during weekday, Saturday, or Sunday service is classified as a Major Service Change (see **Attachment 2**).

Exhibit 4: Northbound Weekend Services Not Slated For Train Revenue Mile Change

Train	Daily Mileage	Percent Change
421	46.85	No Change
423	46.85	No Change
425	46.85	No Change
427	46.85	No Change
801	46.85	No Change
429	46.85	No Change
431	46.85	No Change
433	46.85	No Change
435	46.85	No Change
437	46.85	No Change
439	46.85	No Change
441	46.85	No Change
803	46.85	No Change

Exhibit 5: Service Span Changes – Discontinued Northbound Weekend Trains

Train	Daily Mileage Lost	Saturday Miles	Sunday Miles	Total Miles
443*	46.85	-	2,436	2,436
445	46.85	2,436.2	2,436.2	4,872

447	46.85	2,436.2	2,436.2	4,872
449	46.85	2,436.2	2,436.2	4,872
451	46.85	2,436.2	-	2,436
		9745	**9745**	**19490**

*Service is transitioning from Saturday and Sunday service, to only Saturday. Miles only discontinued for Sunday service.

Exhibit 6: Southbound Weekend Services Not Slated For Train Revenue Mile Change

Train	Daily Mileage	Percent Change
422	46.85	No Change
424	46.85	No Change
426	46.85	No Change
428	46.85	No Change
802	46.85	No Change
430	46.85	No Change
432	46.85	No Change
434	46.85	No Change
436	46.85	No Change
438	46.85	No Change
440	46.85	No Change
804	46.85	No Change

Exhibit 7: Service Day Changes – Discontinued Southbound Weekend Trains

Train	Daily Mileage Lost	Saturday Miles	Sunday Miles	Total Miles
442*	46.85	-	2,436.2	2,436
444*	46.85	-	2,436.2	2,436
446	46.85	2,436.2	2,436.2	4,872
448	46.85	2,436.2	2,436.2	4,872
450	46.85	2,436.2	-	2,436
454	46.85	2,436.2	-	2,436
		9,745	**9,745**	**19,490**

*Service is transitioning from Saturday and Sunday service, to only Saturday. Miles only discontinued for Sunday service.

Exhibit 8: Weekend Service Day Train Revenue Mile Changes Summary

Day of Week	Existing Daily Miles	Proposed Daily Miles	Percent Change
Saturday	1,687	1,312	-22%
Sunday	1,499	1,124	-25%
Total	3,186	2,436	-24%

EFFECTS ON MINORITY AND LOW-INCOME POPULATIONS

Methodology

The methodology developed to analyze the impact of the proposed Caltrain weekend service changes on minority and low-income populations included the following steps, several of which are discussed in more detail below:

1. Selecting the most recent and relevant system-wide onboard customer survey (MTC-Caltrain 2014 On-Board Transit Survey[2]), rather than Census data, as the data source for the analysis.
2. Defining the term low-income to mean those with a reported annual household income below $25,000.
3. Defining the term "minority" to mean those who self-identified as any ethnicity other than "white" alone.
4. Analyzing data from the 2014 MTC system-wide onboard customer survey for low-income and minority populations to determine current ridership patterns.
5. Defining possible adverse effects and benefits that could result from the service changes, and determining net effects associated with the various elements of the proposed changes.
6. Utilizing the 2014 MTC survey data to analyze the distribution of potential adverse effects and benefits to evaluate distribution of net effects on minority and non-minority, and low-income and non-low income, populations.

Step 1: Data Source Selection

The nature of the proposed service changes led Caltrain to analyze ridership data rather than Census data. Ridership data allows Caltrain to more accurately gauge the number of actual users who will be affected by proposed changes at the system level. Census data would only provide Caltrain with the ability to determine the number of minorities and low-income persons in a given geographical area, which staff deemed to be much less informative than ridership survey data.

The 2014 MTC onboard survey was conducted using two types of on-board surveys. The first element identified boarding and alighting patterns. The second element, the main survey, consisted of detailed surveys of riders conducted on-board the trains or at the stations using tablet computers. Surveys were collected using tablet personal computers (PCs) that allowed the surveyor to walk through each question with the responded to answer any questions. The tablet PCs allowed a mapping feature to collect the major survey locations' geo coordinates. More than 19,000 On-to-Off surveys and 5,000 main surveys were completed.

[2] Referred to herein as "2014 MTC"

To determine how the proposed service changes would impact minority and low-income populations, Caltrain calculated the percentage of survey respondents who indicated they were "minority" in the 2014 MTC survey. The same process was repeated for those indicating they met the threshold for "low income". Exhibit 9 provides a summary of those findings.

Exhibit 9: Minority and Low-Income Ridership Levels by Day of the Week[3]

Day	Minority	Low-Income
Saturday	48%	17%
Sunday	48%	14%

Step 2: Defining and applying the definitions of adverse effects and benefits to elements of the Caltrain Service Change.

As required under the FTA's guidance, staff considered how the proposed service changes would impact Caltrain customers. For example, if one train was being eliminated but another train was being added or adjusted to provide essentially the same service, the adverse effect of the lost train would be offset by the benefit of a new or expanded route.

In general, based on the revised weekend schedule all revised local weekend trains will have a longer travel time of 6 minutes (from 98 minutes to 104 minutes). This will increase passenger commute times. The travel time on the weekend bullet trains will not change.

The adverse effects associated with the types of proposed weekend service changes are as follows:

Discontinued service: Passengers will have to alter their schedules or plan their days with greater focus on the schedule.

Service Day Adjustments: Passengers will have to alter their schedules or plan their days with greater focus on the schedule.

Frequency reductions:

- Passengers will have to alter their schedules or plan their days with greater focus on the schedule.
- Passengers may need to wait longer for trains, which will increase overall commute times.

[3] Even though the planned weekday service changes are not considered major and are analyzed in this report, the demographic breakdowns are instructive.

- Due to revised departure times, passengers may need to take earlier or later trains.
- Less frequent service may cause crowding issues on trains.
- Less frequent service may cause passengers to stop taking trains on the weekends, resulting in decrease in both ridership and revenue

To mitigate impacts to customers from the proposed weekend service changes, Caltrain will:

- Continue to provide weekend service to customers (not as severe option as a complete weekend shutdown)
- Maintain two bullet trains in each direction
- Maintain range of service (departure and arrival times of the first train and last trains in each direction)
- Continue to provide Weekend Shuttle Service to and from San Jose Diridon and Tamien Stations
- Continue to provide Special Event Service (SF Giants, 49ers, etc.)
- Promote local transit agency services that run more frequently and provide service along the Caltrain Corridor
- Run 6-car trains on the weekends to address potential capacity issues

Throughout development of the Caltrain Service Changes, and by defining adverse impacts, Caltrain staff strived to ensure negative effects were minimized.

Step 3: Applying Step 2 Results for Proposed Weekend Service Changes to Caltrain Customer Data

Based on the definitions and determinations made in Step 2, staff determined the number of users who would be impacted by the proposed weekend service changes, as well as the percentage of minority and low-income persons within the ranks of those being impacted. The net changes associated with the service changes are summarized cumulatively in the "Disparate Impact" and "Disproportionate Burden" Exhibits 11 and 13. These cumulative figures calculate the percentage of minority and low-income riders impacted by proposed changes as compared to the percentage of non-minority and non-low-income passengers.

Exhibit 10 and paragraphs below illustrate the impacts of each of the following categories of changes associated with the Caltrain Service Change (those without changes are not included):

- Discontinued Service
- Service Day Adjustments
- Frequency Adjustments

As noted in the Exhibits above, and detailed route-by-route narrative below, each change was analyzed with effects quantified in terms of the number of daily Train Revenue Miles (TRM) being adjusted for each individual train. To determine how many passengers would be impacted by the proposed changes, weekend train boardings were calculated using weekend boarding information provided by the 2014 MTC Survey. The survey data indicating the rate of minority/low-income users who utilize the Caltrain system was then applied to the number of total impacted passengers to determine the respective numbers of minority and low-income users who would be impacted by the proposed change.

ANALYSIS OF DISCONTINUED WEEKEND TRAINS

The anticipated adverse effects of each train slated to be discontinued are detailed below. *The adverse effects are italicized.*

Southbound Trains

Train 446: The weekend train (Saturday and Sunday) currently departs at 8:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *Current Train 446 users can take Train 438 (8:07pm). The new time will run 8 minutes ahead of the current 8:15am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 448: The weekend train (Saturday and Sunday) currently departs at 9:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *Current Train 448 users can take Train 440 (9:37pm). The new time will run 22 minutes behind the current 9:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 450: A Saturday only train, it currently departs San Francisco Station at 10:15pm with service to San Jose Diridon Station. *Current Train 450 users can take Train 440 (9:37pm) or Train 442 (11:07pm). The new times will run 38 minutes ahead or 52 minutes behind the current 10:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 454: A Saturday only train, it currently departs San Francisco Station at 12:01am Sunday morning and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *Current Train 454 users can take Train 444 (12:05am). The new time will*

run 4 minutes behind the current 12:01am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.

Northbound Trains

Train 445: The weekend train (Saturday and Sunday) currently departs at 7:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *Current Train 445 users can take Train 437 instead, but depart at the new travel time of 7:08am. The new time will run 8 minutes behind the current 7:00am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 447: The weekend train (Saturday and Sunday) currently departs at 8:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *Current Train 447 users can take Train 437 (7:08pm) or Train 439 (8:38pm). The new times will run 52 minutes ahead or 38 minutes behind the current 8:00am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 449: The weekend train (Saturday and Sunday) currently departs at 9:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *Current Train 449 users can take Train 439 (8:38pm) or Train 441 (10:08pm). The new times will run 22 minutes ahead or 68 minutes behind the current 9:00am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 451: A Saturday only train, it currently departs San Jose Diridon Station at 10:30pm with service to San Francisco Station. *Current Train 451 users can take Train 441 (10:08pm) or Train 443 (10:38pm). The new times will run 22 minutes ahead or at the current 10:30pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Exhibit 10: Impact of Discontinued Trains

Train	Passengers Impacted - Saturday	Low-Income Boardings Impacted Saturday	Minority Boardings Impacted Saturday	Passengers Impacted - Sunday	Low-Income Boardings Impacted Sunday	Minority Boardings Impacted Sunday
442	0	0	0	465	65	223
444	0	0	0	638	89	306
446	630	107	302	258	36	124
448	434	74	208	325	46	156
450	273	46	131	0	0	0
454	294	50	141	0	0	0
443	432	73	207	203	28	97

445	370	63	178	274	38	132
447	220	37	106	250	35	120
449	212	36	102	224	31	108
451	228	39	109	0	0	0

ANALYSIS OF SERVICE DAY ADJUSTMENTS

The anticipated adverse effects of each train slated to have service day adjustments are detailed below. *The adverse effects are italicized.*

Southbound Trains

Train 442: The weekend train (Saturday and Sunday) currently departs at 6:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *New Train 442 service will not operate on Sundays. Current Train 442 users (Saturday and Sunday) can take Train 436 instead, but depart at the new travel time of 6:37pm. The new travel time will run 22 minutes behind the current 6:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 444: The weekend train (Saturday and Sunday) currently departs at 7:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *New Train 444 service will not operate on Sundays. Current Train 442 users (Saturday and Sunday) can take Train 436 instead, but depart at the new travel time of 6:37pm. The new travel time will run 38 minutes ahead of the current 7:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time. Another option users will have is to take Train 804 (Baby Bullet) at 7:34pm. Service on Train 804 will run 19 minutes behind the current departure time; it will travel more quickly but make fewer stops, which introduces benefits or burdens depending on passengers' origins and destinations.*

Northbound Trains

Train 443: The weekend train (Saturday and Sunday) currently departs at 6:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *New Train 443 service will not operate on Sundays. Current Train 443 users (Saturday and Sunday) can take Train 435 instead, but depart at the new travel time of 5:38pm. The new travel time will run 22 minutes ahead of the current 6:00pm departure time. Another option users will have is to take Train 437 at 7:08pm. The limited service will run 52 minutes behind the current departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time. Another option users will have is to take Train 803 (Baby Bullet) at 5:21pm. Service on Train 803 will run 39 minutes ahead of the current departure time; it will travel more quickly but make fewer stops, which introduces benefits or burdens depending on passengers' origins and destinations.*

ANALYSIS OF FREQUENCY ADJUSTMENTS

The anticipated adverse effects of service slated for frequency adjustments are detailed below. *The adverse effects are italicized.*

All NB and SB local weekend trains will shift from 60 minute to 90 minute headways. Passengers who take weekend local service will need to alter their schedule based on the revised frequencies. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.

DISPARATE IMPACT

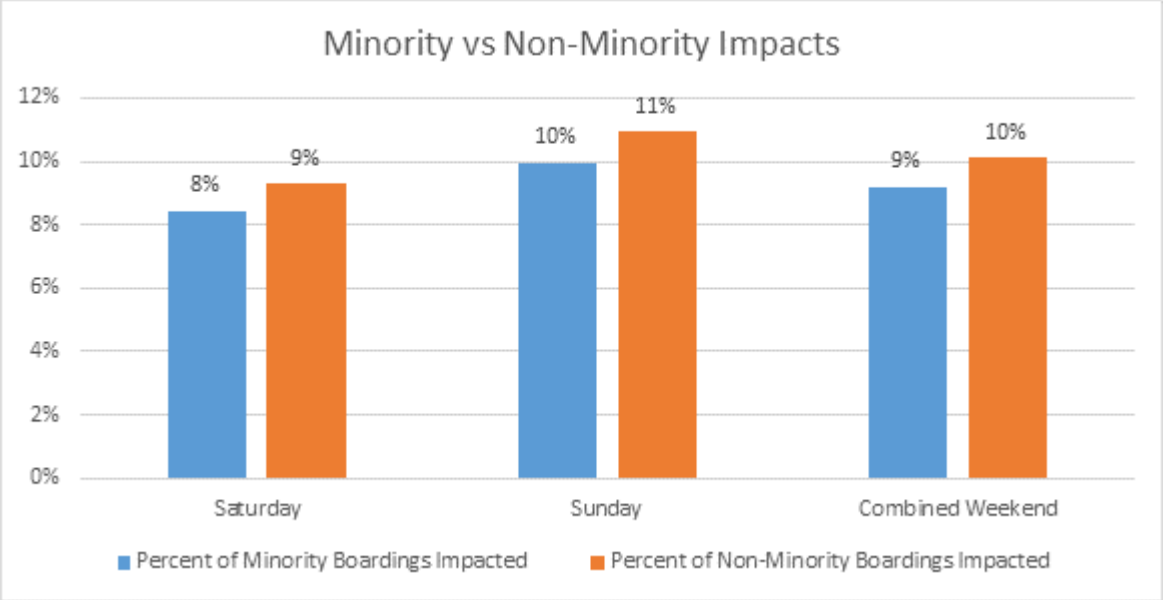
There is no finding of any Disparate Impact associated with the proposed Caltrain service changes. While the effects of the impact vary by weekend day (Saturday or Sunday) the differences between their impact on minority and non-minority boardings are within the threshold (10 percent) that Caltrain has adopted as acceptable. Furthermore, in this case, relatively more non-minorities than minorities will be impacted by a small margin. Exhibit 11 shows how the impacts to minority and non-minority users line up. Exhibit 12 provides a side-by-side comparison of minority vs. non-minority impacts. The findings illustrate that the variety of changes are spread in such a way that the impacts do not unfairly affect minority boardings.

Exhibit 11: Disparate Impacts Summary

	Saturday	Sunday	Disparate Impact
Total Number of Minority Boardings Impacted	1266	1257	No
Percent of Boardings Impacted	8%	10%	
Total Number of Non-Minority Boardings Impacted	1395	1380	
Percent of Boardings Impacted	9%	11%	
Difference in Impact	-1%	-1%	

A positive 10 percent difference between impacted minority boardings and impacted non-minority boardings would generate a disparate impact.

Exhibit 12: Weekend Minority vs. Non-Minority Impacts



DISPROPORTIONATE BURDEN

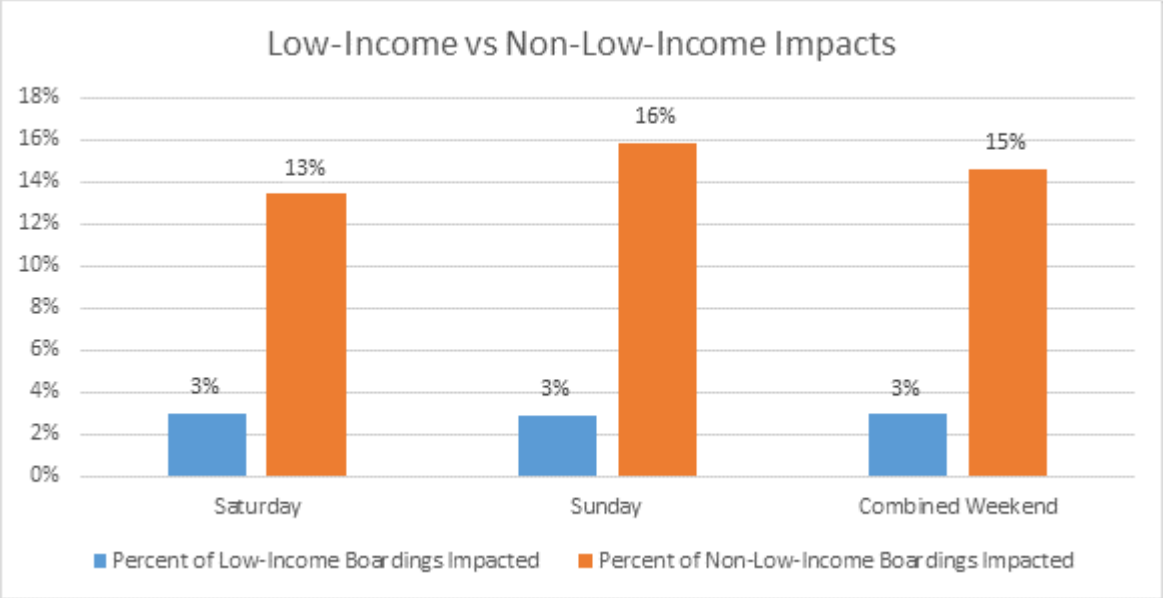
There is no finding of any Disproportionate Burden associated with the proposed Caltrain service changes. While the effects of the impact vary by weekend day (Saturday or Sunday) the differences between their impact on low-income vs. non-low-income riders are within the threshold (10 percent) that Caltrain has adopted as acceptable. As with the disparate impact analysis above, relatively more non-low-income than low-income boardings will be impacted. Exhibit 13 shows how the impacts to low-income users lines up. Exhibit 14 provides a side-by-side comparison of low-income and non-low-income impacts. The findings illustrate that the variety of changes are spread in such a way that its impacts do not unfairly affect low-income boardings.

Exhibit 13: Disproportionate Burden Summary

	Saturday	Sunday	Disproportionate Burden
Total Number of Low-Income Boardings Impacted	452	367	No
Percent of Boardings Impacted	3%	3%	
Total Number of Non Low-Income Boardings Impacted	2015	2003	
Percent of Boardings Impacted	13%	16%	
Difference in Impact	-10%	-13%	

A positive 10 percent difference between impacted low-income boardings and impacted non low-income boardings would generate a disproportionate burden.

Exhibit 14: Weekend Low-Income vs. Non-Low-Income Impacts



PUBLIC ENGAGEMENT ON PROPOSED SERVICE CHANGES

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

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

The JPB's public information campaign to announce the public hearing and solicit input began after the December 1, 2016 Board action to call for the March 2, 2017 Public Hearing.

The JPB's public participation process included measures to disseminate information on the proposed service changes to LEP persons, as well as at public hearings and meetings. The public notices note that translations are available in Caltrain's 21 Safe Harbor Languages by contacting the Caltrain Customer Service Center phone number. The Caltrain Customer Service Center offers foreign language translation service via in-house translators or the Language Line.

Comprehensive measures employed by the JPB included placing public notices for the Public Hearing and the Public Meetings on the Caltrain website (see **Attachment 7**), in Caltrain news releases (see **Attachment 8**), as Take Ones located at Caltrain lobby headquarters, onboard trains and at stations (see **Attachment 9**), as social media posts on Facebook and Twitter (see **Attachment 8**), in the Caltrain Connection Winter 2017 Issue (see **Attachment 12**), as repetitive messages on the VMS that are ran every 10 minutes at all stations from 2/13/17 to 3/2/17 (see **Attachment 13**), and in presentations to and discussions with the Caltrain Citizens Advisory Committee (CAC). Information, including the Public Notice, Draft Proposed Timetable Changes, and Frequently Asked Questions (see **Attachments 4 and 11**) were posted to the dedicated Caltrain website. Caltrain staff also reached out to Community-based Organizations to inform them of the proposed changes and also communicated directly with companies participating in the Go Pass program.

The JPB reached out to the following Community groups and leaders:

San Francisco County

- The Mayor's Office
- Board of Supervisors
- Asian Pacific American Community Center
- Bay Area Council
- Bay Area Council, Economic Institute
- Bayview Hill Neighborhood Association
- Bayview Merchants Association
- Bayview Footprints (by Quesada Gardens Initiative)
- BRITE (Bayview Residents Improving Their Environment)
- Catholic Charities
- Chinese Progressive Association
- Dogpatch Neighborhood Association
- Greenbelt Alliance
- India Basin Neighborhood Association
- Mission Neighborhood Center
- Pomeroy Recreation and Rehabilitation Center
- Potrero Boosters
- Potrero Hill/Dogpatch Merchants Association
- Public Advocates
- Russian American Community Services
- San Francisco Labor Council
- SF Mission Bay Neighborhood Association
- Spur
- Visitacion Valley Planning Alliance (VVPA)

San Mateo County

- All Mayors
- All City Managers
- Board of Supervisors
- Daly City/Colma Chamber of Commerce
- Redwood City Chamber of Commerce
- Foster City Chamber of Commerce
- San Mateo Chamber of Commerce
- Menlo Park Chamber of Commerce
- San Bruno Chamber of Commerce
- BayRail Alliance
- Bayshore Child Care Services
- CARRD (Californians Advocating Responsible Rail Design)
- Chicana Latina Foundation
- Family Health Services
- Coastside Hope
- College Track
- Daly City Community Service Center (Resource Center)
- Daly City Friendship Center (North County Mental Health)
- Daly City Youth Health Center
- Family Crossroads/ Innvision Shelter Network of San Mateo County
- Friends of Caltrain
- Green Foothills
- Housing Leadership Council
- Japanese American Community Center
- Japanese Chamber of Commerce
- Language Pacifica
- Mid-Peninsula Housing
- Moon Ridge Apartments
- North Peninsula Neighborhood Services
- Northern Peninsula Food Pantry and Dining Center
- Northern Peninsula Mandarin School
- Our Second Home
- Peninsula Interfaith Action
- Pillar Ridge
- Puente De La Costa Sur
- Safe Harbor Shelter
- San Mateo County Commission on Disabilities, Aging and Adult Services
- San Mateo County Youth Commission
- San Mateo Labor Council
- Seton Medical Center
- Sierra Club, Loma Prieta Chapter

- Silicon Valley Community Foundation
- Sitike Counseling Center
- Skyline College
- South San Francisco Community Learning Center
- Sustainable San Mateo County
- Vista Center for the Blind and Visually Impaired
- Youth United for Community Action
- Youth Leadership Institute

Santa Clara County

- All Mayors within Caltrain Jurisdiction
- City Managers within Caltrain Jurisdiction
- Board of Supervisors
- Destination Home
- Metropolitan Education District
- Santa Clara & San Benito Counties Building & Construction Trades Council
- Santa Clara County Office of Human Relations
- South Bay Labor Council
- SVLG

Alameda County

- Asian Pacific Islander American Public Affairs Association Bay Area Chapter
- Alameda Community Learning Center
- ECO Vote
- Gujarati Cultural Association of Bay Area
- Indo American Chamber of Commerce
- Operating Engineers Local Union #3
- TransForm
- Urban Habitat

No Affiliated County

- Korean American Professional Society

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making also included publishing the public hearing notice and public meeting notices in newspapers of general circulation and various community newspapers. Notifications for the public hearing and public meetings appeared in the following newspapers:

- From 12/9/16 through 12/15/16: El Observador (translated in Spanish)
- On 12/12/16: Sing Tao Daily (translated in Chinese)
- On 12/5/16: San Francisco Examiner, San Mateo Examiner, San Francisco Daily Journal, and San Jose Post-Record

- On 2/3/17: Palo Alto Daily News
- On 2/5/17: San Mateo Examiner and San Francisco Examiner
- On 2/17/17: Palo Alto Daily News (with 21 languages listed)
- On 2/19/17: San Francisco and San Mateo Examiner (with 21 languages listed)

Staff also established multiple ways for customers and the public to provide their input: at the community meetings using a comment card printed in English on one side and in Spanish on the opposite side as well as a separate comment card in Chinese (see **Attachment 10**), through the postal service, by telephone call to the Customer Service Center's general number or one for those with hearing impairments, through the unique e-mail address ***changes@caltrain.com***, and via an online comment form on the dedicated webpage **www.caltrain.com/proposedchanges**.

PUBLIC OUTREACH

As part of the Caltrain staff's efforts to improve and expand Public Outreach, Public meeting meetings and Station Outreach were held at the locations shown in Exhibit 15.

Exhibit 15: Public Meeting Schedule

Date	Time	Location
Wednesday, December 21	4:30 p.m. - 5:30 p.m.	**San Carlos**: Caltrain Administrative Office, 1250 San Carlos Avenue
Saturday, January 7 Wednesday, January 11	8:00 a.m. - 11:30 a.m.	**San Francisco**: Caltrain Station 4th and King Street (under the station clock)
Saturday, January 7 Monday, January 9	10:30 a.m. - 12:30 p.m. 6:30 a.m. - 8:30 p.m.	**Redwood City**: 1 James Avenue
Saturday, January 7	10:00 a.m. - 12:00 p.m.	**San Jose**: 1355 Lick Ave
Sunday, January 8 Thursday, January 12	11:00 a.m. - 1:00 p.m. 5:30 p.m. - 7:30 p.m.	**San Mateo**: Caltrain Station 385 First Avenue
Sunday, January 8 Thursday, January 12	11:00 a.m. - 1:00 p.m. 5:30 p.m. - 7:30 p.m.	**Millbrae**: Caltrain Station 100 California Drive
Monday, January 9 Sunday, January 15	6:00 a.m. - 8:00 a.m. 10:30 a.m. - 12:30 p.m.	**Palo Alto**: Caltrain Station 95 University Avenue
Tuesday, January 10	6:00 a.m. - 7:30 a.m.	**Morgan Hill**: Caltrain Station 17300 Depot Street
Wednesday, January 11 Sunday, January 15	5:30 a.m. - 8:00 a.m. 9:30 a.m. - 11:30 a.m.	**San Jose**: Diridon Caltrain Station 65 Cahill Street

Several factors went into determining the stations at which to perform outreach events. Station outreach factors included:

- Station Outreach needed to be distributed in all 3 Caltrain serving counties
- Outreach events needed to be held on both weekday and weekend dates to gather data from both sets of riders
- Stations with larger shares of users were given greater priority (based on 2015 Annual Count ridership data)
- Designated Low-Income & Minority Stations were selected (based on the Caltrain 2016 Title VI Program)

- Tamien Station Outreach was conducted to help inform weekend Tamien to San Jose Shuttle passengers
- Morgan Hill Station Outreach was conducted to address South Santa Clara County (Gilroy Extension) passenger needs
- Stations with connections to services operated by other transit agencies

COMMUNITY MEETINGS

Expanded public outreach was a goal for this study. Caltrain also contacted several of the Community Based Organizations (CBOs) listed above seeking opportunities to present at their regular meetings, but only a small subset of those contacted were interested in receiving presentations.

Caltrain staff attended a variety of different public community meetings (including Advisory Committees in all three counties), including:

- Public Community Meetings
    - Ballpark/Mission Bay Transportation Coordinating Committee Meeting (BMBTTC)
    - North Fair Oaks Community Council meeting (a San Mateo County special committee)
    - Caltrain Citizens Advisory Committee (CAC)
    - Caltrain Bicycle Advisory Committee (BAC)
    - Caltrain Accessibility Advisory Committee (CAAC)
    - Santa Clara Valley Transportation Authority Citizens Advisory Committee (SCVTA CAC)
    - San Francisco County Transportation Authority Citizens Advisory Committee (SFCTA CAC)
    - San Francisco Municipal Transportation Authority Citizen's Advisory Committee (SFMTA CAC)
    - Local Policy Maker Group (LPMG)

- Local Government Meeting
    - City/ County Staff Coordinating Group (CSCG)

- Local Business Group Meeting
    - Caltrain Commuter Coalition (C3)

Attachment 5 contains a list of all public outreach events Caltrain staff attended to distribute information regarding the proposed changes and collect comments.

A final public hearing will be held during the Peninsula Corridor Joint Power Board monthly board meeting on **Thursday, March 2, 2017 at 10 a.m.**, at the Caltrain Administrative Office, 1250 San Carlos Ave., San Carlos.

Prior to the hearing, comments may be sent by mail, e-mail, phone, or online to Peninsula Corridor Joint Powers Board, JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306; Changes@caltrain.com, 1.800.660.4287, or on www.caltrain.com/proposedchanges.

PUBLIC HEARING AND PUBLIC MEETING COMMENTS

A summary of the public meetings and public hearing meetings comments is shown in **Attachment 6** below. As of 3/1/17, a total of 141 weekend service public comments were received. Most comments were against the local weekend service reductions. There were also concerns with Special Event Service, capacity issues on Weekend Trains, concerns with impacts to Revenue & Ridership, requests for additional information on other alternatives considered (including the possibility for keeping local service at 60 minute headways), and requests for more weekend service (more Weekend Bullet Trains, Supplemental Shuttle Service, and Weekend Service to Gilroy).

To address some of the public's concerns, Caltrain will continue to run Special Event Service (including service for SF Giants and 49ers Game and major events at AT&T Park and Levi's Stadium). Additionally there is flexibility in the PCEP Construction schedule for limited Construction Weekend Shutdowns each year (e.g., for special events including the Holiday Train Weekend). To address potential capacity issues, Caltrain will also operate all six-car train sets during the reduced weekend service.

In regards to requested Supplemental Shuttle Service, Caltrain will also promote other local transit agency services that provide service parallel to the Caltrain Corridor. Often, other transit agencies provide more frequent service between cities. Some examples are listed below.

Mid-Peninsula to South Bay:
VTA:

- Bus Rapid 522: ~ 15 min headways, Saturdays 9am-10:30pm[4]
- Bus 22: ~ 15 to 30 min headways

North Bay to Mid-Peninsula:
BART:

- Pittsburg / Bay Point (Yellow Line): 20 min headways

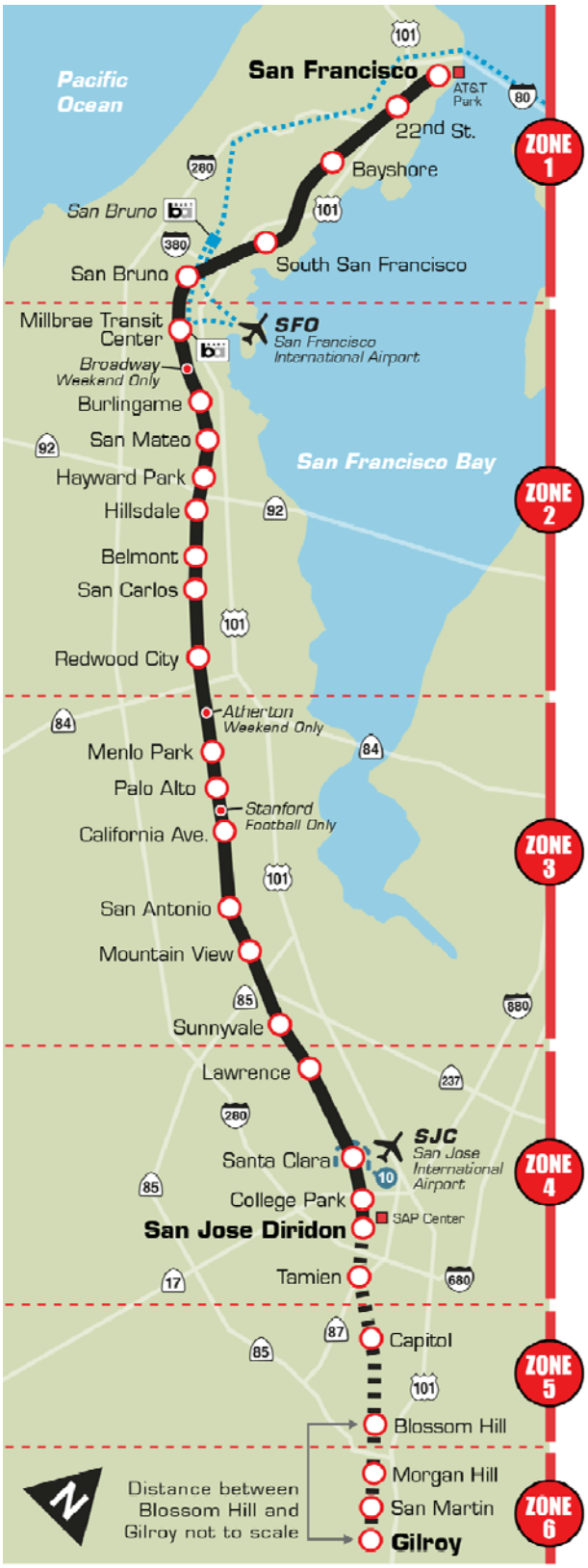
SamTrans:

- Bus ECR (El Camino): ~ 20 min headways
- Bus 397 (Late Night), 398, KX: ~ 60 min headways
- Bus 292: ~ 30 to 60 min headways

[4] Newly added service

In order to determine the actual impacts for the reduced weekend service, staff will monitor ridership, farebox revenue, and customer service comments and feedback post-implementation.

ATTACHMENT 1 – CALTRAIN SYSTEM MAP


Pacific Ocean
San Francisco
AT&T Park
22nd St.
Bayshore
San Bruno
South San Francisco
Millbrae Transit Center
SFO
San Francisco International Airport
Broadway
Weekend Only
Burlingame
San Mateo
San Francisco Bay
Hayward Park
Hillsdale
Belmont
San Carlos
Redwood City
Atherton
Weekend Only
Menlo Park
Palo Alto
Stanford
Football Only
California Ave.
San Antonio
Mountain View
Sunnyvale
Lawrence
SJC
San Jose International Airport
Santa Clara
College Park
SAP Center
San Jose Diridon
Tamien
Capitol
Blossom Hill
Morgan Hill
San Martin
Gilroy
Distance between Blossom Hill and Gilroy not to scale
ZONE 1
ZONE 2
ZONE 3
ZONE 4
ZONE 5
ZONE 6

ATTACHMENT 2 – BOARD APRROVAL OF MAJOR SERVICE CHANGE, DISPARATE IMPACT POLICY AND DISPRORTIONATE BURDEN POLICY

RESOLUTION NO. 2013 – 21

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
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 Caltrain programs and services; and

WHEREAS, the JPB 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, JPB 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 Staff Coordinating Council 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 Caltrain programs and services to ensure that they are provided equitably, without discrimination based on race, color or national origin.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board 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 4th day of April, 2013 by the following vote:

AYES: CISNEROS, COHEN, DEAL, KALRA, LLOYD, NOLAN, TISSIER, YEAGER

NOES: NONE

ABSENT: WOODWARD

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

MAJOR SERVICE CHANGE POLICY

SERVICE CHANGES

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 Caltrain Board for its consideration and included in the Caltrain Title VI Program with a record of the action taken by the Board.

Caltrain defines a major service change as any service change meeting at least one or both of the following criteria:

A. An adjustment of service that equates to a reduction of or addition of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.
B. A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.

Note: Any change that is a temporary or interim change due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

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, Caltrain 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, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain 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 Caltrain 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 10 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. 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 borne by non-low-income populations…. The disproportionate burden threshold must be applied uniformly…and cannot be altered until the next [Title VI] program submission.*
>
> *At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed [fare/]service change, the transit provider should take steps to avoid, minimize or mitigate impacts where practicable. The provider should describe alternatives available to low-income populations affected by the [fare/]service changes.*

The Caltrain 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 10 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.

Board Meeting Minutes (April 4, 2013)

and Castro Street in Mountain View. Selection of these sites was coordinated with the California Public Utilities Commission and JPB staff.

Public Comment
Adina Levin, Friends of Caltrain, said the changes in the signal contract involve increasing gate down time at five intersections and re-signalizing the traffic lights. She hopes there is outreach to the affected communities.

Jeff Carter, Millbrae, said there will be some increased gate down time and when a train is at a station he hopes the gate will time out and release so traffic is not stopped the entire time the train is at the station.

A motion (Tissier/Nolan) to award a contract to Shimmick Construction for the Signal Preemption Improvement Project was approved unanimously.

AUTHORIZE THE SECOND AMENDMENT OF THE USE, OPERATING AND MAINTENANCE (UOM) AGREEMENT FOR THE MILLBRAE INTERMODAL STATION
Deputy CEO Chuck Harvey said when the Millbrae Intermodal Station was completed, the JPB entered into a cost-sharing agreement with BART to maintain the station. The costs were allocated through a cost model. This amendment codifies the agreement through FY2018 and the costs are being controlled by an agreement so they won't increase beyond the Consumer Price Index inflation.

A motion (Lloyd/Nolan) to authorize the second amendment of the UOM agreement for the Millbrae Intermodal Station was approved unanimously.

ADOPTION OF CALTRAIN TITLE VI STANDARDS AND POLICIES
Director, Rail Michelle Bouchard reported:

- The Federal Transit Administration requires approval and submission of five standards and policies.
  - The Major Service Change Policy is the criteria for determining when service change is significant enough to require a thorough analysis of potential effects on protected populations. Staff is recommending a change of 25 percent or more total train revenue miles and greater than 50 percent change in the number of trains stopping at a station per day.
  - Disparate Impact and Disproportionate Burden Policies determine the threshold when adverse effects of a fare or service changes are borne disproportionally by minority or low-income populations. Staff is recommending a 10 percent threshold
  - Services Standards and Policies are established to monitor performance in quantifiable and qualitative measures/metrics. Service standards include vehicle load, vehicle headway, on-time performance and service availability. Service policies are vehicle assignment and transit amenities.
- Four community meetings were held and comments were accepted through March 29. Meetings were sparsely attended and only one comment was received.

Public Comment
Roland LeBrun, San Jose, said staff has to ensure cash customers are not targeted because most cash customers are minorities.

A motion (Lloyd/Tissier) to adopt the Caltrain Title VI Standards and Policies was approved unanimously.

LEGISLATIVE UPDATE

State Update

Executive Officer, Public Affairs Mark Simon said Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Finance Working Group to explore options for meeting the State's long-term transportation funding needs and priorities. Public transit agencies will be represented on the working group through the California Transit Association. The first meeting is April 9 and one of the first things the group will be discussing is a recent report issued by the American Society of Civil Engineers which gave the State an overall grade of "C' for its infrastructure and cites "a lack of sufficient investment for the operations and maintenance of existing facilities and dedicated funding sources for new improvements to the system. There is a need for $10 billion per year more to be spent for ongoing maintenance of existing facilities and an investment of $36.5 billion to raise transportation to a "B" grade."

Federal Update

Mr. Simon said Congress is working to pass a continuing resolution and start work on the FY2014 appropriations process. Last year the Federal investment in the California High Speed Rail Project was a key topic during the appropriations process. Republican Congressmembers Jeff Denham and Kevin McCarthy requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. The GAO report released last week gave the project an overwhelmingly positive review.

Mr. Simon said there was a home value study done by the American Public Transportation Association and the Association of Realtors that showed property within a half-mile of transit sustained its value more effectively during the recession and rebounded more rapidly.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

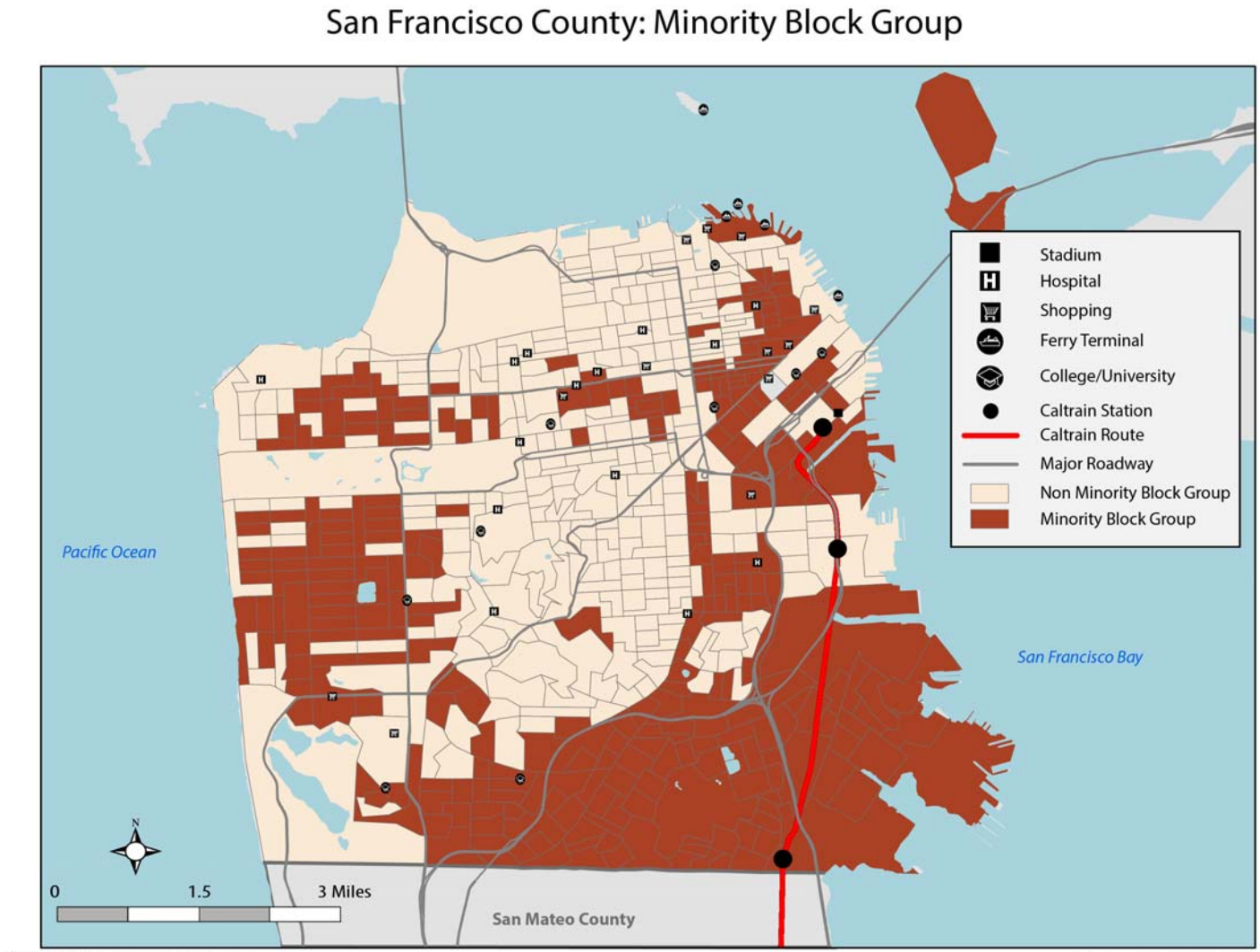
None

GENERAL COUNSEL REPORT

Mr. Miller said staff has contacted the general counsel for the CHSRA to see if their chair indicated Caltrain would respond to Mr. Brown's request. It is clear Proposition 1A is going to be complied with in the final analysis and the agreement that has been entered into codifies the blended system as the plan around which HSR will be designed and constructed and contains a funding plan template. Over time the funding plan will evolve as estimates are prepared and the public can be assured

ATTACHMENT 3 – SERVICE AREA DEMOGRAPHICS

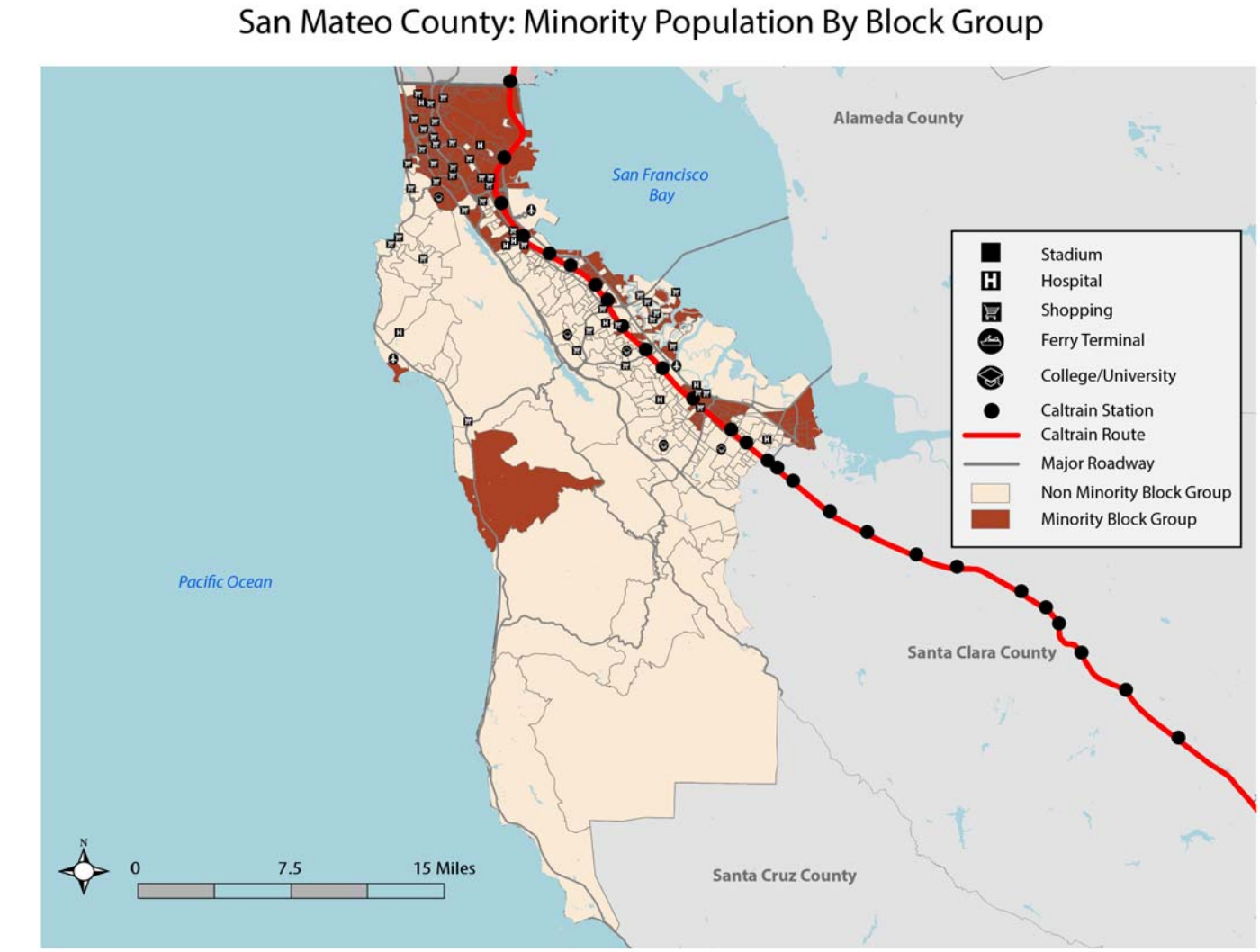
MINORITY POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

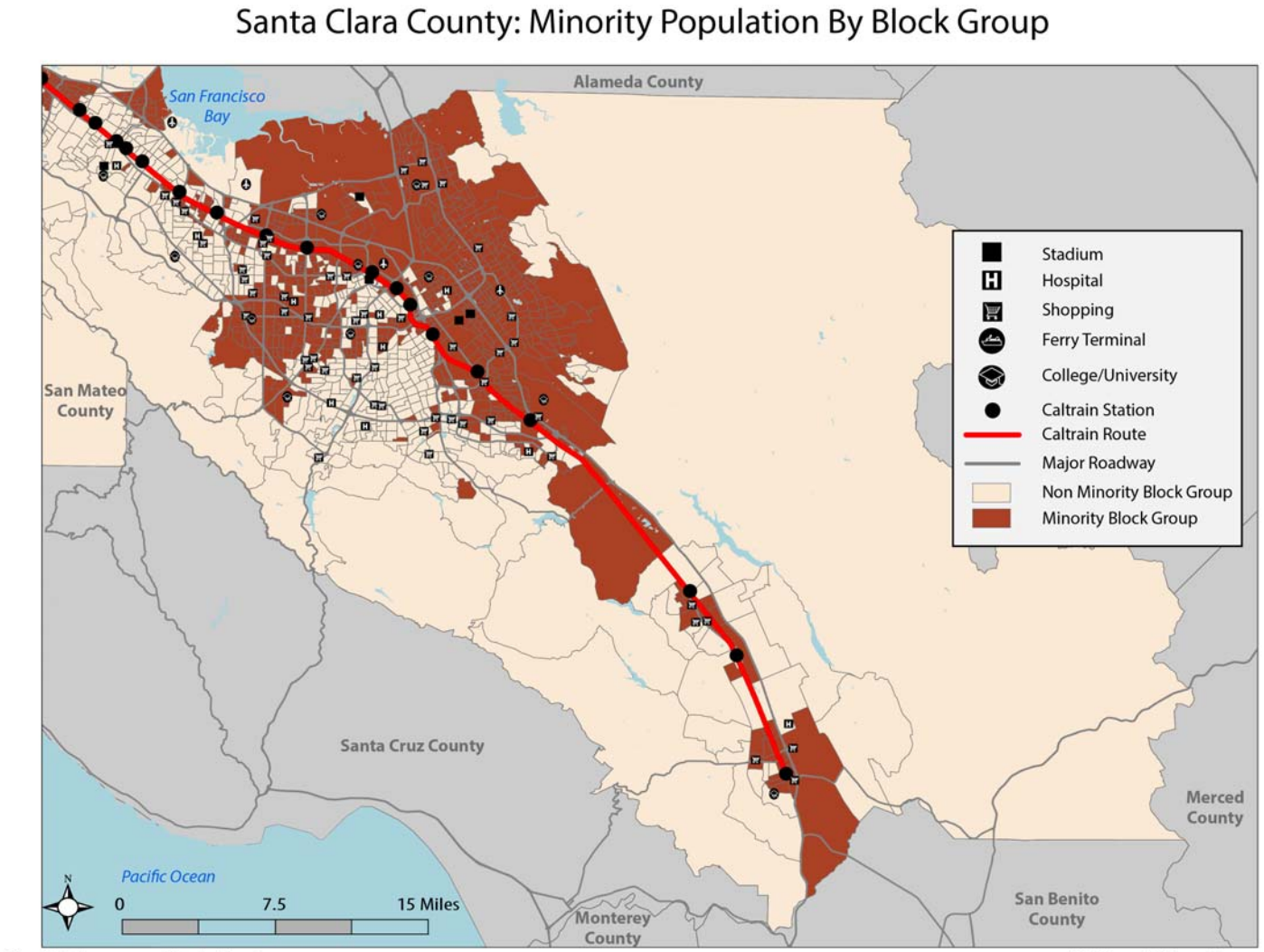
MINORITY POPULATION BY BLOCK GROUP – SAN MATEO COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

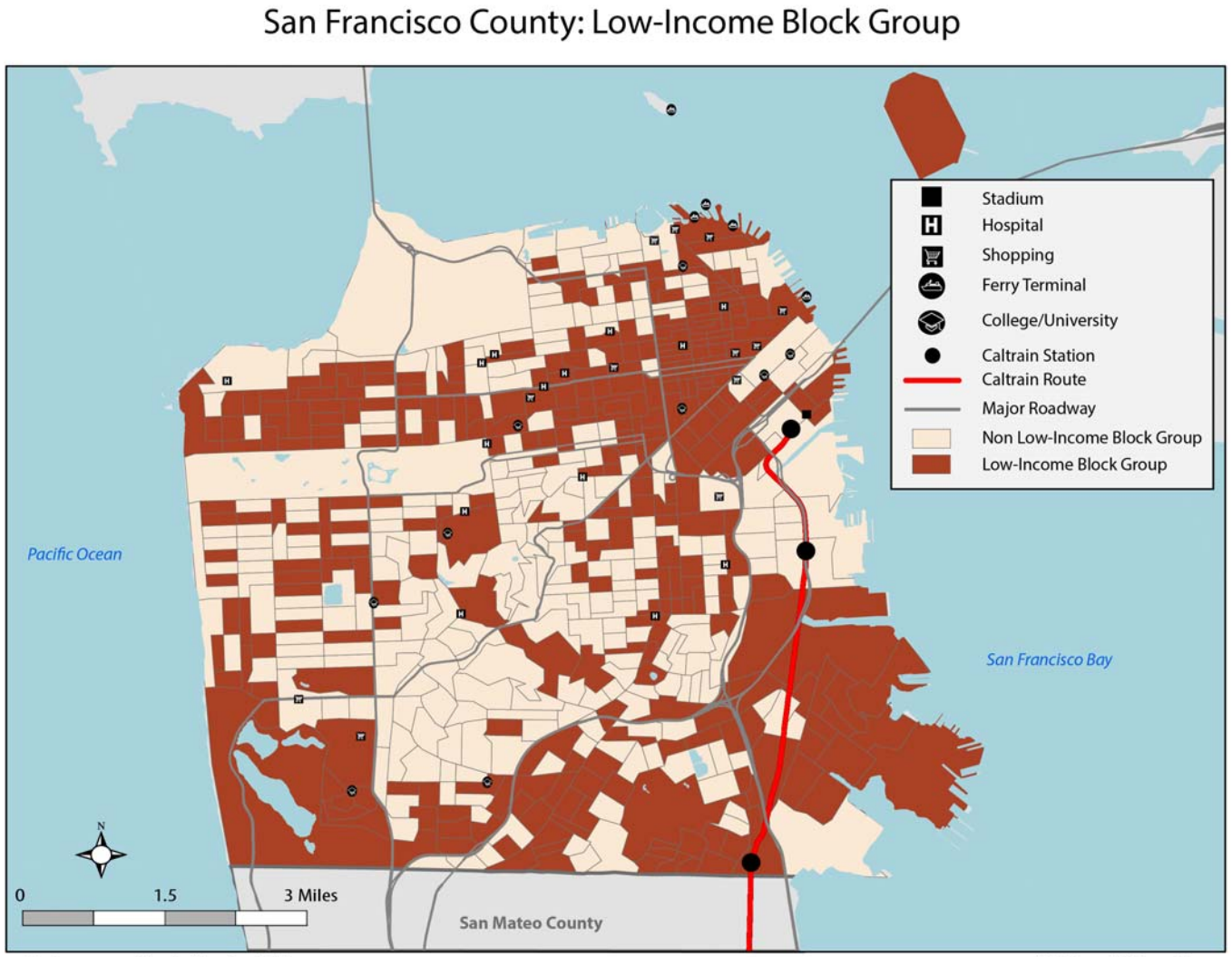
MINORITY POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

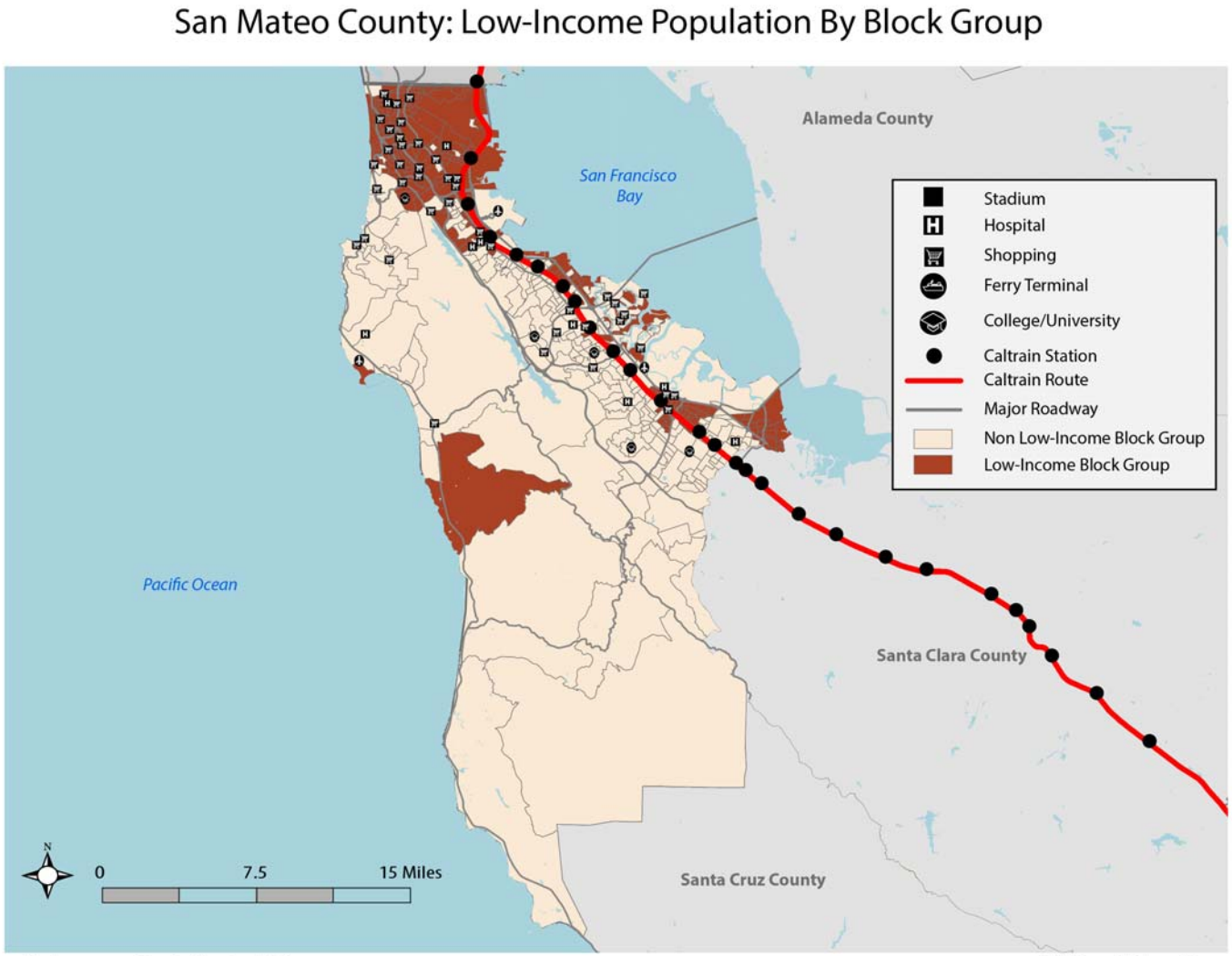
LOW-INCOME POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

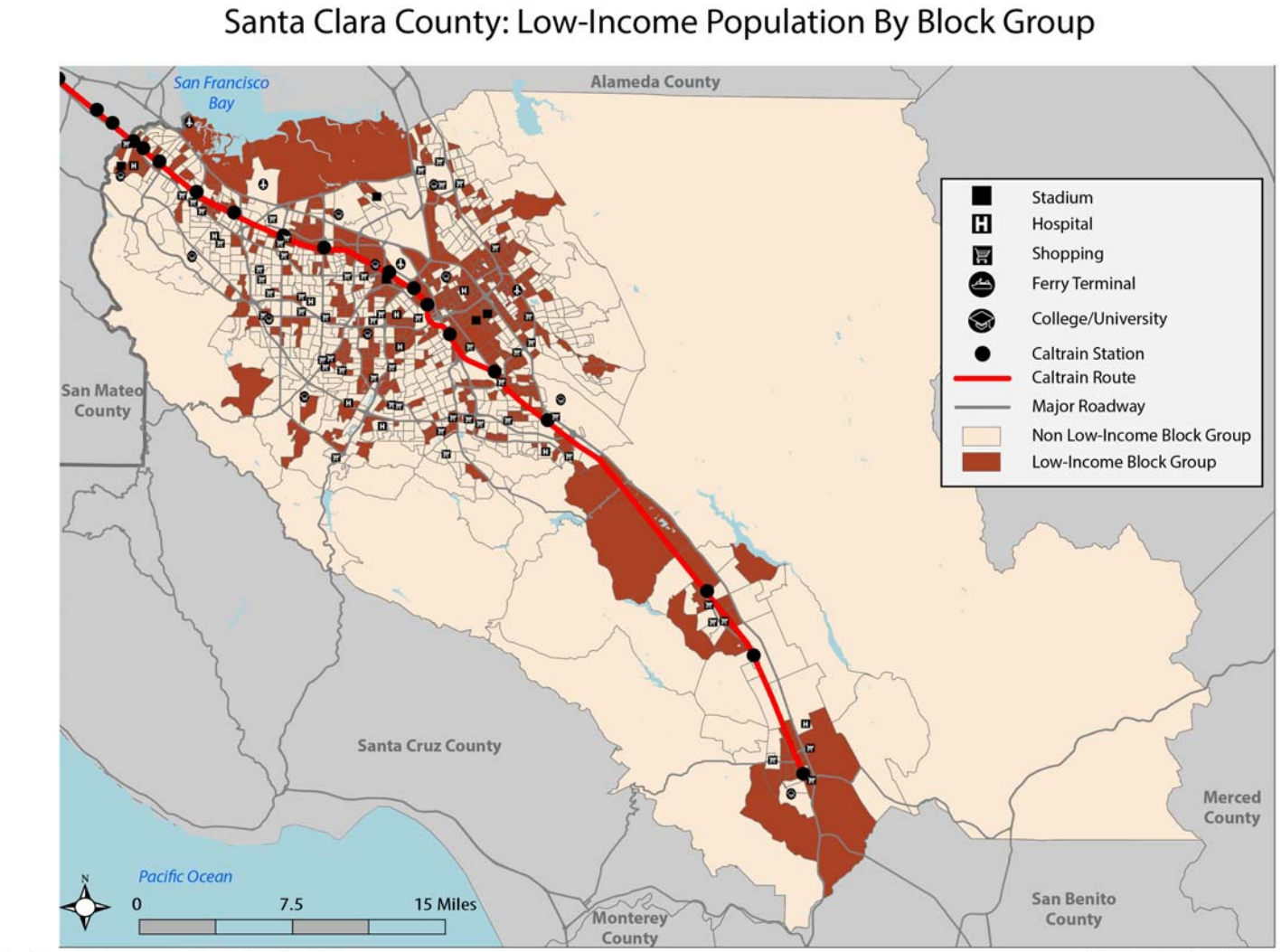
LOW-INCOME POPULATION BY BLOCK GROUP – SAN MATEO COUNTY



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

LOW-INCOME POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

ATTACHMENT 4 – EXISTING AND PROPOSED WEEKEND SCHEDULE

EXISTING WEEKEND SERVICE – SCHEDULE EFFECTIVE 4/4/2016

Northbound - WEEKEND SERVICE to SAN FRANCISCO

Baby Bullet Express

On weekends, a shuttle bus connects the Tamien and Diridon stations. Caltrain fare policies apply.
Timetable subject to change without notice. * Train departure may be delayed up to 15 minutes after Sharks games.

	Train No.	SAT ONLY 421	423	425	427	801	429	431	433	435	437	439	441	803	443	445	447	449	SAT ONLY *451
	Shuttle Bus							AM	PM										
	Departs Tamien	–	7:33	8:33	9:33	10:10	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:10	5:33	6:33	7:33	8:33	–
	Arrives SJ Diridon	–	7:45	8:45	9:45	10:22	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:22	5:45	6:45	7:45	8:45	–
	San Jose Diridon	7:00	8:00	9:00	10:00	10:35	11:00	12:00	1:00	2:00	3:00	4:00	5:00	5:35	6:00	7:00	8:00	9:00	10:30
ZONE 4	Santa Clara	7:05	8:05	9:05	10:05	–	11:05	12:05	1:05	2:05	3:05	4:05	5:05	–	6:05	7:05	8:05	9:05	10:35
ZONE 4	Lawrence	7:10	8:10	9:10	10:10	–	11:10	12:10	1:10	2:10	3:10	4:10	5:10	–	6:10	7:10	8:10	9:10	10:40
ZONE 3	Sunnyvale	7:14	8:14	9:14	10:14	10:45	11:14	12:14	1:14	2:14	3:14	4:14	5:14	5:45	6:14	7:14	8:14	9:14	10:44
ZONE 3	Mountain View	7:19	8:19	9:19	10:19	10:50	11:19	12:19	1:19	2:19	3:19	4:19	5:19	5:50	6:19	7:19	8:19	9:19	10:49
ZONE 3	San Antonio	7:23	8:23	9:23	10:23	–	11:23	12:23	1:23	2:23	3:23	4:23	5:23	–	6:23	7:23	8:23	9:23	10:53
ZONE 3	California Ave	7:27	8:27	9:27	10:27	–	11:27	12:27	1:27	2:27	3:27	4:27	5:27	–	6:27	7:27	8:27	9:27	10:57
ZONE 3	Palo Alto	7:31	8:31	9:31	10:31	10:58	11:31	12:31	1:31	2:31	3:31	4:31	5:31	5:58	6:31	7:31	8:31	9:31	11:01
ZONE 3	Menlo Park	7:34	8:34	9:34	10:34	–	11:34	12:34	1:34	2:34	3:34	4:34	5:34	–	6:34	7:34	8:34	9:34	11:04
ZONE 3	Atherton	7:37	8:37	9:37	10:37	–	11:37	12:37	1:37	2:37	3:37	4:37	5:37	–	6:37	7:37	8:37	9:37	11:07
ZONE 2	Redwood City	7:41	8:41	9:41	10:41	11:04	11:41	12:41	1:41	2:41	3:41	4:41	5:41	6:04	6:41	7:41	8:41	9:41	11:11
ZONE 2	San Carlos	7:45	8:45	9:45	10:45	–	11:45	12:45	1:45	2:45	3:45	4:45	5:45	–	6:45	7:45	8:45	9:45	11:15
ZONE 2	Belmont	7:48	8:48	9:48	10:48	–	11:48	12:48	1:48	2:48	3:48	4:48	5:48	–	6:48	7:48	8:48	9:48	11:18
ZONE 2	Hillsdale	7:51	8:51	9:51	10:51	11:10	11:51	12:51	1:51	2:51	3:51	4:51	5:51	6:10	6:51	7:51	8:51	9:51	11:21
ZONE 2	Hayward Park	7:54	8:54	9:54	10:54	–	11:54	12:54	1:54	2:54	3:54	4:54	5:54	–	6:54	7:54	8:54	9:54	11:24
ZONE 2	San Mateo	7:57	8:57	9:57	10:57	11:14	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:14	6:57	7:57	8:57	9:57	11:27
ZONE 2	Burlingame	8:02	9:02	10:02	11:02	–	12:02	1:02	2:02	3:02	4:02	5:02	6:02	–	7:02	8:02	9:02	10:02	11:32
ZONE 2	Broadway	8:05	9:05	10:05	11:05	–	12:05	1:05	2:05	3:05	4:05	5:05	6:05	–	7:05	8:05	9:05	10:05	11:35
ZONE 2	Millbrae	8:10	9:10	10:10	11:10	11:23	12:10	1:10	2:10	3:10	4:10	5:10	6:10	6:23	7:10	8:10	9:10	10:10	11:40
ZONE 1	San Bruno	8:14	9:14	10:14	11:14	–	12:14	1:14	2:14	3:14	4:14	5:14	6:14	–	7:14	8:14	9:14	10:14	11:44
ZONE 1	South SF	8:19	9:19	10:19	11:19	–	12:19	1:19	2:19	3:19	4:19	5:19	6:19	–	7:19	8:19	9:19	10:19	11:49
ZONE 1	Bayshore	8:25	9:25	10:25	11:25	–	12:25	1:25	2:25	3:25	4:25	5:25	6:25	–	7:25	8:25	9:25	10:25	11:55
ZONE 1	22nd Street	8:30	9:30	10:30	11:30	–	12:30	1:30	2:30	3:30	4:30	5:30	6:30	–	7:30	8:30	9:30	10:30	12:00
ZONE 1	San Francisco	8:38	9:38	10:38	11:38	11:41	12:38	1:38	2:38	3:38	4:38	5:38	6:38	6:41	7:38	8:38	9:38	10:38	12:08

Southbound - WEEKEND SERVICE to SAN JOSE

Baby Bullet Express

On weekends, a shuttle bus connects the Tamien and Diridon stations. Caltrain fare policies apply.
Timetable subject to change without notice.

	Train No.	422	424	426	428	802	430	432	434	436	438	440	442	804	444	446	448	SATURDAY ONLY 450	454
ZONE 1	San Francisco	8:15	9:15	10:15	11:15	11:59	12:15	1:15	2:15	3:15	4:15	5:15	6:15	6:59	7:15	8:15	9:15	10:15	12:01
ZONE 1	22nd Street	8:20	9:20	10:20	11:20	–	12:20	1:20	2:20	3:20	4:20	5:20	6:20	–	7:20	8:20	9:20	10:20	12:06
ZONE 1	Bayshore	8:25	9:25	10:25	11:25	–	12:25	1:25	2:25	3:25	4:25	5:25	6:25	–	7:25	8:25	9:25	10:25	12:11
ZONE 1	So. San Francisco	8:31	9:31	10:31	11:31	–	12:31	1:31	2:31	3:31	4:31	5:31	6:31	–	7:31	8:31	9:31	10:31	12:17
ZONE 1	San Bruno	8:35	9:35	10:35	11:35	–	12:35	1:35	2:35	3:35	4:35	5:35	6:35	–	7:35	8:35	9:35	10:35	12:21
ZONE 2	Millbrae	8:39	9:39	10:39	11:39	12:15	12:39	1:39	2:39	3:39	4:39	5:39	6:39	7:15	7:39	8:39	9:39	10:39	12:25
ZONE 2	Broadway	8:43	9:43	10:43	11:43	–	12:43	1:43	2:43	3:43	4:43	5:43	6:43	–	7:43	8:43	9:43	10:43	12:29
ZONE 2	Burlingame	8:45	9:45	10:45	11:45	–	12:45	1:45	2:45	3:45	4:45	5:45	6:45	–	7:45	8:45	9:45	10:45	12:31
ZONE 2	San Mateo	8:51	9:51	10:51	11:51	12:23	12:51	1:51	2:51	3:51	4:51	5:51	6:51	7:23	7:51	8:51	9:51	10:51	12:37
ZONE 2	Hayward Park	8:54	9:54	10:54	11:54	–	12:54	1:54	2:54	3:54	4:54	5:54	6:54	–	7:54	8:54	9:54	10:54	12:40
ZONE 2	Hillsdale	8:57	9:57	10:57	11:57	12:27	12:57	1:57	2:57	3:57	4:57	5:57	6:57	7:27	7:57	8:57	9:57	10:57	12:43
ZONE 2	Belmont	9:00	10:00	11:00	12:00	–	1:00	2:00	3:00	4:00	5:00	6:00	7:00	–	8:00	9:00	10:00	11:00	12:46
ZONE 2	San Carlos	9:03	10:03	11:03	12:03	–	1:03	2:03	3:03	4:03	5:03	6:03	7:03	–	8:03	9:03	10:03	11:03	12:49
ZONE 2	Redwood City	9:09	10:09	11:09	12:09	12:35	1:09	2:09	3:09	4:09	5:09	6:09	7:09	7:35	8:09	9:09	10:09	11:09	12:55
ZONE 3	Atherton	9:13	10:13	11:13	12:13	–	1:13	2:13	3:13	4:13	5:13	6:13	7:13	–	8:13	9:13	10:13	11:13	12:59
ZONE 3	Menlo Park	9:16	10:16	11:16	12:16	–	1:16	2:16	3:16	4:16	5:16	6:16	7:16	–	8:16	9:16	10:16	11:16	1:02
ZONE 3	Palo Alto	9:19	10:19	11:19	12:19	12:41	1:19	2:19	3:19	4:19	5:19	6:19	7:19	7:41	8:19	9:19	10:19	11:19	1:05
ZONE 3	California Avenue	9:23	10:23	11:23	12:23	–	1:23	2:23	3:23	4:23	5:23	6:23	7:23	–	8:23	9:23	10:23	11:23	1:09
ZONE 3	San Antonio	9:27	10:27	11:27	12:27	–	1:27	2:27	3:27	4:27	5:27	6:27	7:27	–	8:27	9:27	10:27	11:27	1:13
ZONE 3	Mountain View	9:31	10:31	11:31	12:31	12:49	1:31	2:31	3:31	4:31	5:31	6:31	7:31	7:49	8:31	9:31	10:31	11:31	1:17
ZONE 4	Sunnyvale	9:36	10:36	11:36	12:36	12:54	1:36	2:36	3:36	4:36	5:36	6:36	7:36	7:54	8:36	9:36	10:36	11:36	1:22
ZONE 4	Lawrence	9:40	10:40	11:40	12:40	–	1:40	2:40	3:40	4:40	5:40	6:40	7:40	–	8:40	9:40	10:40	11:40	1:26
ZONE 4	Santa Clara	9:45	10:45	11:45	12:45	–	1:45	2:45	3:45	4:45	5:45	6:45	7:45	–	8:45	9:45	10:45	11:45	1:31
ZONE 4	San Jose Diridon	9:53	10:53	11:53	12:53	1:05	1:53	2:53	3:53	4:53	5:53	6:53	7:53	8:05	8:53	9:53	10:53	11:53	1:39
	Shuttle Bus		AM	PM														PM	AM
	Departs SJ Diridon	10:00	11:00	12:00	–	1:13	2:00	3:00	4:00	5:00	6:00	7:00	–	8:13	9:00	10:00	–	–	–
	Arrives Tamien	10:10	11:10	12:10	–	1:23	2:10	3:10	4:10	5:10	6:10	7:10	–	8:23	9:10	10:10	–	–	–

PROPOSED WEEKEND SERVICE – SCHEDULE TO BE EFFECTIVE SUMMER 2017

CALTRAIN WEEKEND SCHEDULE
Eff. Summer 2017
FINAL PROPOSED CHANGES

NORTHBOUND

Train #	SAT ONLY 421	423	801	425	427	429	431	433	803	435	437	439	441	SAT ONLY 443
Shuttle Bus														
Departs Tamien	***	8:11a	9:24a	9:46a	11:11a	12:41p	2:11p	3:41p	4:54p	5:16p	6:41p	8:11p	9:41p	***
Arrives SJ Diridon	***	8:23a	9:36a	9:58a	11:23a	12:53p	2:23p	3:53p	5:06p	5:28p	6:53p	8:23p	9:53p	***
SJ Diridon	7:00a	8:38a	9:51a	10:08a	11:38a	1:08p	2:38p	4:08p	5:21p	5:38p	7:08p	8:38p	10:08p	10:30p
Santa Clara	7:05a	8:43a	-	10:13a	11:43a	1:13p	2:43p	4:13p	-	5:43p	7:13p	8:43p	10:13p	10:35p
Lawrence	7:10a	8:49a	-	10:19a	11:49a	1:19p	2:49p	4:19p	-	5:49p	7:19p	8:49p	10:19p	10:40p
Sunnyvale	7:14a	8:53a	10:01a	10:23a	11:53a	1:23p	2:53p	4:23p	5:31p	5:53p	7:23p	8:53p	10:23p	10:44p
Mt View	7:19a	8:59a	10:06a	10:29a	11:59a	1:29p	2:59p	4:29p	5:36p	5:59p	7:29p	8:59p	10:29p	10:49p
San Antonio	7:23a	9:03a	-	10:33a	12:03p	1:33p	3:03p	4:33p	-	6:03p	7:33p	9:03p	10:33p	10:53p
California Ave	7:27a	9:07a	-	10:37a	12:07p	1:37p	3:07p	4:37p	-	6:07p	7:37p	9:07p	10:37p	10:57p
Palo Alto	7:31a	9:12a	10:13a	10:42a	12:12p	1:42p	3:12p	4:42p	5:43p	6:12p	7:42p	9:12p	10:42p	11:02p
Menlo Park	7:34a	9:15a	-	10:45a	12:15p	1:45p	3:15p	4:45p	-	6:15p	7:45p	9:15p	10:45p	11:05p
Atherton	7:37a	9:19a	-	10:49a	12:19p	1:49p	3:19p	4:49p	-	6:19p	7:49p	9:19p	10:49p	11:09p
Redwood City	7:41a	9:23a	10:20a	10:53a	12:23p	1:53p	3:23p	4:53p	5:50p	6:23p	7:53p	9:23p	10:53p	11:13p
San Carlos	7:45a	9:28a	-	10:58a	12:28p	1:58p	3:28p	4:58p	-	6:28p	7:58p	9:28p	10:58p	11:18p
Belmont	7:48a	9:32a	-	11:02a	12:32p	2:02p	3:32p	5:02p	-	6:32p	8:02p	9:32p	11:02p	11:22p
Hillsdale	7:51a	9:35a	10:27a	11:05a	12:35p	2:05p	3:35p	5:05p	5:57p	6:35p	8:05p	9:35p	11:05p	11:25p
Hayward Park	7:55a	9:39a	-	11:09a	12:39p	2:09p	3:39p	5:09p	-	6:39p	8:09p	9:39p	11:09p	11:29p
San Mateo	7:58a	9:42a	10:31a	11:12a	12:42p	2:12p	3:42p	5:12p	6:01p	6:42p	8:12p	9:42p	11:12p	11:32p
Burlingame	8:02a	9:46a	-	11:16a	12:46p	2:16p	3:46p	5:16p	-	6:46p	8:16p	9:46p	11:16p	11:36p
Broadway	8:06a	9:50a	-	11:20a	12:50p	2:20p	3:50p	5:20p	-	6:50p	8:20p	9:50p	11:20p	11:40p
Millbrae	8:09a	9:53a	10:38a	11:23a	12:53p	2:23p	3:53p	5:23p	6:08p	6:53p	8:23p	9:53p	11:23p	11:43p
San Bruno	8:14a	9:58a	-	11:28a	12:58p	2:28p	3:58p	5:28p	-	6:58p	8:28p	9:58p	11:28p	11:48p
South SF	8:19a	10:03a	-	11:33a	1:03p	2:33p	4:03p	5:33p	-	7:03p	8:33p	10:03p	11:33p	11:53p
Bayshore	8:25a	10:09a	-	11:39a	1:09p	2:39p	4:09p	5:39p	-	7:09p	8:39p	10:09p	11:39p	11:59p
22nd Street	8:31a	10:15a	-	11:45a	1:15p	2:45p	4:15p	5:45p	-	7:15p	8:45p	10:15p	11:45p	12:04a
San Francisco	8:38a	10:22a	10:57a	11:52a	1:22p	2:52p	4:22p	5:52p	6:27p	7:22p	8:52p	10:22p	11:52p	12:12a

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SOUTHBOUND

Train #	422	424	426	802	428	430	432	434	436	804	438	440	SAT ONLY 442	SAT ONLY 444
San Francisco	8:07a	9:37a	11:07a	12:04p	12:37p	2:07p	3:37p	5:07p	6:37p	7:34p	8:07p	9:37p	10:51p	12:05a
22nd Street	8:11a	9:41a	11:11a	-	12:41p	2:11p	3:41p	5:11p	6:41p	-	8:11p	9:41p	10:55p	12:10a
Bayshore	8:18a	9:48a	11:18a	-	12:48p	2:18p	3:48p	5:18p	6:48p	-	8:18p	9:48p	11:02p	12:15a
South SF	8:24a	9:54a	11:24a	-	12:54p	2:24p	3:54p	5:24p	6:54p	-	8:24p	9:54p	11:08p	12:21a
San Bruno	8:29a	9:59a	11:29a	-	12:59p	2:29p	3:59p	5:29p	6:59p	-	8:29p	9:59p	11:13p	12:25a
Millbrae	8:34a	10:04a	11:34a	12:19p	1:04p	2:34p	4:04p	5:34p	7:04p	7:49p	8:34p	10:04p	11:18p	12:29a
Broadway	8:38a	10:08a	11:38a	-	1:08p	2:38p	4:08p	5:38p	7:08p	-	8:38p	10:08p	11:22p	12:33a
Burlingame	8:41a	10:11a	11:41a	-	1:11p	2:41p	4:11p	5:41p	7:11p	-	8:41p	10:11p	11:25p	12:35a
San Mateo	8:45a	10:15a	11:45a	12:26p	1:15p	2:45p	4:15p	5:45p	7:15p	7:56p	8:45p	10:15p	11:29p	12:41a
Hayward Park	8:48a	10:18a	11:48a	-	1:18p	2:48p	4:18p	5:48p	7:18p	-	8:48p	10:18p	11:32p	12:44a
Hillsdale	8:52a	10:22a	11:52a	12:30p	1:22p	2:52p	4:22p	5:52p	7:22p	8:00p	8:52p	10:22p	11:36p	12:47a
Belmont	8:56a	10:26a	11:56a	-	1:26p	2:56p	4:26p	5:56p	7:26p	-	8:56p	10:26p	11:40p	12:50a
San Carlos	8:59a	10:29a	11:59a	-	1:29p	2:59p	4:29p	5:59p	7:29p	-	8:59p	10:29p	11:43p	12:53a
Redwood City	9:04a	10:34a	12:04p	12:37p	1:34p	3:04p	4:34p	6:04p	7:34p	8:07p	9:04p	10:34p	11:48p	12:59a
Atherton	9:09a	10:39a	12:09p	-	1:39p	3:09p	4:39p	6:09p	7:39p	-	9:09p	10:39p	11:53p	1:03a
Menlo Park	9:12a	10:42a	12:12p	-	1:42p	3:12p	4:42p	6:12p	7:42p	-	9:12p	10:42p	11:56p	1:06a
Palo Alto	9:16a	10:46a	12:16p	12:44p	1:46p	3:16p	4:46p	6:16p	7:46p	8:14p	9:16p	10:46p	12:00a	1:09a
California Ave	9:20a	10:50a	12:20p	-	1:50p	3:20p	4:50p	6:20p	7:50p	-	9:20p	10:50p	12:04a	1:13a
San Antonio	9:24a	10:54a	12:24p	-	1:54p	3:24p	4:54p	6:24p	7:54p	-	9:24p	10:54p	12:08a	1:17a
Mt View	9:29a	10:59a	12:29p	12:52p	1:59p	3:29p	4:59p	6:29p	7:59p	8:22p	9:29p	10:59p	12:13a	1:21a
Sunnyvale	9:34a	11:04a	12:34p	12:57p	2:04p	3:34p	5:04p	6:34p	8:04p	8:27p	9:34p	11:04p	12:18a	1:26a
Lawrence	9:38a	11:08a	12:38p	-	2:08p	3:38p	5:08p	6:38p	8:08p	-	9:38p	11:08p	12:22a	1:30a
Santa Clara	9:44a	11:14a	12:44p	-	2:14p	3:44p	5:14p	6:44p	8:14p	-	9:44p	11:14p	12:28a	1:35a
SJ Diridon	9:52a	11:22a	12:52p	1:12p	2:22p	3:52p	5:22p	6:52p	8:22p	8:39p	9:52p	11:22p	12:36a	1:43a
Shuttle Bus														
Departs SJ Diridon	**10:07a**	**11:37a**	**1:07p**	**1:27p**	**2:37p**	**4:07p**	**5:37p**	**7:07p**	***	**8:54p**	**10:07p**	***	***	***
Arrives Tamien	**10:17a**	**11:47a**	**1:17p**	**1:37p**	**2:47p**	**4:17p**	**5:47p**	**7:17p**	***	**9:04p**	**10:17p**	***	***	***

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ATTACHMENT 5 – PUBLIC OUTREACH SCHEDULE MATRIX

CALTRAIN - 2017 PROPOSED SERVICE CHANGES
PUBLIC OUTREACH
Last Updated: 3/1/2017

#	DATE	TIME	LOCATION	COMMUNITY MEETING / STATION OUTREACH DESCRIPTION	# OF ATTENDEES
1	Wednesday, December 21, 2016	4:30 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	San Mateo County Public Meeting	3
2	Saturday, January 7, 2017	8 AM – 11:30 AM	San Francisco Station	San Francisco Station	20
3	Saturday, January 7, 2017	10:30 AM – 12:30 PM	Redwood City Station	Redwood City Station	31
4	Saturday, January 7, 2017	10 AM – Noon	Tamien Station	Tamien Station	16
5	Sunday, January 8, 2017	11 AM – 1 PM	Millbrae Station	Millbrae Station	11
6	Sunday, January 8, 2017	11 am – 1 pm	San Mateo Station	San Mateo Station	3
7	Monday, January 9, 2017	6:30 AM – 8:30 AM	Redwood City Station	Redwood City Station	143
8	Monday, January 9, 2017	6 AM – 8 AM	Palo Alto Station	Palo Alto Station	114
9	Tuesday, January 10, 2017	6 AM – 7:30 AM	Morgan Hill Station	Morgan Hill Station	65
10	Wednesday, January 11, 2017	8 AM – 11:30 AM	San Francisco Station	San Francisco Station	163
11	Wednesday, January 11, 2017	5:30 AM – 8 AM	San Jose Diridon Station	San Jose Diridon Station	84
12	Wednesday, January 11, 2017	11:00 AM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Accessibility Advisory Committee (CAAC)	6
13	Wednesday, January 11, 2017	4:00 PM	VTA River Oaks Campus, 3331 North First Street, Conference Room B-106	Santa Clara Valley Transportation Authority Citizen's Advisory Committee (VTA CAC)	14
14	Thursday, January 12, 2017	5:30 PM – 7:30 PM	San Mateo Station	San Mateo Station	67
15	Thursday, January 12, 2017	5:30 PM – 7:30 PM	Millbrae Station	Millbrae Station	65
16	Sunday, January 15, 2017	10:30 AM – 12:30 PM	Palo Alto Station	Palo Alto Station	6
17	Sunday, January 15, 2017	9:30 AM – 11:30 AM	San Jose Diridon Station	San Jose Diridon Station	71
	Wednesday, January 18, 2017	5:40 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Citizen's Advisory Committee (CAC)	9
18	Wednesday, February 15, 2017	5:40 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Citizen's Advisory Committee (CAC)	9
19	Thursday, January 19, 2017	11:00 AM	South Beach Harbor Community Room Pier 40 along Embarcadero, SF	Ballpark / Mission Bay Transportation Coordinating Committee Meeting (BMBTCC)	16
20	Thursday, January 19, 2017	5:45 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Bicycle Advisory Committee (BAC)	3
21	Wednesday, January 25, 2017	6:00 PM	SFCTA Hearing Room 1455 Market Street, 22nd floor, SF	San Francisco County Transportation Authority Citizen's Advisory Committee (SFCTA CAC)	11
22	Thursday, January 26, 2017	7:00 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Local Policy Maker Group (LPMG)	18
23	Thursday, January 26, 2017	7:00 PM	Fair Oaks Community Center, Multi Purpose Room, 2600 Middlefield Road, Redwood City	North Fair Oaks Community Council Meeting (San Mateo County Special Committee)	32
24	Thursday, February 2, 2017	5:30 PM	SFMTA Offices, 7th Floor, Union Square Conference Room , One South Van Ness Avenue, SF	San Francisco Municipal Transportation Authority Citizen's Advisory Committee (SFMTA CAC)	17
				TOTAL	**997**

ATTACHMENT 6 – WEEKEND COMMENT MATRIX

Last Updated: 3/1/2017

LEGEND

Other Proposed Change(s) -OR- Different Concern(s)	
Tally - Total # of Comments (Each Category or Description)	
Reviewed comment & tallied	

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)

DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
E-MAIL (changes@caltrain.com) - OR- Online Comment Form														1
12/06/16	1		1		1		1						1	a. Fully support the proposed reduced weekend services during electrification. b. Would recommend eliminating weekend services all together for quicker delivery of electrification.	1
12/14/16		1				1		1						Reducing the number of trains on Saturdays and Sundays is a BIG MISTAKE. Many people rely on weekend trains to get to sport games and work.	1
12/14/16													1	a. I hope the new weekday schedule will improve transfers to SamTrans 295 at San Mateo, 295 has a habit of being delayed so much. b. Hoping that weekend service better connects to SamTrans 294 W/B at Hillsdale.	1
12/15/16		1	1			1		1		1		1	1	a. The 33% weekend service reduction would be somewhat inconvenient. This could be mitigated if you use the money you save getting rid of the local trains to add some more bullet trains. If they ran around the same time as a local train, I'd imagine that it wouldn't cause much disruption to construction. b. The proposed timing of #804 is kind of annoying to me personally. I often take this train from San Francisco to Palo Alto	1
12/21/16														In general I can work with the new schedule. The weekend morning SB changes are significant and I haven't fully digested what it will mean with transfer from muni and VTA light rail yet	1
12/23/16														I take the train from Menlo Park to Lawrence and back to Menlo Park every weekday. I currently take the 216 or 226 in the morning. I notice in the updated schedule there will no longer be a quick way to get from Menlo Park to Lawrence in the morning. This is unfortunate. But there is a way to get back to Menlo Park. I currently take 277 or 287. In addition, I take the train on the weekends to various locations, but schedule is more flexible on the weekend days.	1
12/23/16		1				1		1						Customer is against a reduction of train service on the weekends.	1
12/23/16												1		For weekdays, this is an improvement over the current schedule. A major problem with the existing schedule is trains arriving at their stations early. Sometimes trains sit and wait 2-3 minutes (this happens frequently at Millbrae); other times the train leaves the station 2-3 minutes early (this is very common at Burlingame for trains 211 and 221). The proposed schedule seems to tighten the times to avoid running early, EXCEPT trains 215 and 225 allow 5 minutes from San Mateo to Burlingame, which is 2 minutes longer than almost all the other trains that make both these stops. For weekends, the first northbound train is too late. Arrival at 8:52a is too late to make a 9:00a event in most downtown venues. I hope that the first train can be run 15-20 minutes earlier.	1

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LEGEND

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	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
12/28/16			1										1	More weekend bullet trains and baby bullet trains are needed (even if just limiting stops at all stations - the current hourly schedule stopping at each station is very inconvenient when only a few people hop on/off at less popular stations).	1
01/09/17	1				1		1						1	If cutting weekend service improves the delivery time for electrification, I strongly encourage you to "cut all weekend service, and expedite the delivery of electrification". Having an earlier delivery of a new electrified service, far exceeds the current value of weekend service. Please shut it down for the weekends, and get the project done ahead of schedule!	1
01/09/17		1	1			1		1						My husband and I used to take the train once or twice a month on either Saturdays or Sundays from SF to go on organized bike rides in the Peninsula. It was so pleasant to ride down to the Caltrain station at 4th and King in the morning on a weekend as opposed to weekdays when the traffic is horrendous. However, we got tired of waiting for the train to take us back to the city at a slow pace. We switched to riding in the East Bay a couple of years ago as BART has more frequent service than Caltrain and is faster. Obviously, cutting down service form 60 to 90 min. is not going to bring us back! But we hope that once the electrification process is completed, both service and speed will improve so that we can take the train again.	1
01/09/17		1				1		1						I think the weekend cut-backs are too much. While I know train ridership can be light early afternoon, invariably what I have experienced is that it starts to get heavy 4PM and later and some Saturday evening trains back to SF are really full (even when there is not some special event). So my "vote" would be to not cut-back weekend evening (especially Saturday) hours. thanks!	1
01/09/17		1				1		1						Reducing frequency of service is NEVER the right solution! Caltrain's biggest flaw already is lack of train frequency. Having to wait an hour between trains (which are then over crowded) discourages use of public transport.	1
01/09/17		1				1		1						The 211 leaving Burlingame later and later every schedule change is now starting to impact my work schedule as I can barely make it into work on time for 8am meetings in South City when it was changed to a 7:16 departure last year. Why make it later each schedule change? Why not earlier? The weekend schedule change to one train every 90 mins is tricky for people like myself who do not have a car and rely on Caltrain to get around. It's regularly packed out at the weekends (especially when there are events on in the city) with only one an hour- one every 90 mins is going to make it even worse.	1

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01/11/17		1				1		1						It is very frustrating that Caltrain and BART can't figure out your budgets in order to provide more not less service. Why is it that 3rd world countries can figure out ways to provide more frequent service for passengers? I oppose any reduction in service, especially on the weekends and only support adding more service. I would ride Caltrain more often if there were more frequent options during weekdays and weekends. Baby bullets need to be run almost all day on weekdays in parallel to trains stopping at every stop, You need to extend service hours beyond midnight on weekends. You guys are moving in the wrong direction with the proposal to cut back weekend services. With the high fares you already charge why can't you figure this out? Perhaps bloated bureaucracy...lack of automation to escape overpaid employees...	1
01/11/17													1	I would love to see at least one option to get to and from Morgan Hill on the weekends. It's disappointing that service only goes as far as San Jose.	1

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01/11/17		1				1		1						Many CalTrain riders do not have a car and so they rely on CalTrain for virtually their only mode of transportation. For these people hourly train service on the weekend is vital and changing service to 90 minutes will impose a tremendous hardship. If you have ever traveled on CalTrain on the weekend, you will notice that all trains are packed with passengers. One-hour service is vital to maintain for these people. A change to 90 minute service will over pack the trains and limit these passengers' mobility Please reconsider changing weekend service from hourly to ninety minutes and revert to hourly service on the weekend.	1

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	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT		
01/12/17														I like the proposed changes.	1
01/12/17		1				1		1						First, let me thank you for holding a forum on these changes. The train is my primary mode of transport, -!: and it is not an exaggeration to say that being able to ride it is one of my favorite things. I choose to ride it about 6 days a week and only use my car if the train is not an option. I write to discourage you from scaling back weekend service. First, (and most selfishly) because it would in convenience me considerably. Waiting an hour between trains is inconvenient, but manageable. But much more, and it becomes untenable. At that point driving my car becomes more expeditious and provides more flexibility, which , I fear would be the case for many other weekend riders as well. Second, and more importantly, I consider the train to be a public safety measure. My friends and I opt to take it WHENEVER we plan to drink. Judging from the state of the other passengers, it seems like a lot of others do as well. Citing back the schedule reduces flexibility and I am very concerned hat people make poor choices when faced with greater hindrances to safely getting to and from events. Thank you again for your work on the system and your commitment to Bay Area Transit.	1
01/13/17													1	What I would really like to see is later southbound departures mid-day. When y'all went from seven minutes past the hour to on the hour it really messed up my travel. I know it's only 7 minutes, but I have the choice of get food or get the train. Later service on Sunday evening would be nice, too.	1
01/14/17													1	Could you do full Tamien train service on weekends with limited service to Gilroy on weekdays if possible	1

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01/17/17		1				1		1						I really don't think low ridership is a proper reason to further decrease the frequency of a already very infrequently scheduled weekend schedule. As a city public transportation, trying to make profit from it is wrong in the first place, also, part of the reason for low ridership is the inconvenience of it, further lowering frequency will make it even less convenient and less attractive to riders. Going into bad circle	1
01/18/17		1				1		1		1				I do not like the new proposed weekend Caltrain Schedule with trains every 90 minutes. Weekend schedule should remain unchanged. Train SB #804 should remain at the normal time of 6:59 PM in the new schedule. This is my only complaint.	1
01/20/17													1	The weekend schedule needs more trains (either 1 or 2 more baby bullet trains or keep the trains the same). The trains are already crowded as is and would be a nightmare on the weekend if the proposed schedule actually took place. The weekday calendar seems fine	1
01/20/17														It's not clear from the website whether all of the proposed changes are related to PCEP construction or just the weekend changes	1
01/21/17		1				1		1						I take Caltrain around 6 days a week, including at least once every weekend. Making the trains run once per every NINETY minutes as opposed to every hour is going to make transportation for me on the weekends significantly more difficult, especially if I just happen to miss a train coming back from San Francisco or the East Bay. I'd have to stay at the station for a full 90 minutes, as opposed to 60, which is bad enough. Would you be willing to continue to keep the weekend schedule closer to 60 minutes? That would be a significant help to me. Thank you very much!	1
01/23/17		1				1		1						I no longer commute on a regular basis but I did commute from California Ave to Lawrence/Santa Clara for 16 years. My first comments address the severe cuts to the weekend service. I frequently travel to San Francisco or other peninsula points on the weekend. With the proposed cuts, this becomes impossible if one doesn't have a precise return time! I, for one, will be forced to use my car for weekend trips to the City during this time... I understand that in order to electrify you will need to make alterations to weekend service. However, I deeply regret the fact that you did not see fit to share multiple alternatives with the riders and ask for our thoughts. Telling us that you considered other options doesn't help us to give you feedback on which might have the least negative impact on the he least number of people! By the time you are done with this, you will have eroded your weekend user base to the point where it will take YEARS to recover. In addition, the continuance of extremely poor commute period service at California Avenue still makes my previous commute currently impossible. And your proposed changes do nothing to address it. Lots of new office space and housing has been built around that station in the last few years so you need to make it convenient for residents and workers near Cal Ave to use Caltrain. Insisting that we can go to Palo Alto is NOT the answer!	1
01/26/17		1				1		1					1	There are too few Caltrains and the service stops much too early in the evening, especially on weekends. Trains should last till 2 a.m. Overall, the schedule change should expand the frequency of trains, not reduce it, for it to be a reliable transportation system to San Francisco from Palo Alto.	1

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01/26/17		1				1		1						Caltrain is attractive for use by wider population when the time schedule provides steady train options. If you make weekend trains 90-minute intervals it is far more likely people will drive instead of train to SF events or shopping. I know for me that is true and I also will be less likely to use it to get to the airport- Uber will be more attractive choice.	1
01/26/17													1	Make a later southbound Caltrain for Friday and Saturday nights!	1
01/26/17		1				1		1						Please do not cut weekend service to every 90 minutes instead of every 60 minutes. There already aren't enough trains on the weekends; this would worsen the problem. Some of us actually do commute to work on the weekends and rely on CalTrain for this. Many more attend special events or leisure activities on weekends, and CalTrain helps keeps us off the already congested roads. Please reconsider.	1
01/26/17		1				1		1						In regard to the proposed changes to the Caltrain schedule, I would like to comment that the weekend schedule should not be reduced to every 90 minutes if possible, since the current schedule of every 60 minutes is better for those who use Caltrain to travel to work on the weekends. There are plenty of people who work on weekends and who would be at a disadvantage if you reduce their travel options.	1
01/26/17													1	I would really appreciate having later trains going southbound on the weekends. Going home after the trains stop running around midnight is very difficult and expensive.	1
01/26/17													1	In an effort to not drive to Stanford campus, it would be great if the trains were slightly more conducive to shift work. Could you consider moving the current 525am train even later? Or creating an earlier express train? This would allow workers to be at the hospital by 7am (a common shift time). Also, if you would consider adding a weekday train that returns from San Jose after 11pm, that would be great as many shifts end at 11-11:30pm and there is no viable transportation option at that time. I realize that changes in the weekend schedule (to allow for workers to arrive at 7am on the weekend) are less viable options so hopefully, these weekday changes would be possible.	1
01/26/17		1				1		1						Please do not change the weekend schedule to every 90 minutes. Every hour is bad enough. I would like to believe there is more ridership to support every 30 minutes. Because of the every 60 minute schedule - it defers me at times of using Caltrain over the weekend when I need to be some place.	1
01/26/17		1				1		1						As it is, weekend service on Caltrain is insufficient--once an hour is not enough, and now you're proposing once every 90 minutes?! I anticipate you will lose a ton of ridership on weekends--I know I won't bother using Caltrain, what's the point?	1
01/26/17		1				1		1						It's already hugely inconvenient to only have service every 60 minutes on the weekend. It makes it hard for me, who doesn't have a car, to get to and from work and shopping.	1
01/26/17		1				1		1						Decreasing trains to one of the most crucial commuter arteries is not beneficial to the riders.	1

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01/26/17		1				1		1						At present, I would take Caltrain from MV to SF more often if the trains came more frequently. The present schedule means that if you miss one train, you have to wait a full hour for the next one, and often that deters me from using the train entirely on the weekend. The proposed change to make the trains come every 90min would further discourage me, and riders like me, from using the trains on the weekend, because of the further delay in between trains and significantly fewer options to make plans to be in the different cities services by Caltrain. I strongly oppose decreasing the frequency of Caltrain on the weekends.	1
01/26/17		1				1		1						Hello Caltrain folks, I just learned about the proposed change of the weekend train schedule to have trains run every 90 minutes instead of every 60 minutes this summer. For many reasons I think this change should not be enacted. Many people work and commute on weekends, and further limiting their train options would disrupt commute schedules and waste time. Once an hour is already limiting for travel between San Jose and San Francisco, and I would be much more inclined to drive with this change. For people without a car, the limited number of trains makes travel and commute between cities much less accessible. Furthermore, the reduced number of workers needed to operate the trains and check tickets would have a significant impact on the Caltrain employees. It would be more difficult for workers to work the number of hours necessary to make a decent living. I hope you will consider the input of your many commuters, users, and workers; one train every 90 minutes is not enough.	1
01/26/17		1				1		1						Weekend trains should run every 60 minutes. There are many researchers, including me, who commute to the Stanford University for work even on weekends for research work. It would be inconvenient for us if the frequency of the trains is further reduced to 90 min instead of 60 min,	1
01/26/17		1				1		1						90 minutes between service on the weekends is a HORRIBLE idea! We expect improvements in the service, not backwards steps! I use the train every weekend for travel to Quakes games and into SF, if the service moves to every hour and half I will stop using it. A very poor idea.	1
01/26/17													1	I ride Caltrain to and from work everyday. I am supportive of the proposed weekday changes and am excited to see that steps are being taken to modernize Caltrain. However, it would be nice to see later departures from San Francisco on the weekend (Fridays and Saturdays). It's hard to take Caltrain to spend an evening in the city when you have to make it back to 4th & King to catch the train before 11:50pm. Could a 12:30am or 1:00am departure be added?	1
01/26/17		1				1		1						I agree with the proposed weekday changes but not with the weekend changes.	1
01/26/17		1				1		1						Trains every 90 minutes on weekends would be discouraging people from taking the train. And for those who don't have a choice, missing a train provides a bleak option: wait 90 minutes.	1

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01/26/17		1				1		1						I'm saddened by the proposed changes to the weekend schedule. The reason nobody wants to take Caltrain on the weekends is because it already runs so seldomly. Decreasing its frequency does nothing to encourage its use. I have many European friends, and the Caltrain service infrequency already shocks them.	1
01/26/17		1				1		1						I am a frequent weekend Caltrain user with a Stanford employee Go Pass. My boyfriend lives in SF and I live in San Francisco and using Caltrain is the only way we get to spend time together. The idea of shifting to a train every 90 minutes would be very inconvenient. If I miss the train by 1 minute, I have to wait 1 hour to catch the next. Going to every 90 minutes would make this worse. It provides very few options for going to and from SF on the weekends. Additionally, oftentimes there are events going on and the Caltrain is so packed that I can't even find a seat. Caltrain going to a train every 90 minutes, would make this even worse, unsafe, inconvenient and uncomfortable. Please consider how illogical this is for your frequent riders.	1
01/26/17		1				1		1						Weekend changes in frequency are unacceptable! Every 90 minutes instead of every 60 just makes it more difficult to use Caltrain. I would love to see BART take over Caltrain service.	1

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01/26/17														I think the proposed changes are fine.	1
01/26/17		1											1	It would be very helpful to have more frequent service at the weekend and to limit the duration of the reduction in service to as few weeks as possible.	1
01/26/17		1				1		1						On some weekends I take the train from Menlo Park to San Francisco. When I go to the airport, I always take the Caltrain. The fact that the trains only run every hour is a bit inconvenient, though. Reducing the service even more would make it really impractical to use the train.	1
01/26/17		1				1		1						I OPPOSE the proposed reductions in weekend service - trains running every 90 minutes instead of every 60 minutes. As it is, the once an hour service is not sufficient!	1
01/26/17													1	I work on weekends in Palo Alto. The 90 min weekend train schedules seem pretty harsh especially compared to 60 min, which I already felt were too far apart. IT could be helpful to add more express trains to help shuttle people more on the weekend.	1
01/26/17														I'm excited about the electrification project, especially since it will increase capacity and reduce greenhouse gases in the short-term. On your website, it says that the electrification will be complete in 2020 or 2021, does this mean that we have the reduced service for construction for the next 3 years? Will you add cars to increase capacity in the short term?	1
01/26/17		1				1		1						I am a daily Caltrain rider, and I appreciate the opportunity to provide feedback. The weekday changes proposed sound good, and the Caltrain modernization project is of course something I support. I do want to mention though that the weekend changes will be quite a burden. I understand if they are unavoidable, but already the dearth of weekend trains makes it hard to coordinate the train with flight schedules, weekend conferences at universities, and weekend work days. Moving to a 90 minute schedule with even fewer trains will only make it harder. I encourage Caltrain to find a way of preserving a more regular schedule (maybe trains every 70 mins?), or if not, to ensure that in 2020 when the modernization project is complete, that the schedule will revert back to an hourly service.	1
01/26/17		1				1		1						Commuting in the bay area, especially on weekends is difficult and reducing train frequency to once every 90 minutes would make taking public transit even harder. I would like to be able to take caltrain because I don't own a car, but a reduction in train frequency would make it difficult for me to move around the bay area. There is already a serious scarcity of transit options in the bay area and this change would negatively impact me and others without access to a car.	1

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01/26/17		1				1		1						The move to a 90 rather than 60 minute schedule for weekends seems to me like a big mistake. I travel on Caltrain often on weekends to visit friends and carry on social and leisure activities. The biggest barrier to this ridership is the infrequency of trains. Even the 60 minute schedule has made it hard to use the train instead of driving on many occasions. a move to even less frequency will make matters much worse.	1
01/26/17		1				1		1						Please do not reduce the weekend schedule toe very 90 minutes!!! It should be increased, if anything. Especially at night. Thanks for listening.	1
01/26/17		1				1		1					1	60 minutes apart on weekends is already too long to be useful. Now the plan is 90 minutes apart? How about just handing the tracks over to BART. Their trains squeal, but at least you can count on one coming every 20 minutes.	1
01/26/17														I like the weekday schedule proposed starting april 10th for commuter times, however the summer train weekday schedule is not worthy to run the train. This schedule is of no help or i vote no or dislike for commuters summer weekday schedule to the palo alto area for work. The best thing to do is just close the train down and not run the trains for 2 weeks or for 1 month then resume the april 10th schedule if maintenance needs to be completed for the train tracks. Then resume the april 10th schedule. Get the work done rapidly so normal schedule can resume for commuters for work schedule.	1
01/26/17		1				1		1						Weekend timetable will change to 90min is too long. For people like me has a part time job in the city on the weekend, it will be difficult.	1
01/26/17		1				1		1						I am disappointed by the proposed cuts to weekend caltrain service because I primarily use caltrain to go to San Francisco for fun on the weekends. It is already impractical for me to make dinner and concert plans on Sunday evenings because caltrain service ends so early, and the proposed cuts will make it even less convenient to plan Saturday and Sunday daytime trips.	1
01/26/17		1				1		1						Running less trains on the weekend sounds like a real step backwards to me.	1
01/26/17		1				1		1						Many folks use Caltrain to go to San Francisco on the weekends to take in the sights and attend the baseball games. And the system of connecting Caltrain to BART to the airport is already inconvenient and time consuming. Please do not increase the time between trains on the weekends.	1
01/26/17		1	1			1		1					1	Can we have some another bullet train added at 8am on weekends? I avoid taking Caltrain on the weekends because they take too long to get to south bay. If there were a few more bullets added in, I'd take Caltrain every time.	1
01/26/17		1				1		1					1	Would rather see number of trains on weekends increased. Given that the interval between trains will be increased to 90 minutes I would hope for an extension of service until later at night.	1
01/27/17		1	1			1		1						I wish Caltrain would keep the weekend train schedule as is, or increase frequency! I rely on the weekend train a lot and if anything, I want more weekend trains, not fewer.	1
01/27/17		1				1		1						I'm happy with the weekday changes. Reducing the weekend service to once every 90 minutes will make the train much less useful for me and many people I know.	1

Last Updated: 3/1/2017

LEGEND

Other Proposed Change(s) -OR- Different Concern(s)	
Tally - Total # of Comments (Each Category or Description)	
Reviewed comment & tallied	

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)

DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
01/27/17													1	Why does Caltrain not time transfers with Bart at Millbrae? This seems to me a glaring oversight, as does the existence of Caltrain in general when Bart could more easily and affordably serve the entire Bay Area.	1
01/29/17		1				1		1					1	On the weekends, you could add trains at only the peak times (AM northbound, PM southbound). Those trains are often too crowded with the present level of service, and increasing headways will compound the problem. Additions of a few trains at the peak times should not (in theory) impact PCEP work windows much.	1
01/29/17		1				1		1					1	Thank you for providing printed information regarding the proposed train schedule. I don't frequent the CalTrain website, so the printed information was my first communication regarding a schedule change that will significantly affect my morning schedule. I hope the reduced weekend schedule has considered baseball fans who would like to attend SFGiants games and travel by CalTrain. There are many people who ride the trains to and from those baseball games. I ride Train #305 almost every weekday from Palo Alto to SF. I ride it partly because I can get a seat at that hour, and partly because it is very efficient. I don't understand the need to convert that train from its current status as a baby bullet train. It is very popular, especially early in the week. Are you trying to make it standing room only like many of the evening trains and later morning trains? I remember when CalTrain was celebrating the creation of the BabyBullet trains. The existence of those trains makes a huge difference for long-distance commuters. It is sad that, in this period of increased ridership, CalTrain is effectively decreasing the number of BabyBullet trains.	1
01/30/17		1	1			1		1					1	I ride Caltrain a lot less compared to when I lived in Mountain View. But I do still ride it occasionally. I see on the weekends the schedule is moving to every 1.5 hours instead of every hour. Not a huge fan of this. What about turning more into baby bullet trains/schedules?	1
02/01/17		1				1		1						I don't believe weekend travels should be changed to every 90 minutes. It takes long enough to get somewhere on the weekends and delaying it by 1/2 hour more doesn't make sense since Caltrain already limits its trains.	1
02/01/17		1				1		1					1	I appreciate that the proposed changes are in an effort to accommodate construction related to electrification of Caltrain. However, the reduced number of trains on the weekends is concerning. Can the public be provided an estimate of how long (months or years) there will be reduced trains? Caltrain is an important part of the transit system in the Bay Area during the week AND on the weekend. Have studies been done on how this will impact traffic, particularly with the Giants season starting soon and running through the summer?	1

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LEGEND

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	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
02/02/17		1				1		1						90 minutes between trains is extremely inconvenient for folks who commute during low usage hours. We still have to get to work even if it is at noncommute time hours. Also safety at some stations is an issue with long wait times.	1
02/02/17		1				1		1						These schedule changes are outrageous as someone who takes the train from San Mateo to Mountain View. There are simply no longer any viable options. I usually take the 7:48 or 8:48 and would need those to remain. Weekend schedules also need MORE trains not fewer. As it is the train is essentially useless running 1 per hour to get back and forth from San Francisco. Trying to return and waiting on a platform for over an hour is downright dangerous for criminal activity.	1
02/03/17		1				1		1					1	Weekend service should increase, not reduce! Even current schedule, train frequently becomes standing room only. Caltrain carries “Relatively” more weekend passenger than BART system. (Ratio of Monthly ridership/weekday ridership of Caltrain is higher than BART*) Caltrain have enough cross over switcher to support single track operation more frequently. I am OK to suspend express train during construction which is difficult to control under single tracking. I would like to suggest as follow, • No Express train • Run local train every 40 min (9AM-7PM) or every 60 min (Before 8AM, after 8PM). • Shut down Millbrae to San Francisco completely if there is critical work. Millbrae station have capability of turn around. I would like to suggest running local train every 30 min but this is not matched to BART’s frequency. So, every 40min local train will meet half of BART train at Millbrae. I also suggest shutting down (or reduce frequency) between Millbrae to San Francisco if there is critical work. This section can shut down as there is BART parallel to Caltrain. *APTA ridership report.	1
02/04/17		1				1		1					1	I ride Caltrain several times a year when I go to San Francisco and the weekend schedule is just fine the way it is. I believe it would be harder to find a good seat if the trains were that crowded. I believe the schedules should remain the same. I also believe that there should be more mechanical bells at grade crossings, because there seem to be very few left (at least between SF and San Jose). If the 25th Ave. crossing is grade separated, then mechanical bells should be installed on other railroad crossings.	1
02/06/17		1				1		1						Trains every 60 minutes or more frequently would be great on the weekends. Please reconsider changing to every 90 minutes.	1
02/08/17	1		1		1		1		1		1			Weekend schedule- ok Regarding Weekday schedule -1) space out the times for train arrival for a particular station, not back-to-back where you will have to wait another 40 mins for the next train. i.e. san carlos station 2) allow more stops at California ave. Divert the traffic going to the heavy traffic stations 3) the parking in caltrain stations in Hillsdale is very limited considering there is more traffic to this station with the increase in construction/occupants in the nearby businesses. 4) allow more trains to stop at Belmont, not once every hour. 5) traffic backing up in local streets getting to the train station, i.e. Ralston and el camino real/sequoia station.	1

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LEGEND

Other Proposed Change(s) -OR- Different Concern(s)	
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DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
02/08/17		1				1		1						Would like to see the weekend schedule not change. By reducing the number of trains on weekends, it will discourage riders from attending venues in the city and up and down the peninsula. Will it make a difference by reducing the trains? Especially the weekend where there are only four trains on the tracks at a given time. The San Mateo station bridge project, the San Bruno station project went ahead with only a minor disruption to the schedules, why can't the same be done with the electrification project?	1
02/08/17		1				1		1					1	Weekend service is heavily used. Cutting back services causes huge disruption to the public on the peninsula. Consider doing track work on night shifts as Caltrain used to do when there were track upgrades....both weekdays and weekends...when trains don't run anyway.	1
02/09/17		1				1		1						I'm sad that trains will be less frequent on the weekends. I understand that ridership is down and makes it hard to justify trains every hour, but with this change not only will it be harder to get anywhere on the train on weekends due to the infrequency (requiring planning around 1.5 hour increments of being able to get somewhere), but the schedule will be harder to keep track of. :(	1
02/09/17		1				1		1						Re: Summer Weekend Proposal: Moving trains to every 90 minutes will stop me from taking Caltrain entirely, and I think many people. As it is, despite the fact that Caltrain is free with my Go Pass, and despite living 8 mins walk from San Antonio Station, I frequently prefer to drive to Daly City and take BART rather than deal with the weekend schedule. With a 90-minute spread, I won't even bother to check whether Caltrain works with my schedule. Perhaps fewer riders is your goal.	1
02/10/17		1				1		1						I will no longer be able to take the train if the proposed schedule goes live	1
02/10/17													1	Please think carefully about weekend Giants games, and I hope you will continue to put on an extra train. The 11:34 from Menlo Park has been very convenient for me for the 1pm games. Leaving at 10:45 would be difficult.	1
02/10/17		1				1		1						Service is so limited already on weekends that I find it impractical to use Caltrain 95% of the time. I can't imagine ever finding it practical with even less frequent service. And the problem with very early termination of service Saturday nights is getting worse I see(midnight seems early for a service that can help a drinking person get home safely.). Its not clear what the consequence of just keeping the same service would be. I know you are electrifying tracks, but why can't that be done with current service?	1
02/16/17		1				1		1						I respectfully request that CalTrain not reduce Saturday and Sunday service. From San Carlos, the train is my only option into the city. The once an hour train is already inconvenient. Now you want to reduce service. Please reconsider.	1
02/17/17														I take the train from Bayshore to Hillsdale to be at work by 10am. The new schedule will not work for me, so I will be forced to drive on the weekends I have to be at work.	1
02/17/17		1				1		1						Changing the schedule on weekends to every 90 minutes is better than no weekend service at all BUT - - running the trains every 90 minutes vs. every 60 minutes will make it harder to get to SF Giants baseball games. Either get there an hour or more early early for 1:05 pm games or get to the SF station 10 minutes after the game starts.	1

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DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
02/17/17													1	I seriously hope you will table the weekend schedule changes at this time, given the uncertainty of funding for electrification. While I realize this wasn't Caltrain's decision, it is unreasonable to make riders suffer long headways for many years for a project that may not happen in the foreseeable future. I am sure we are all extremely disappointed at the funding decision. You should wait to adjust the weekend timetable until funding is secure.	1
02/18/17		1				1		1					1	To have even less service on the weekends will lead to even less ridership. I hear a number of comments that people would use the service more if it had more times available to travel. Perhaps if need to limit trains, have more express trains that don't service the lesser used stations and offer more often.	1
02/18/17		1				1		1						I would be very sad to see the weekend schedule space the trains further apart. I use the train primarily to attend theater matinees in the City and now have to wait no more than 60 minutes (which already seems like a lot) if I just miss a train. To have that stretch to 90 would be discouraging. I would probably be unable to make the 5:07 train, in which case I would have to wait for the 6:37 one and getting home around 8:00.	1
02/23/17											1		1	Please do not push forward the timetable for the earliest train on saturdays. I work in Palo Alto on weekends and depend on getting there by 9:30. If considering adjustments, please have the earliest train depart SF sooner, so that passengers can still get to their destinations by the time they've come to depend on.	1
02/24/17													1	It would be great when there could be a Southbound train 1h earlier on Saturday mornings. So a train leaving San Francisco at 7:07am would be really great!	1
CUSTOMER SERVICE COMMENTS (Phone or Written Entered into changes@caltrain.com by Customer Service Rep.)															
01/19/17		1				1		1						Received via CT online feedback form: Hi- Just a heads up that the proposed 2017 schedule changes return comment boxes do not seem to work. I've tried in multiple browsers but each time the cursor is placed in the response box(es) it automatically switches to another web-page so you can't actually comment. (? :) Clearly it's not a computer issue because I'm commenting here which seems to say the functionality problem is on that page somehow. Anyway, for what it's worth I think the weekend cut-backs are too much. While I know train ridership can be light early afternoon, invariably what I have experienced is that it starts to get heavy 4PM and later and some Saturday evening trains back to SF are really full (even when there is not some special event). So my "vote" would be to not cut-back weekend evening (especially Saturday) hours. thanks!	1
SAN FRANCISCO CALTRAIN STATION, SATURDAY, JANUARY 7, 8 am - 11:30 am															

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	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT		
01/07/17													1	Earlier Train Service in the Morning on the weekends (1 hour earlier)	1
01/07/17	1		1		1		1		1		1			Support Updates/ updates to the system. Do whatever it takes.	1
MILLBRAE CALTRAIN STATION, SUNDAY, JANUARY 8, 11 am - 1:00 pm															
01/08/17													1	She would like more frequent service and an 11pm late night train, briefly explained proposals and gave notice handout, NB platform	1
REDWOOD CITY CALTRAIN STATION, MONDAY, JANUARY 9, 6:30 am - 8:30 am															
01/09/17		1				1		1						My train on the weekend might not get to my appointments at Menlo Park VA Hospital. Still ride on SamTrans 296.	1
PALO ALTO CALTRAIN STATION, MONDAY, JANUARY 9, 6 am - 8 am															
01/09/17		1				1		1						expressed concerns about the weekend schedule. Currently it is coming the same time every hour. The revised schedule makes it less simple and makes him have to check the schedule	1
01/09/17														Surprised about the weekend schedule	1
01/09/17		1				1		1						-Oh no! I take Caltrain on the weekends a lot. this will definitely have an impact on how I use the train during those days."	1
MORGAN HILL CALTRAIN STATION, TUESDAY, JANUARY 10, 6 am - 7:30 am															
01/10/17														-The world does not revolve around Tamien. -Weekday Service changes do not impact his commute on trains 217 & 156. -Does not take Weekend Caltrain Service since he only lives 300 yards from the MH train station & works the same distance from the train. -Overall pretty happy with the service.	1
01/10/17														-Weekday changes do not impact him. -Weekend changes do not impact him. -Would take the weekend train a couple times a year if weekend service was provided..	1
01/10/17														-Variability in the schedule -Takes train from MH to MV. Schedule does not impact him that much. -Weekend Service does not impact him since he does not take Caltrain on the weekends.	1
01/10/17														-Came over from car pool. Takes MH to San Carlos. Weekend Service Changes do not impact him.	1
01/10/17														Weekday & Weekend Changes do not affect her	1
01/10/17														No weekday service impacts, Do not ride on the Weekends	1

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	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
SAN FRANCISCO CALTRAIN STATION, WEDNESDAY, JANUARY 11, 8 am - 11:30 am														
01/11/17		1				1		1					1	Keep commute headways an hour apart on weekend service, 7-10am & 4-7pm Other time proposed plan is good for those of us that work weekends	1
01/11/17			1										1	-Want more bullet service after 7pm on weekdays -More bullets in general	1
SAN JOSE DIRIDON CALTRAIN STATION, WEDNESDAY, JANUARY 11, 5:30 am - 7:30 am														
01/11/17													1	With the weekend service significantly being cut, consider adding additional bullet trains during the weekend, also suggested using Bomb set during the weekend bullet train (which we already do . . .)	1
PALO ALTO CALTRAIN STATION, SUNDAY, JANUARY 15, 10:30 am - 12:30 pm														
01/15/17		1				1		1					1	Outreach staff explained proposals and gave notice handout, SB Platform. Does not want reduction in service. Wants additional southbound commute weekday service in the late afternoon/early evening between 3:30pm – 7:30pm. On public timetable, improve timed transfer notation.	1
01/15/17		1				1		1						Outreach staff explained proposals and gave notice handout, SB Platform. Issues with weekend 90minute head ways, need more service to Cal. Ave.	1
01/15/17		1				1		1						Outreach staff explained proposals and gave notice handout, SB Platform. Issues with weekend 90minute head ways, need more service to San Antonio Station. Better off peak service.	1
SAN JOSE DIRIDON CALTRAIN STATION, SUNDAY, JANUARY 15, 9:30 am - 11:30 am														
01/15/17														Concerned about the weekend changes and I directed to the website to provide comments.	1

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	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT		
BALLPARK/ MISSON BAY TRANSPORTATION COORDINATING COMMITTEE MEETING (BMBTCC), THURSDAY, JANUARY 19, 11 am - 12pm															
01/19/17													1	Will there be Giants service before and after games? Will there be the same level of service. Note: Weekday Changes are being implemented on Opening Day on Monday April 10, 2017	1
01/19/17														Group requested PDF of information to share via email.	
01/19/17													1	How are other special events (along the waterfront) going to be handled? For example Bay to Breakers, Fleet Week.	1
San Mateo County Special Committee Meeting - Fair Oaks Community Council meeting, THURSDAY, JANUARY 26, 7pm															
01/26/17													1	Will you still have service to Giants/ special service?	1
01/26/17													1	-Said she was told Atherton service would be restored this year at last presentation -Who is considered high/low income -3 years for these changes is a long time	1
SILICON VALLEY TRANSPORTATION AUTHORITY CITIZEN'S ADVISORY COMMITTEE (VTA CAC), WENESDAY, JANUARY 11, 4 pm - 6 pm															
01/11/17													1	Financial / Ridership Impact because of the 90 min headways?	1

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	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT		
01/11/17													1	Will SF Giants Service still be provided?	1
01/11/17			1											Weekend Bullet Service - Maintain it	1
01/11/17													1	Will weekend service change back after Construction?	1
01/11/17													1	Will there be more cars after the service returned to normal after the construction (3 years)?	1
CALTRAIN ACCESSIBILITY ADVISORY COMMITTEE (CAAC), WEDNESDAY, JANUARY 11, 11 am - 1 pm															
01/11/17													1	- Will the schedule be fixed over the next three years, or will it vary depending on where construction is? Essentially, how stable will this new schedule be? - Because we'll be embarking and disembarking on the opposite platforms at times due to single-tracking, will that affect how Clipper works? Will we be able to tag-on and tag-off like normal? - Will there be onboard announcements regarding which side of the train the doors will open? This is particularly important for visually-impaired people. - Will the 1-800 customer service center be informed of all the changes? - Will the Caltrain mobile ticketing app have information on service alerts? I suggest that it would be a good idea to include information about construction and single-tracking, etc. on this app. - Will travel time be significantly longer because of the construction?	1
01/11/17													1	-With the reduced service brought on by construction, will There be any chance that fares will be increased to make up for that lost revenue? - What is on the top of the list for the public to know about the upcoming schedule changes?	1
CALTRAIN CITIZEN'S ADVISORY COMMITTEE (CAC), WEDNESDAY, JANUARY 18, 5:40 pm															
01/18/17		1				1		1					1	90 minutes between trains on the weekend is a lot and asked if there is something else that can be done such as supplemental bus service.	1
01/18/17													1	Gilroy has zero weekend service and the residents there would like service. How many riders will be displaced if the service is going to be reduced by eight trains? If high-speed rail goes to the east of Gilroy if there would be a possibility in the future for Caltrain to be electrified from Gilroy to San Jose?	1

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Other Proposed Change(s) -OR- Different Concern(s)							
Tally - Total # of Comments (Each Category or Description)							
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	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
01/18/17		1				1		1					1	Mid-day southbound departures from San Francisco are on a clock face schedule. People get off of work on the hour or half hour. A person who gets off work at 3 p.m. cannot catch a 3 p.m. train. In order to better accommodate people, it would be better to have trains leave 10 or 15 minutes after the hour. Caltrain needs more service on the weekend and should have more service south of San Jose. It is going to be quite inconvenient to have 90-minute headways. He said he would like to know how this type of project would be done on another rail line such as Long Island Railroad or in Europe.	1
CALTRAIN BICYCLE ADVISORY COMMITTEE (BAC), THURSDAY, JANUARY 19, 5:45 pm														
01/12/17													1	-Coordination with other transit agencies (VTA, BART, Muni, etc.) -Potential impact to bicycles 'upstream' in case of the added stops -Impacts of changes (weekday and weekend) on farebox recovery (was this considered)?	1
01/19/17													1	Based on the proposed weekend service, has impacts to revenue & ridership been considered?	1
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY CITIZEN'S ADVISORY COMMITTEE (SFCTA CAC), WEDNESDAY, JANUARY 25, 6 pm														
01/25/17													1	Will there be SF Giants post event service?	1
01/25/17														When will the weekend schedule return to 60 minutes?	1
01/25/17														Are you worried about losing ridership on the weekend?	1
LOCAL POLICY MAKER GROUP (LPMG), THURSDAY, JANUARY 26, 6pm														
01/26/17													1	On the FAQS sheet it is not clear on the duration of the Weekend Service Changes, consider adding	1
01/26/17														Are you worried about ridership impacts on the weekend?	1
01/26/17													1	When will the title vi analysis be ready?	1
01/26/17		1												People are already upset about weekend service and this won't help	1
01/26/17													1	Should make it more clear that special event service will remain in place	1
SAN FRANCISCO MUNICIPAL TRANSPORTATION AUTHORITY CITIZEN'S ADVISORY COMMITTEE (SFMTA CAC), THURSDAY, FEBRUARY 2, 5:30 pm														
02/02/17													1	-What is the analysis and options done for the weekend service ? He inquired if there is data available that explains why that decision was made. *get back to this	1

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	WEEKEND SERVICE CHANGES														
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT		
TOTAL - ALL PUBLIC OUTREACH COMMENTS															
	4	78	11	0	4	76	4	76	2	2	2	3	60		141
													19%		
	5%	95%	100%	0%	5%	95%	5%	95%	50%	50%	40%	60%			

Approx % of total weekend comments (not focused on proposed service changes)

14%

Approx % of total comments received

ATTACHMENT 7 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS (PRINT + WEB)

Peninsula Corridor Joint Powers Board
PUBLIC HEARING & MEETINGS NOTICE

Proposed Caltrain Service Changes

Public Hearing

The Peninsula Corridor Joint Powers Board will hold a public hearing to receive public comment on proposed Caltrain service changes to accommodate the Peninsula Corridor Electrification Project (PCEP) and to improve and streamline Caltrain service during PCEP construction.

Proposals to be considered include:

Weekday Service Changes (Proposed to take effect April 10, 2017)

- Addition of six (6) stops – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – to train 305 to attract more ridership to this northbound AM "shoulder peak" train
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
- Adjustment of some of some reverse-peak service trains at Tamien Station that has very low ridership to allow increased fueling and service windows of rolling stock at the Centralized Equipment Maintenance & Operations Facility in San Jose
- Departure time adjustments during off-peak periods to enable all train meets to occur at control points which will allow flexibility to the operation to accommodate PCEP work windows

Weekend Service Changes (Proposed to take effect summer 2017)

- Changing Local service headways from 60 to 90 minutes with Baby Bullet service to support PCEP work windows, thereby, reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24.

The proposed schedules will be available by Dec. 9 at **www.caltrain.com/proposedchanges** or by calling 1.800.660.4287 (TDD only 650.508.6448).

The proposed timetable changes will help facilitate the PCEP without requiring more drastic options such as termination of all weekend Caltrain service.

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The public hearing will be held:
Thursday, March 2, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the hearing, comments may be sent by mail, e-mail or phone to:
Peninsula Corridor Joint Powers Board, JPB Secretary

P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

The Title VI Equity Analysis findings for the proposed 2017 service changes will be presented at the public meetings.

Public Meetings

Caltrain will hold public meetings to present the proposals and receive comments. The meetings will take place at the following locations and times:

San Carlos – Wed., Dec. 21 at 4:30 pm – 5:30 pm (before Caltrain Citizens Advisory Committee meeting)
Caltrain Administrative Office, 1250 San Carlos Ave.

San Francisco Caltrain Station – Sat, Jan. 7, 8 am – 11:30 am; Wed, Jan 11, 8 am – 11:30 am
4th & King St., under the station clock

Redwood City Caltrain Station – Sat, Jan. 7, 10:30 am – 12:30 pm; Mon, Jan. 9, 6:30 am – 8:30 am
1 James Ave.

Tamien Caltrain Station – Sat, Jan. 7, 10 am – Noon
1355 Lick Ave, San Jose

San Mateo Caltrain Station – Sun, Jan. 8, 11 am – 1 pm; Thurs, Jan. 12, 5:30 pm – 7:30 pm
385 First Ave.

Millbrae Caltrain Station – Sun, Jan. 8, 11 am – 1 pm; Thurs, Jan. 12, 5:30 pm – 7:30 pm
100 California Dr.

Palo Alto Caltrain Station – Mon, Jan 9, 6 am – 8 am; Sun, Jan. 15, 10:30 am – 12:30 pm
95 University Ave.

Morgan Hill Caltrain Station – Tues, Jan. 10, 6 am – 7:30 am
17300 Depot St.

San Jose Diridon Caltrain Station – Wed. Jan. 11, 5:30 am – 8 am; Sun, Jan.15, 9:30 am – 11:30 am
65 Cahill St.

For translation assistance, call Caltrain at 1.800.660.4287 three days before the meeting.

Para servicio de traducción en Español, llame a Caltrain al 1.800.660.4287 por lo menos tres días laborales antes de las reuniones.

如果需要翻译，请在会议召开前三天内致电 Caltrain **客**户服务部，电话 1.800.660.4287。

EL OBSERVADOR SPANISH TRANSLATION)



The Lathrop Cafe is hiring for all positions! Set to open in the beginning of January 2017. Our new location will feature our delicious pastries as well as a bounty of standard and rotating menu of savory breakfast and lunch offerings in a cafeteria café set on the beautiful campus of Stanford University.

We are seeking happy, energetic, dependable people that want to be a part of a fun, supportive team oriented, focused work environment. This is a great opportunity to grow with our company and expand or show off your skill set! Your experience and qualifications will help determine competitive compensation as well as the right attitude and work ethic. Become part of our team and help bring simple but worldly taste to fast paced, discerning appetites.

ALL Candidates must be able to:

- Stand for long periods of time
- Lift up to 50 pounds
- Communicate effectively
- Work with a committed team to ensure that guests are taken care of quickly and efficiently - Show up on time ready to work

There are opportunities to move up in our quickly growing company. Pay for this position is competitive and depends on experience. We are willing to train the right candidate if experience is limited. California state law requires all food handlers to have a California Food Handler Card.

Full Time and Part Time Shifts are available!

Experienced Kitchen Manager: Must have at last three years of high volume (hands on) kitchen management experience. We are looking for a positive individual that will provide great leadership, clear communication to our staff. This position will work directly with Exec Chef in menu creation and execution. Basic responsibilities include but are not limited to:

- Oversee and make sure service runs smoothly and efficiently
- Oversee kitchen production to ensure low product waste and efficient labor
- Help maintain set food and labor costs
- Kitchen administrative duties
- Inventory and ordering of ingredients, and non-food items
- Training and scheduling of staff

Line Service: Experience in high volume line service is needed for this position. Previous experience with panini grill a bonus. Basic duties include but not limited to:

- Set up and break down of station for breakfast, lunch service
- Keeping ingredients, packaging stocked and ready for service
- Accurate plating of menu items ingredients and measurements to keep portions consistent
- Good knife skills for fast, safe prep of ingredients for station
- Good communication, customer skills to keep line moving and fulfilling accurate orders

Prep Cooks: We are seeking energetic, team oriented and reliable individuals who are willing to help with a wide variety of tasks including but not limited to:

- Proper preparation and handling of food items
- Reaching production pars for ingredient prep for menu items on a daily basis
- Accurate assembly of to-go and packaged items
- Basic food preparation (i.e. peeling/roasting vegetables, slicing meats/cheeses, etc.)
- Keeping prep area clean and organized, proper rotation of stock and inventory for salad bar

Dishwasher/Busser: We are seeking energetic, team oriented and reliable individuals who are willing to help with a wide variety of tasks including but not limited to:

- Cleaning dishes and food prep equipment
- Sweeping and mopping
- Bussing and wiping down tables
- Sorting and taking out trash

Benefits Include:
Medical insurance available after three months employment
Competitive Wages !!
Food Discount
Great Work Environment

Please Send Your Resume!
Send to: qsumarto@pastrycupboard.com
No Attachments Please –
Place resume in the body of the email

Conduce para Lily y conoce el país mientras trabajas!

Lleva a tu equipo a una empresa con la tarifa de mejor retención en la industria.

Como conductor de Lily se te garantiza tener una corta semana de trabajo y sin estar fuera de tu casa. ¡Los amigos, esposos y parientes tambien hacen grandes equipos!

¡Los conductores ganan hasta $68 mil al año! Para obtener más información, visita lily.com/careers

Directiva del Peninsula Corridor Joint Powers
NOTIFICACIÓN DE AUDIENCIA PÚBLICA Y REUNIONES

Cambios Propuestos al Servicio de Caltrain

Audiencia Pública

La Directiva del Peninsula Corridor Joint Powers llevará a cabo una audiencia pública para recibir comentarios sobre los propuestos cambios al servicio de Caltrain para acomodar el Proyecto de Electrificación del Peninsula Corridor (PCEP), mejorar y aerodinamizar el servicio Caltrain service durante la construcción del PCEP.

Las propuestas a considerarse incluyen:

Cambios al Servicio en Días de Semana (Propuestos a tomar efecto el 10 de abril, 2017)
• La adición de (6) paradas – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – al tren 305 para atraer más viajeros a este tren de la mañana hacia el norte en la hora pico
• La separación de los trenes Baby Bullet 312 y 314; 322 y 324 hacia el sur por la mañana en hora pico, que actualmente corren uno atrás del otro, para mejor eficacia y espaciar el tiempo para los pasajeros
• El ajuste de algunos trenes de servicio en reverso de horas pico de la Estación Tamien que tiene muy pocos viajeros para permitir el incremento de abastecimiento de combustible y servicios de mantenimiento en las Instalaciones Centralizadas de Mantenimiento de Equipo y Operaciones en San José
• Ajustes al tiempo de salida durante los períodos de horas no pico para permitir que los encuentros de trenes ocurran en puntos controlados los cuales permitirán flexibilidad a la operación para acomodar los períodos del trabajo del PCEP

Cambios al Servicio de Fin de Semana (Propuestos a tomar efecto en el verano del 2017)
• Cambiar los intérvalos del servicio local de 60 a 90 minutos con servicios de Baby Bullet para apoyar los períodos de trabajo del PCEP, y por consiguiente, reducir el número de trenes que corren el sábado de 36 a 28 y el domingo de 32 a 24.

El horario propuesto estará disponible el 9 de diciembre en ***www.caltrain.com/proposedchanges*** o llamando al 1.800.660.4287 (TDD solamente 650.508.6448).

Los cambios propuestos al calendario ayudarán a facilitar el PCEP sin requerir opciones más drásticas como la terminación de todo el servicio de Caltrain del fin de semana.

La audiencia pública se llevará a cabo:

Jueves, 2 de marzo, 2017 a las 10 a.m.
Oficinas Administrativas de Caltrain
1250 San Carlos Ave., San Carlos

Antes de la audiencia, se podrán enviar comentarios por correo, correo electrónico o teléfono al: Peninsula Corridor Joint Powers Board, JPB Secretary P.O. Box 3006, San Carlos, CA 94070-1306 Changes@caltrain.com o 1.800.660.4287

Los encuentros del Analisis Title VI Equity para los propuestos cambios al servicio de 2017 serán presentados en las reuniones públicas.

Reuniones Públicas

Caltrain llevará a cabo reuniones públicas para presentar las propuestas y recibir comentarios. Las reuniones tomarán lugar en las siguientes localidades y horas:

San Carlos – miércoles., Diciembre. 21 de 4:30 pm – 5:30 pm (antes de la reunión de Caltrain Citizens Advisory Committee)
Oficina Administrativa de Caltrain, 1250 San Carlos Ave.

Estación Caltrain de San Francisco – Sábado, 7 de enero, 8 am – 11:30 am;
Miércoles, 11 de enero, 8 am – 11:30 am
4th & King St., bajo el reloj de la estación

Estación Caltrain de Redwood City – Sábado, 7 de enero, 10:30 am – 12:30 pm;
Lunes, 9 de enero, 6:30 am – 8:30 am
1 James Ave.

Estación Tamien de Caltrain – Sábado, 7 de enero, 10 am – al mediodía
1355 Lick Ave, San Jose

Estación Caltrain de San Mateo – Domingo, 8 de enero, 11 am – 1 pm; Jueves, 12 de enero, 5:30 pm – 7:30 pm
385 First Ave.

Estación Caltrain de Millbrae – Domingo, 8 de enero, 11 am – 1 pm; Jueves, 12 de enero, 5:30 pm – 7:30 pm
100 California Dr.

Estación Caltrain de Palo Alto – Lunes, 9 de enero, 6 am – 8 am; Domingo, 15 de enero, 10:30 am – 12:30 pm
95 University Ave

Estación Caltrain de Morgan Hill – Martes, 10 de enero, 6 am – 7:30 am
17300 Depot St.

Estación Diridon de Caltrain en San José – Miércoles. 11 de enero, 5:30 am – 8 am;
Domingo, 15 de enero, 9:30 am – 11:30 am
65 Cahill St.

Para servicio de traducción, llame a Caltrain al 1.800.660.4287 tres días antes de cada reunión.

matter of the application of Thuy Hai Nguyen. Petitioner Thuy Hai Nguyen has filed a petition for Change of Name with the clerk of this court f or a decree changing names as follows: a. Thuy Hai to Maggie Thuy Nguyen. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 1/31/2017 at 8:45 am, Probate Dept., located at: 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara.
December 06, 2016
Thomas E. Kuhnle
Judge of the Superior Court
December 9, 16, 25, 30, 2016

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 16CV301167

Superior Court of California, County of Santa Clara-In the matter of the application of: I Chen Lu. Petitioner I Chen Lu has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. I Chen Lu to Elaine I-Chen Lu. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 1/31/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara.
November 28, 2016
Thomas E. Kuhnle
Judge of the Superior Court
December 9, 16, 25, 30, 2016

FICTITIOUS BUSINESS NAME STATEMENT NO. 623308

The following person(s) is (are) doing business Little Tykes Home Daycare 877 Clarkston Dr. San Jose, Ca 95136, Santa Clara County, Anais Janke-Bueno 877 Clarkston Dr. San Jose, Ca 95136. This business is conducted by an individual; registrant has begun transacting business under the fictitious business name or names listed hereon. 12/15/2006 "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.)
Anais Janke-Bueno
December 9, 16, 23, 30, 2016
This statement was filed with the County of Santa Clara on 11/10/2016

SUMMONS (Parentage – Custody and Support)

NOTICE TO RESPONDENT (Name): Victoria Alvarez Perez
AVISO AL DEMANDADO (Nombre):

You have been sued.
Lo han demandado.

Petitioner's name is: Lino Rodriguez Gutierrez
Nombre del demandante:

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1. The name a
court is (el nomb
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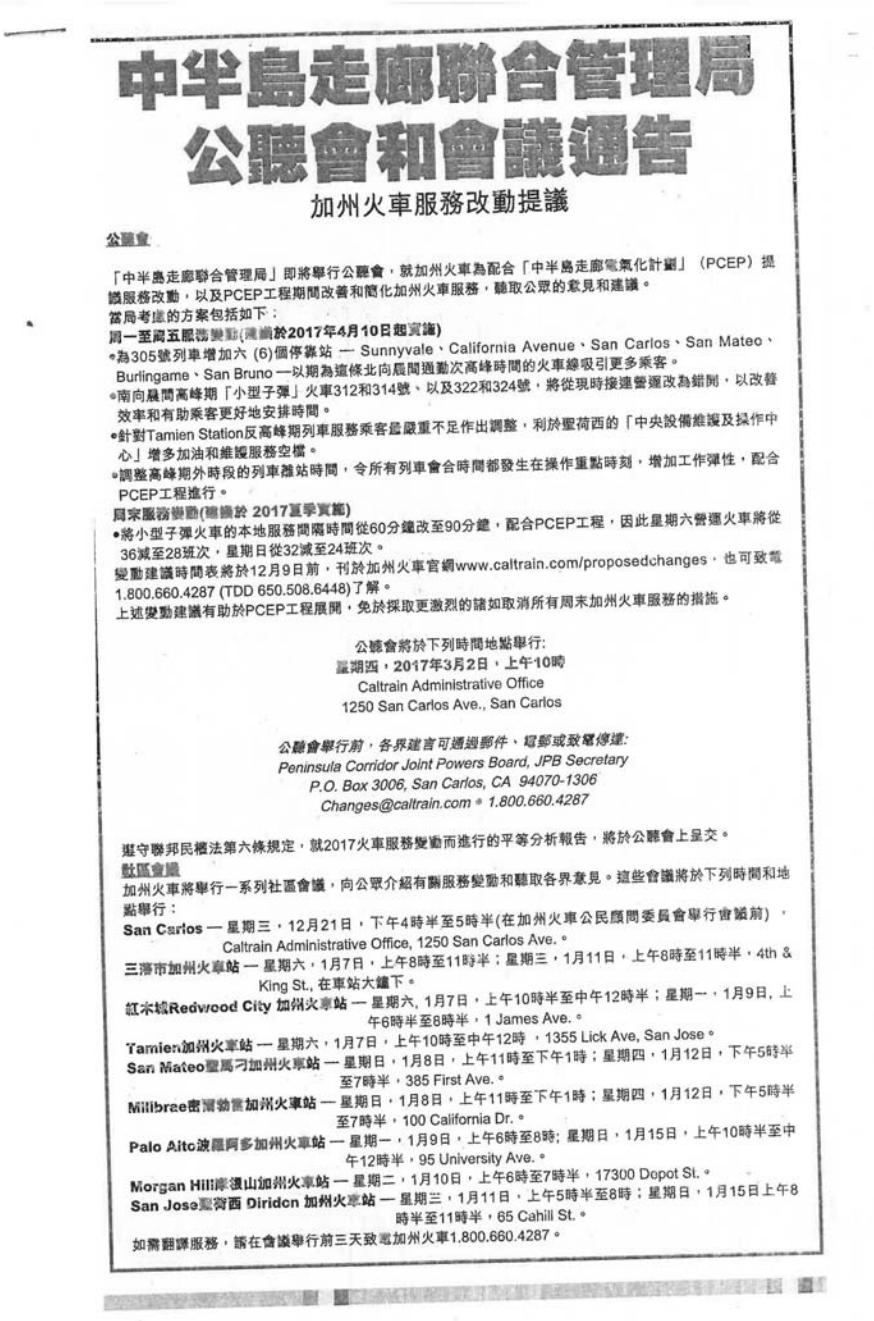
Superior Court o
of Santa Clara
Family Division
170 Park Ave
San Jose, CA 95

SING TAO (CHINESE TRANSLATION)



中半島走廊聯合管理局
公聽會和會議通告

加州火車服務改動提議

公聽會

「中半島走廊聯合管理局」即將舉行公聽會，就加州火車為配合「中半島走廊電氣化計劃」（PCEP）提議服務改動，以及PCEP工程期間改善和簡化加州火車服務，聽取公眾的意見和建議。

當局考慮的方案包括如下：

周一至周五服務變動(建議於2017年4月10日起實施)

- 為305號列車增加六 (6)個停靠站 — Sunnyvale、California Avenue、San Carlos、San Mateo、Burlingame、San Bruno 一以期為這條北向長間週末次高峰時間的火車線吸引更多乘客。
- 南向晨間高峰期「小型子彈」火車312和314號、以及322和324號，將從現時接連營運改為錯開，以改善效率和有助乘客更好地安排時間。
- 針對Tamien Station反高峰期列車服務乘客長嚴重不足作出調整，利於聖荷西的「中央設備維護及操作中心」增多加油和維護服務空檔。
- 調整高峰期外時段的列車離站時間，令所有列車會合時間都發生在操作重點時刻，增加工作彈性，配合PCEP工程進行。

周末服務變動(建議於 2017夏季實施)

- 將小型子彈火車的本地服務間隔時間從60分鐘改至90分鐘，配合PCEP工程，因此星期六晚運火車將從36減至28班次，星期日從32減至24班次。

變動建議時間表將於12月9日前，刊於加州火車官網www.caltrain.com/proposedchanges，也可致電1.800.660.4287 (TDD 650.508.6448)了解。

上述變動建議有助於PCEP工程展開，免於採取更激烈的諸如取消所有周末加州火車服務的措施。

公聽會將於下列時間地點舉行:
星期四，2017年3月2日，上午10時
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

公聽會舉行前，各界建言可通過郵件、電郵或致電傳達:
Peninsula Corridor Joint Powers Board, JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

遵守聯邦民權法第六條規定，就2017火車服務變動而進行的平等分析報告，將於公聽會上呈交。

社區會議

加州火車將舉行一系列社區會議，向公眾介紹有關服務變動和聽取各界意見。這些會議將於下列時間和地點舉行：

San Carlos — 星期三，12月21日，下午4時半至5時半(在加州火車公民顧問委員會舉行會議前)，Caltrain Administrative Office, 1250 San Carlos Ave.。

三藩市加州火車站 — 星期六，1月7日，上午8時至11時半；星期三，1月11日，上午8時至11時半，4th & King St., 在車站大鐘下。

紅木城Redwood City 加州火車站 — 星期六, 1月7日，上午10時半至中午12時半；星期一，1月9日, 上午6時半至8時半，1 James Ave.。

Tamien加州火車站 — 星期六，1月7日，上午10時至中午12時 ，1355 Lick Ave, San Jose。

San Mateo聖馬刁加州火車站 — 星期日，1月8日，上午11時至下午1時；星期四，1月12日，下午5時半至7時半，385 First Ave.。

Millbrae密爾勃加州火車站 — 星期日，1月8日，上午11時至下午1時；星期四，1月12日，下午5時半至7時半，100 California Dr.。

Palo Alto波羅阿多加州火車站 — 星期一，1月9日，上午6時至8時; 星期日，1月15日，上午10時半至中午12時半，95 University Ave.。

Morgan Hill摩滾山加州火車站 — 星期二，1月10日，上午6時至7時半，17300 Depot St.。

San Jose聖荷西 Diridon 加州火車站 — 星期三，1月11日，上午5時半至8時；星期日，1月15日上午8時半至11時半，65 Cahill St.。

如需翻譯服務，請在會議舉行前三天致電加州火車1.800.660.4287。

Other Newspaper Ads (Example)

PALO ALTO DAILY NEWS

Peninsula Corridor Joint Powers Board
PUBLIC HEARING Notice

Proposed Caltrain Weekend Service Change

Public Hearing

The Peninsula Corridor Joint Powers Board will hold a public hearing to receive public comment on proposed Caltrain weekend service change to accommodate the Peninsula Corridor Electrification Project (PCEP) and to improve and streamline Caltrain service during PCEP construction and other capital projects - South San Francisco Station improvement, 25th Ave. Grade Separation and Los Gatos Bridge Replacement projects.

Proposal to be considered:

Weekend Service Changes (Proposed to take effect summer 2017)

- Changing Local service headways from 60 to 90 minutes with Baby Bullet service to support PCEP work windows, thereby, reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24.

The proposed schedule is available at **www.caltrain.com/proposedchanges** or by calling 1.800.660.4287 (TDD only 650.508.6448).

The proposed timetable changes will help facilitate the PCEP without requiring more drastic options such as termination of all weekend Caltrain service.

The public hearing will be held:

Thursday, March 2, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the hearing, comments may be sent by mail, e-mail or phone to:
Peninsula Corridor Joint Powers Board, JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287
www.caltrain.com/proposedchanges

For translation assistance, call Caltrain at 1.800.660.4287 three days before the meeting.

Para traducción llama al 1.800.660.4287
如需翻譯,請電 1.800.660.4287
Cần dịch thuật, xin gọi 1.800.660.4287

Caltrain

ATTACHMENT 8 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN NEWS RELEASE + SOCIAL MEDIA

Caltrain Online News Release



Caltrain Proposes Service Changes to Accommodate Electrification Project

December 14, 2016

The Peninsula Corridor Joint Powers Board, which oversees Caltrain operations, will hold several public meetings to receive the community's input on proposed service changes that are expected to take place in spring/summer 2017.

The public meetings will take place at various locations along the Peninsula beginning this month and extending through January.

Next March, the JPB will hold a public hearing to receive additional public comment on proposed service changes to accommodate the Peninsula Corridor Electrification Project (PCEP), and to improve and streamline Caltrain service during PCEP construction.

Proposals to be considered include:

Weekday Service Changes (Proposed to take effect April 10, 2017)

- Addition of six stops – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – to train 305 to attract more ridership to this northbound AM "shoulder peak" train
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
- Adjustment of some reverse-peak service trains at the Tamien Caltrain Station that has very low ridership to allow increased fueling and service windows of rolling stock at the Centralized Equipment Maintenance & Operations Facility in San Jose
- Departure time adjustments during off-peak periods to enable all train meets to occur at control points that will allow flexibility to the operation to accommodate PCEP work windows

Weekend Service Changes (Proposed to take effect summer 2017)

- Changing Local service headways from 60 to 90 minutes with Baby Bullet service to support PCEP work windows, thereby, reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24.

The proposed timetable changes will help facilitate the PCEP without requiring more drastic options such as termination of all weekend Caltrain service.

The proposed schedules are now available for viewing at www.caltrain.com/proposedchanges or by calling 1.800.660.4287 (TDD only 650.508.6448).

The public hearing will be held during the JPB's monthly board meeting on at 10 a.m. on Thursday, March 2, 2017, at the Caltrain Administrative Office, 1250 San Carlos Ave., San Carlos.

Prior to the hearing, comments may be sent by mail, e-mail or phone to Peninsula Corridor Joint Powers Board, JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306; Changes@caltrain.com; 1.800.660.4287; or online by clicking HERE.

The FTA required Title VI Equity Analysis findings for the proposed 2017 service changes will be presented at the public meetings.

Public Meetings

Caltrain will hold public meetings to present the proposals and receive comments. The meetings will take place at the following locations and times:

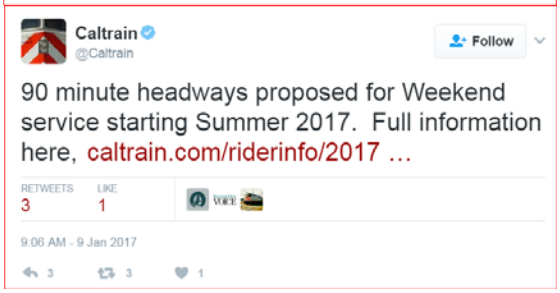
- **San Carlos** – Wednesday, Dec. 21, from 4:30 p.m. to 5:30 p.m. (before Caltrain Citizens Advisory Committee meeting), Caltrain Administrative Office, 1250 San Carlos Ave.

Caltrain Twitter Alerts

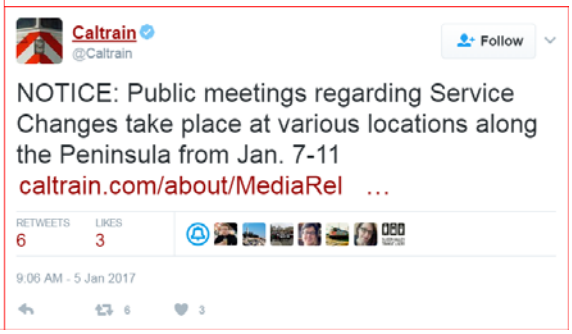




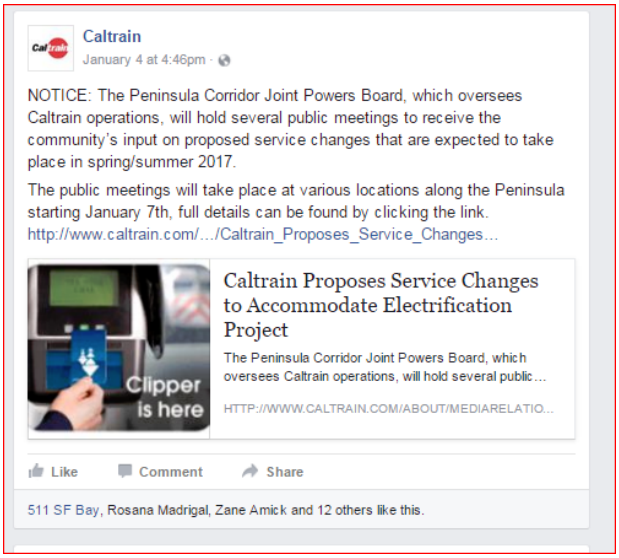








Facebook Outreach





ATTACHMENT 9 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: TAKE ONES

TAKE ONE NOTICE (ENGLISH)

Expires 3/2/17

Caltrain

Proposed Service Changes

The Peninsula Corridor Joint Powers Board will hold a public hearing to receive public comment on proposed Caltrain service changes to accommodate the Peninsula Corridor Electrification Project (PCEP) and to improve and streamline Caltrain service during PCEP construction.

Proposals to be considered include:

Weekday Service Changes (Proposed to take effect April 10, 2017)

- Addition of six (6) stops – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – to train 305 to attract more ridership to this northbound AM "shoulder peak" train
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
- Adjustment of some of some reverse-peak service trains at Tamien Station that has very low ridership to allow increased fueling and service windows of rolling stock at the Centralized Equipment Maintenance & Operations Facility in San Jose
- Departure time adjustments during off-peak periods to enable all train meets to occur at control points which will allow flexibility to the operation to accommodate PCEP work windows

Weekend Service Changes (Proposed to take effect summer 2017)

- Changing Local service headways from 60 to 90 minutes with Baby Bullet service to support PCEP work windows, thereby, reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24.

The proposed schedules are available at **www.caltrain.com/proposedchanges** or by calling 1.800.660.4287 (TTY only 650.508.6448).

The proposed timetable changes will help facilitate the PCEP without requiring more drastic options such as termination of all weekend Caltrain service.

The public hearing will be held:
Thursday, March 2, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the hearing, comments may be sent by mail, e-mail or phone to:
Peninsula Corridor Joint Powers Board,
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

The Title VI Equity Analysis findings for the proposed 2017 service changes will be presented at the public meetings.

PUBLIC MEETINGS

Caltrain will hold public meetings to present the proposals and receive comments. The meetings will take place at the following locations and times:

San Carlos
Administrative Office, 1250 San Carlos Ave.
Wed., Dec. 21, 4:30 pm – 5:30pm
(before Caltrain Citizens Advisory Committee meeting)

San Francisco Caltrain Station
4th & King St., under the station clock
Sat, Jan. 7, 8 am – 11:30 am
Wed, Jan 11, 8 am – 11:30 am

Redwood City Caltrain Station
1 James Ave.
Sat, Jan. 7, 10:30 am – 12:30 pm
Mon, Jan. 9, 6:30 am – 8:30 am

Tamien Caltrain Station
1355 Lick Ave, San Jose
Sat, Jan. 7, 10 am – Noon

San Mateo Caltrain Station
385 First Ave.
Sun, Jan. 8, 11 am – 1 pm
Thurs, Jan. 12, 5:30 pm – 7:30 pm

Millbrae Caltrain Station
100 California Dr.
Sun, Jan. 8, 11 am – 1 pm
Thurs, Jan. 12, 5:30 pm – 7:30 pm

Palo Alto Caltrain Station
95 University Ave.
Mon, Jan 9, 6 am – 8 am
Sun, Jan. 15, 10:30 am – 12:30 pm

Morgan Hill Caltrain Station
17300 Depot St.
Tues, Jan. 10, 6 am – 7:30 am

San Jose Diridon Caltrain Station
65 Cahill St.
Wed. Jan. 11, 5:30 am – 8 am
Sun, Jan.15, 9:30 am – 11:30 am

For translation in one of these languages below, call Caltrain at 1.800-660-4287.

للترجمة، اتصل على 1.800.660.4287
Թարգմանության համար զանգահարել 1.800.660.4287.
如需翻譯, 請電 1.800.660.4287.
Pour traduction, appelez au 1.800.660.4287
Übersetzung unter 1 800 660 4287.
અનુવાદ માટે, 1.800.660.4287 પર ફોન કરો.
לתרגום יש להתקשר לטלפון 1.800.660.4287
अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।
Per traduzioni chiamare 1.800.660.4287.
翻訳のご用命は、+1.800.660.4287 までお電話ください。
번역을 원하시면, 1.800.660.4287번으로 전화하십시오.
សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាមទូរស័ព្ទលេខ 1.800.660.4287.
برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.
Para tradução, ligue para 1.800.660.4287.
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Za prevodjenje nazovite 1.800.660.4287.
Para sa pagsasaling-wika, mangyaring tumawag sa 1-800-660-4287.
สำหรับการแปลภาษา โทร 1.800.660.4287.
ترجمہ کے لیے، 1.800.660.4287 پر کال کریں۔
Cần dịch thuật, xin goi 1.800.660.4287.

TAKE ONE NOTICE (SPANISH)

Cambios Propuestos al Servicio

La Directiva del Peninsula Corridor Joint Powers llevará a cabo una audiencia pública para recibir comentarios sobre los propuestos cambios al servicio de Caltrain para acomodar el Proyecto de Electrificación del Peninsula Corridor (PCEP), mejorar y aerodinamizar el servicio Caltrain service durante la construcción del PCEP.

Las propuestas a considerarse incluyen:

Cambios al Servicio en Días de Semana (Propuestos a tomar efecto el 10 de abril, 2017)

- La adición de (6) paradas – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – al tren 305 para atraer más viajeros a este tren de la mañana hacia el norte en la hora pico
- La separación de los trenes Baby Bullet 312 y 314; 322 y 324 hacia el sur por la mañana en hora pico, que actualmente corren uno atrás del otro, para mejor eficacia y espaciar el tiempo para los pasajeros
- El ajuste de algunos trenes de servicio en reverso de horas pico de la Estación Tamien que tiene muy pocos viajeros para permitir el incremento de abastecimiento de combustible y servicios de mantenimiento en las Instalaciones Centralizadas de Mantenimiento de Equipo y Operaciones en San José
- Ajustes al tiempo de salida durante los períodos de horas no pico para permitir que los encuentros de trenes ocurran en puntos controlados los cuales permitirán flexibilidad a la operación para acomodar los perío dos del trabajo del PCEP

Cambios al Servicio de Fin de Semana (Propuestos a tomar efecto en el verano del 2017)

- Cambiar los intérvalos del servicio local de 60 a 90 minutos con servicios de Baby Bullet para apoyar los períodos de trabajo del PCEP, y por consiguiente, reducir el número de trenes que corren el sábado de 36 a 28 y el domingo de 32 a 24.

El horario propuesto estará disponible en **www.caltrain.com/proposedchanges** o llamando al 1.800.660.4287 (TTY solamente 650.508.6448).

Los cambios propuestos al calendario ayudarán a facilitar el PCEP sin requerir opciones más drásticas como la terminación de todo el servicio de Caltrain del fin de semana.

La audiencia pública se llavará a cabo:
Jueves, 2 de marzo, 2017 a las 10 a.m.
Oficinas Administrativas de Caltrain
1250 San Carlos Ave., San Carlos

Antes de la audiencia, se podrán enviar comentarios por correo, correo electrónico o teléfono al:
Peninsula Corridor Joint Powers Board,
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

Los encuentros del Analisis Title VI Equity para los propuestos cambios al servicio de 2017 serán presentados en las reuniones públicas.

REUNIONES PÚBLICAS

Caltrain llevará a cabo reuniones públicas para presentar las propuestas y recibir comentarios. Las reuniones tomarán lugar en las siguientes localidades y horas:

San Carlos
Oficina Administrativa de Caltrain,
1250 San Carlos Ave.
Diciembre. 21 de 4:30 pm – 5:30 pm (antes de la reunión de Caltrain Citizens Advisory Committee)

Estación Caltrain de San Francisco
4th & King St., bajo el reloj de la estación
Sábado, 7 de enero, 8 am – 11:30 am
Miércoles, 11 de enero, 8 am – 11:30 am

Estación Caltrain de Redwood City
1 James Ave.
Sábado, 7 de enero, 8 am – 11:30 am
Miércoles, 11 de enero, 8 am – 11:30 am

Estación Tamien de Caltrain
1355 Lick Ave, San Jose
Sábado, 7 de enero, 10 am – al mediodía

Estación Caltrain de San Mateo
385 First Ave.
Domingo, 8 de enero, 11 am – 1 pm
Jueves, 12 de enero, 5:30 pm – 7:30 pm

Estación Caltrain de Millbrae
100 California Dr.
Domingo, 8 de enero, 11 am – 1 pm
Jueves, 12 de enero, 5:30 pm – 7:30 pm

Estación Caltrain de Palo Alto
95 University Ave.
Lunes, 9 de enero, 6 am – 8 am
Domingo, 15 de enero, 10:30 am – 12:30 pm

Estación Caltrain de Morgan Hill
17300 Depot St.
Martes, 10 de enero, 6 am – 7:30 am

Estación Diridon de Caltrain en San José
65 Cahill St.
Miércoles. 11 de enero, 5:30 am – 8 am
Domingo, 15 de enero, 9:30 am – 11:30 am

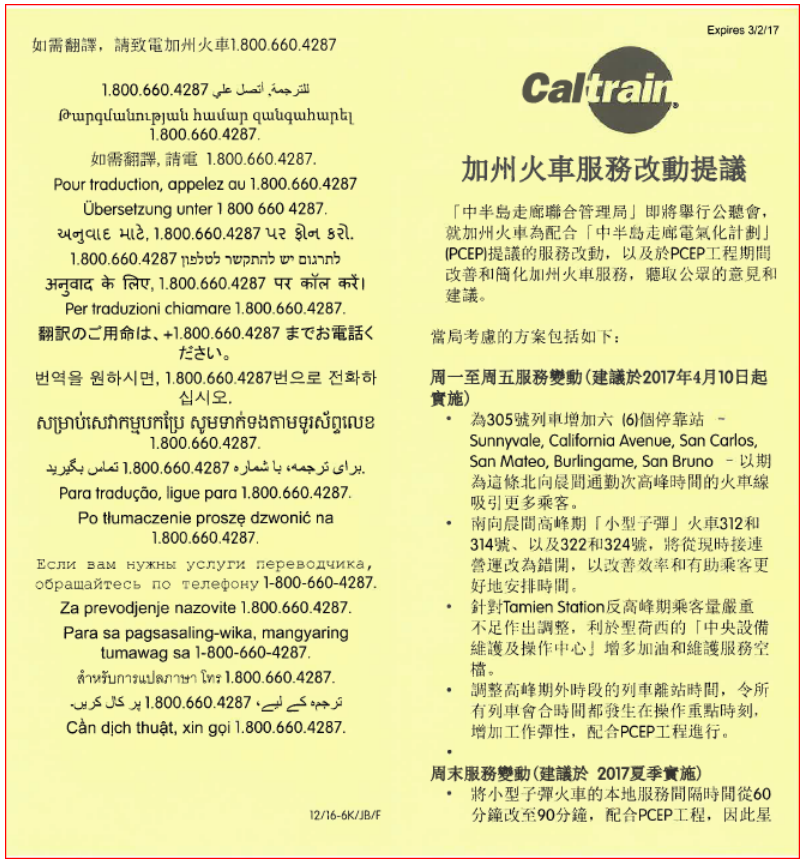
facebook.com/caltrain @caltrain

www.caltrain.com
1.800.660.4287 • (TTY 650.508.6448)

12/16-10M/JB/F

TAKE ONE NOTICE (CHINESE)

Front and back



如需翻譯，請致電加州火車1.800.660.4287

للترجمة، اتصل على 1.800.660.4287

Թարգմանության համար զանգահարել 1.800.660.4287.

如需翻譯，請電 1.800.660.4287.

Pour traduction, appelez au 1.800.660.4287

Übersetzung unter 1 800 660 4287.

અનુવાદ માટે, 1.800.660.4287 પર કૉલ કરો.

1.800.660.4287 לתרגום יש להתקשר לטלפון

अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।

Per traduzioni chiamare 1.800.660.4287.

翻訳のご用命は、+1.800.660.4287 までお電話ください。

번역을 원하시면, 1.800.660.4287번으로 전화하십시오.

សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាមទូរស័ព្ទលេខ 1.800.660.4287.

برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.

Para tradução, ligue para 1.800.660.4287.

Po tłumaczenie proszę dzwonić na 1.800.660.4287.

Если вам нужны услуги переводчика, обращайтесь по телефону 1-800-660-4287.

Za prevodjenje nazovite 1.800.660.4287.

Para sa pagsasaling-wika, mangyaring tumawag sa 1-800-660-4287.

สำหรับการแปลภาษา โทร 1.800.660.4287.

ترجمہ کے لیے، پر کال کریں 1.800.660.4287.

Cần dịch thuật, xin gọi 1.800.660.4287.

12/16-6K/JB/F

Expires 3/2/17

Caltrain

加州火車服務改動提議

「中半島走廊聯合管理局」即將舉行公聽會，就加州火車為配合「中半島走廊電氣化計劃」(PCEP)提議的服務改動，以及於PCEP工程期間改善和簡化加州火車服務，聽取公眾的意見和建議。

當局考慮的方案包括如下：

周一至周五服務變動（建議於2017年4月10日起實施）

- 為305號列車增加六 (6)個停靠站 – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – 以期為這條北向晨間通勤次高峰時間的火車線吸引更多乘客。
- 南向晨間高峰期「小型子彈」火車312和314號、以及322和324號，將從現時接連營運改為錯開，以改善效率和有助乘客更好地安排時間。
- 針對Tamien Station反高峰期乘客量嚴重不足作出調整，利於聖荷西的「中央設備維護及操作中心」增多加油和維護服務空檔。
- 調整高峰期外時段的列車離站時間，令所有列車會合時間都發生在操作重點時刻，增加工作彈性，配合PCEP工程進行。

周末服務變動（建議於 2017夏季實施）

- 將小型子彈火車的本地服務間隔時間從60分鐘改至90分鐘，配合PCEP工程，因此星期六營運火車將從36減至28班次，星期日從32減至24班次。

變動建議時間表將刊於加州火車官網 **www.caltrain.com/proposedchanges**, 也可致電 1.800.660.4287 (TDD 650.508.6448)諮詢。

上述變動建議有助於PCEP工程展開，免於採取更激烈的諸如取消所有周末加州火車服務的措施。

公聽會將於下列時間地點舉行：

星期四，2017年3月2日，上午10時
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

公聽會舉行前，各界建言可通過郵件、電郵或致電傳達：
Peninsula Corridor Joint Powers Board,
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

遵守聯邦民權法第六條規定，就2017火車服務變動而進行的平等分析報告，將於公聽會上呈交。

社區會議

加州火車將舉行一系列社區會議，向公眾介紹有關服務變動和聽取各界意見。這些會議將於下列時間和地點舉行：

San Carlos
Administrative Office, 1250 San Carlos Ave.
星期三，12月21日，下午4時半至5時半（在加州火車公民顧問委員會舉行會議前）

三藩市加州火車站
4th & King St., 在車站大鐘下。
星期六，1月7日，上午8時至11時半
星期三，1月11日，上午8時至11時半

紅木城加州火車站
1 James Ave.
星期六，1月7日，上午10時半至中午12時半
星期一，1月9日，上午6時半至8時半

Tamien 加州火車站
1355 Lick Ave, San Jose
星期六，1月7日，上午10時至中午12時

聖馬刁加州火車站
385 First Ave.
星期日，1月8日，上午11時至下午1時
星期四，1月12日，下午5時半至7時半

密爾勃雷加州火車站
100 California Dr.
星期日，1月8日，上午11時至下午1時
星期四，1月12日，下午5時半至7時半

波羅阿多加州火車站
95 University Ave.
星期一，1月9日，上午6時至8時
星期日，1月15日，上午10時半至中午12時半

摩根山加州火車站
17300 Depot St.
星期二，1月10日，上午6時至7時半

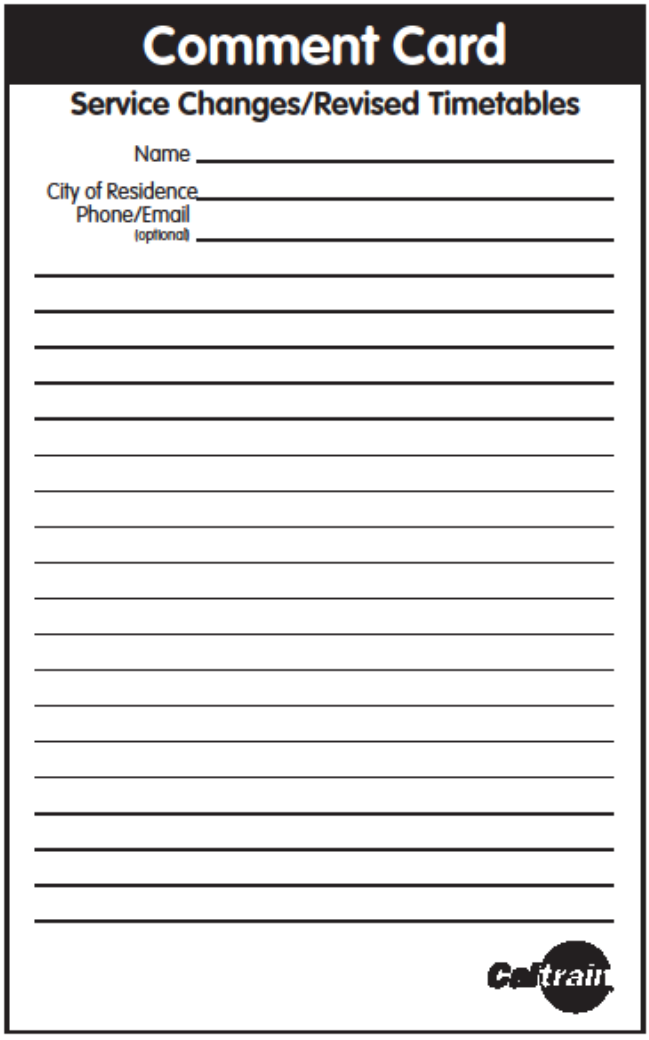
聖荷西 Diridon 加州火車站
65 Cahill St.
星期三，1月11日，上午5時半至8時
星期日，1月15日，上午8時半至11時半

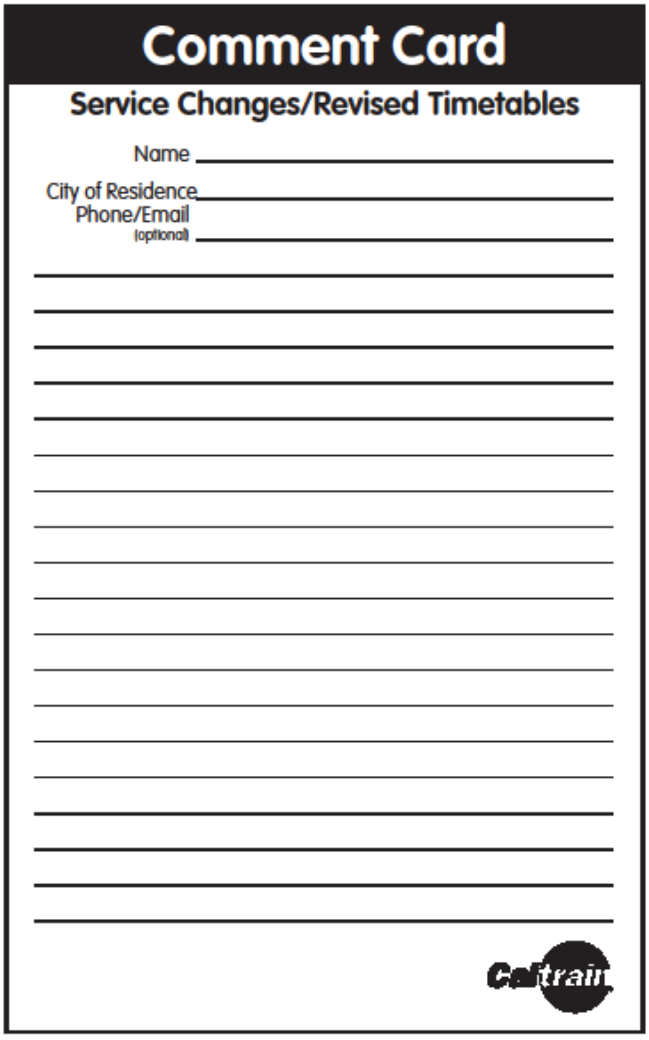
Inside cover



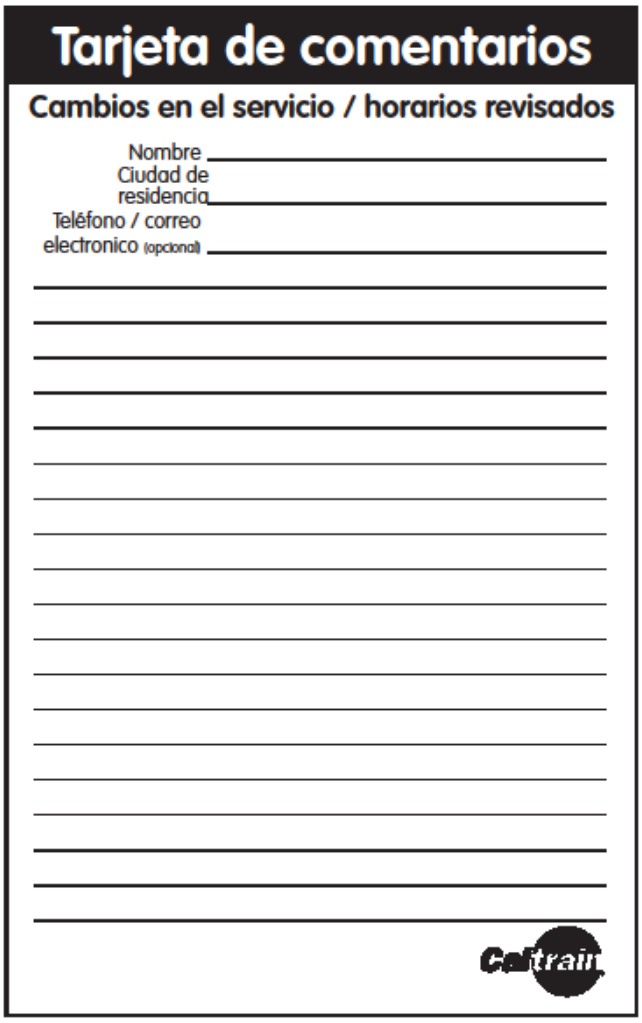
ATTACHMENT 10 – COMMENT CARDS

COMMENT CARD (ENGLISH) – ONE SIDE





COMMENT CARD (SPANISH) – OTHER SIDE



Tarjeta de comentarios

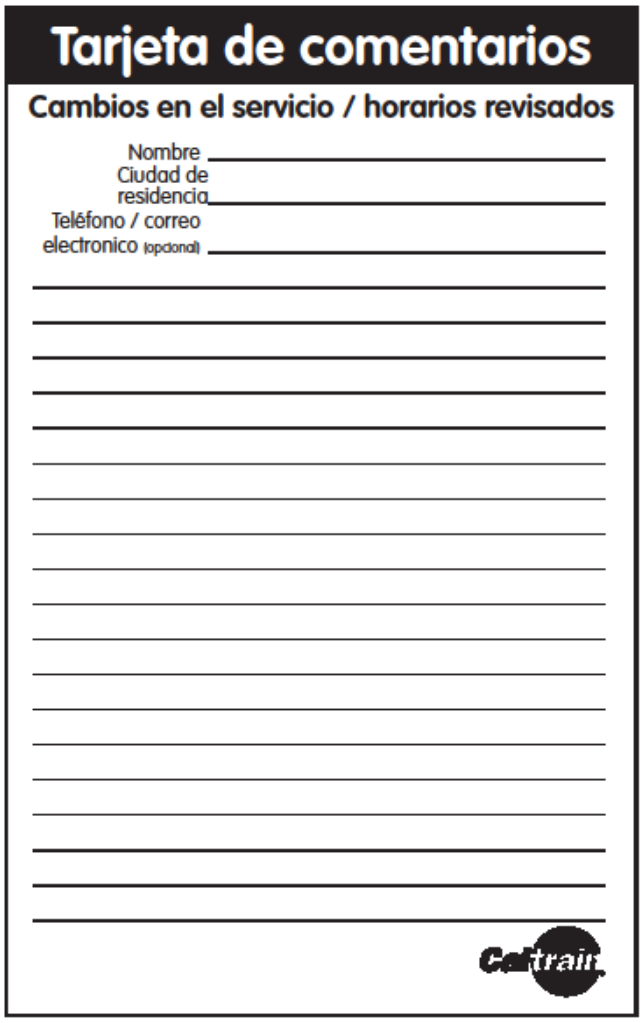
Cambios en el servicio / horarios revisados

Nombre _____

Ciudad de residencia _____

Teléfono / correo electronico (opcional) _____

Caltrain



Tarjeta de comentarios

Cambios en el servicio / horarios revisados

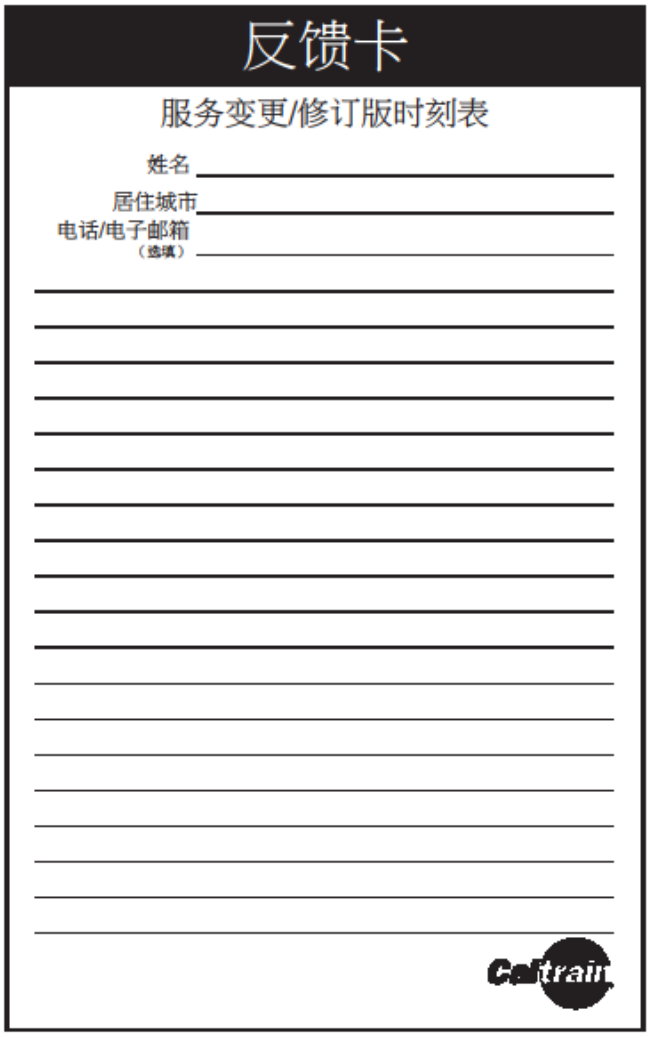
Nombre _____

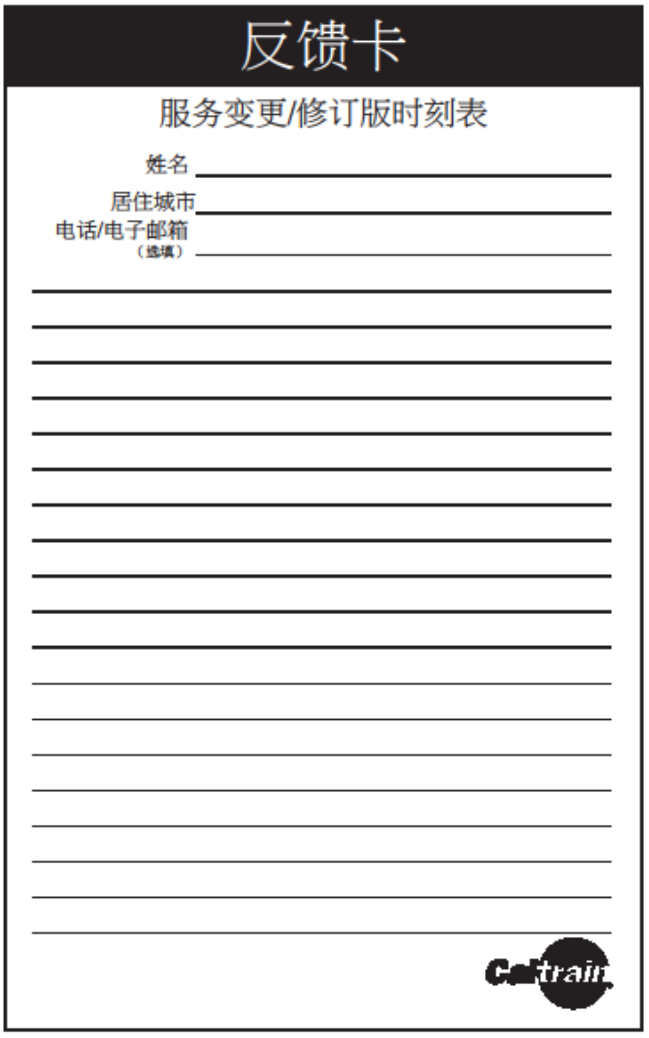
Ciudad de residencia _____

Teléfono / correo electronico (opcional) _____

Caltrain

COMMENT CARD (CHINESE)





ATTACHMENT 11 – FREQUENTLY ASKED QUESTIONS (FAQS)



Proposed Weekday/Weekend Service Changes

2017

Frequently Asked Questions

Why is Caltrain adjusting it weekday and weekend service?

Caltrain is proposing weekday and weekend service changes to accommodate construction activities in spring/summer 2017 related to the Peninsula Corridor Electrification Project (PCEP), a key component of the Caltrain Modernization program and other Capital Projects that will occur simultaneously with electrification – Los Gatos Bridge, 25th Ave. Grade Separation, and South San Francisco Rehab projects.

When will the changes take effect:

The proposed weekday timetable changes will take effect on April 10, 2017 and the weekend changes summer 2017.

What are some of the proposed changes?

- Caltrain will add six stops to train 305 – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame and San Bruno.
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324 to improve efficiency and time spacing for passengers. Currently, the trains operate back-to-back.
- Add Santa Clara stops to trains 262 and 272 to improve connections with Capitol Corridor and ACE.
- Remove reverse peak Tamien service due to low ridership. A stop will be removed in the AM on trains 208, 218 and 228. A stop will be added to Bullet trains 310, 320 and 330. During PM peak service, a stop will be removed from 263, 273 and 283. A 287 stop will be removed and added on train 289.
- By removing the reverse peak Tamien service, Caltrain is able to add an additional one hour and 45 minute dwell time to fuel and service equipment.
- Departure time adjustments during off-peak periods will be made to enable all train meets to occur at control points which will allow flexibility to the operation to accommodate PCEP work windows.

How will this affect my commute?

The weekday timetable has minimal departure adjustments, with added service to several trains. The weekend timetable will be changed from service every 60 minutes with Baby Bullet service to 90 minute schedules with Baby Bullet service.

Will Caltrain be reducing service on weekends?

Yes. On weekends the following changes are proposed:

Current Timetable

Service every 60 minutes
36 trains on Saturday
32 trains on Sunday

Summer 2017 Weekend Timetable

Service every 90 minutes
28 trains on Saturday
24 trains on Sunday

How long will the PCEP project affect weekend service?

The project will affect service for three years or more with a proposed finish date end of 2020. The adjusted timetable will be in effect during that time.

Were other weekend service alternatives considered?

Yes. Various alternatives with the least impact on Caltrain customers and the project's contractor were considered, in lieu of more severe options such as shutdown of all weekend service.

How will the proposed service changes affect shuttle service?

Weekday and weekend shuttle service will be impacted by the proposed service changes. However, current service levels will remain with the best optimal connections with Caltrain.

Has Caltrain coordinated with regional transit partners like Muni, BART and VTA regarding the proposed changes?

Yes, the timetable changes have been shared with its transit partners and stakeholders.

There are constraints and limitations with each transit agency service and operations. Still, where possible, staff will coordinate timely transit connections.

How will Caltrain communicate the proposed changes to the public?

Caltrain will be discussing and taking comments regarding the changes at nine of its stations over several weekdays and weekends in January and immediately preceding the Citizens Advisory Committee meeting in December. Presentations will also be made at community meetings, and to community-based organizations and the advisory committees.

A complete list and schedule of all public meetings is available at **www.caltrain.com/proposedchanges.**

When will the proposed weekday and weekend timetable changes be available for review?

Final drafts are available at **www.caltrain.com/proposedchanges.**

When will the 2017 Service Changes be finalized?

The JPB Board will receive an informational update on the final weekday timetable changes at the Feb. 2, 2017 Board meeting. Because the weekday changes are minor and are not considered a "major service change" under the FTA 2016 Title VI Compliance Program, JPB Board action is not required. Public comments will be considered prior to finalizing weekday changes

The JPB Board will be requested to vote on the approval of the weekend timetable changes at the March 2, 2017 Board meeting. Because weekend changes are considered a "major service change" under the FTA 2016 Title VI Compliance Program (>25% reduction of total revenue train miles per day for any service day of the week), the JPB Board is required to approve the weekend changes along with the Title VI Equity Analysis report before they are implemented. Public comments will be considered prior to finalizing weekend changes. For information on the Caltrain Title VI program, visit **www.caltrain.com/TitleVI.**

When will the proposed changes be implemented?

The weekday timetable will take effect on Monday, April 10, 2017 and the weekend timetable summer 2017.

ATTACHMENT 12 – CALTRAIN CONNECTION

Caltrain Connection – Winter 2017

Winter 2017

Caltrain **Connection**

Information for Caltrain Customers

Proposed Timetable Changes



Schedule Changes Will Allow for Vital Caltrain Construction Work

Caltrain will hold a public hearing in March to receive the community's input on proposed service changes that are expected to take place in spring/summer 2017. The changes are necessary to accommodate the Peninsula Corridor Electrification Project (PCEP), and to improve and streamline Caltrain service during construction of the PCEP and other capital projects.

Proposals to be considered include:

Proposed Weekday Service Changes effective April 10, 2017

- Addition of six stops Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno to train 305 to attract more ridership to this northbound AM shoulder peak train
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
- Adjustment of some reverse-peak service trains at the Tamien Caltrain Station that has very low ridership to allow increased fueling and service windows of rolling stock at the Centralized Equipment Maintenance & Operations Facility in San Jose
- Departure time adjustments during off-peak periods to accommodate PCEP work windows

Proposed Weekdend Service Changes effective summer 2017

- Changing Local service headways from 60 to 90 minutes with Baby Bullet service to support PCEP work windows; reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24

The public hearing will be held during the JPB's monthly board meeting at 10 a.m. on Thursday, March 2, 2017, at the Caltrain Administrative Office, 1250 San Carlos Avenue, San Carlos.

Prior to the hearing, comments may be sent to Peninsula Corridor Joint Powers Board, JPB Secretary, P.O. Box 3006, San Carlos, CA 94070; *Changes@caltrain.com*; 1.800.660.4287; or online by visiting www.caltrain.com/proposedchanges.



ATTACHMENT 13 – VISUAL MESSAGE SIGNS (VMS)

February 2017 – Visual Message Signs

Please run starting Feb 13:

March 2 Caltrain to hold public hearing on proposed weekend service change. Caltrain.com/proposedchanges.	**VMS**	**All stations** *Run Every 15 Minutes*	**2/13/17 Start of service**	**March 2 Until 10 am**

PENINSULA CORRIDOR JOINT POWERS BOARD



Title VI Equity Analysis
Proposed Weekend Service Changes – FY2017
March 2017

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Caltrain Proposed Weekend Service Changes
Title VI Equity Analysis

PURPOSE AND EXECUTIVE SUMMARY

Title VI of the Civil Rights Act of 1964 ensures that "no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Caltrain has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in 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.

This Title VI Equity Analysis, which has been prepared in conformity with Chapter IV of the FTA's Circular 4702.1B, evaluates Caltrain weekend service changes proposed to start in the summer of 2017 to evaluate any potentially discriminatory effects.

The proposed changes will temporarily shift weekend services from 60 to 90 minute headways to support construction work on the Caltrain mainline that is part of the Peninsula Corridor Electrification Project (PCEP). Other Capital Projects (Los Gatos Creek Bridge Project, South San Francisco Station Improvement Project, and the San Mateo 25th Avenue Grade Separation Project) will also benefit from the proposed service changes. The PCEP construction and testing phase necessitating the weekend service changes is expected to last approximately 3 years.

Caltrain also will implement weekday service changes in April 2017 (described briefly below), but the weekday changes do not constitute a Major Service Change under the JPB's Major Service Change Policy and, therefore, are not analyzed herein.

Applying Caltrain's Title VI policies, this analysis of adverse effects confirms that the proposed temporary changes to weekend service **will not have a disparate impact on minority riders nor impose a disproportionate burden on low-income riders**.

BACKGROUND

CALTRAIN OVERVIEW

Caltrain provides commuter rail service between Santa Clara, San Mateo, and San Francisco Counties. The service area – extending from Gilroy in the south to San Francisco in the north –is geographically and ethnically diverse, containing both dense urban cores and suburban landscape with residents from an array of different backgrounds. These factors make the Caltrain service area unique. To serve the region in FY 2016, Caltrain operates 92 weekday trains, 36 Saturday trains, and 32 Sunday trains carrying approximately 19 million passengers per year. **Attachment 1** provides a copy of the Caltrain Service Map. **Attachment 3** contains combined minority demographic maps where the minority population is broken out by block group using US Census 2010-2014 American Community Survey (ACS) Data. Minority census tracts are defined as those in which the minority population exceeds the system-wide minority average of 58%. **Attachment 3** 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 Caltrain's Title VI Program as those in which more than 13.9% of households have incomes under $25,000.

CALTRAIN TITLE VI POLICIES

As a federal grant recipient, the Peninsula Corridor Joint Powers Board (JPB), which operates Caltrain, is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI regulations. At a minimum, it must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally, the JPB performs a self-assessment every three years, or when it undertakes a change in its fares or a significant change in service.

In accordance with FTA Circular 4702.1B, grantees must evaluate all major service changes to determine whether those changes have a discriminatory impact. In the case of a service reduction, a disproportionately high and adverse effect is one that (1) is predominately borne by a minority population and/or low-income population, or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

To guard against discriminatory impacts in decision-making and establish thresholds for use in equity analyses of service and fare changes, the Federal Transit Administration requires each large public transportation provider's governing board to approve three policies:

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

Caltrain's Title VI policies follow. Board approval of these policies are shown in **Attachment 2.**

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 Caltrain Board of Directors for its consideration and included in the Caltrain Title VI Program with a record of action taken by the Board.

A major service change is defined by Caltrain's policy as any service change meeting one or both of the following criteria:

- A reduction or increase of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made.

- A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made. Note: Any temporary or interim change[1] due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

DISPARATE IMPACT POLICY AND DISPROPORTIONATE BURDEN POLICIES

In the course of performing a Title VI Equity Analysis, the JPB must analyze how a proposed action (major service change or fare change) would impact minority as compared to non-minority populations, and low income as compared to non-low income populations. The results of this analysis are then compared with the thresholds in Caltrain's Disparate Impact and Disproportionate Burden policies.

DISPARATE IMPACT POLICY

The JPB established its Disparate Impact threshold at 10 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.

In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted 10-percent threshold or that benefits non-minorities more than minorities with a disparity that exceeds the adopted threshold, the JPB

[1] The FTA applies a 12-month limit to the "temporary" service change exemption in Major Service Change policies.

must (a) consider modifying the proposal to eliminate the disparate impact, (b) analyze whether the disparate impact has been eliminated by the modification, and (c) demonstrate (i) a substantial legitimate justification for the proposed change and (ii) that the proposed change is the least discriminatory alternative.

DISPROPORTIONATE BURDEN POLICY

The JPB established its Disproportionate Burden threshold at 10 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.

In the event the proposed action has a negative impact that affects the low income populations more than non-low income populations with a disparity that exceeds the adopted threshold, or that benefits non-low income passengers more than low income passengers with a disparity that exceeds the adopted threshold, the JPB must take steps to avoid, minimize or mitigate impacts where practicable.

PUBLIC ENGAGEMENT OF POLICY DEVELOPMENT

FTA Circular C 4702.1B requires transit agencies to seek public input before Board adoption of Disparate Impact and Disproportionate Burden policies. JPB staff developed draft policies and requested public input through four community meetings throughout the Caltrain Service area, which spans three counties: San Francisco, San Mateo, and Santa Clara. The JPB requested comments be made through mail, telephone, and dedicated e-mail address (TitleVI@caltrain.com).

The Title VI community meetings were held at the following times and locations:

Tuesday, Feb. 12, 2013 - 6:30 p.m. to 8:00 p.m.
Gilroy Senior Center, Meeting Room
7371 Hanna St, Gilroy

Thursday, Feb. 21, 2013 - 10:45 a.m. to 11:30 a.m.
Second floor auditorium
Caltrain Administrative Offices
1250 San Carlos Ave, San Carlos

Tuesday, Feb. 26, 2013 - 5:00 p.m. to 6:30 p.m.
Bay Area Opera House
4705 Third St, San Francisco

Wednesday, Feb. 27, 2013 - 6:30 p.m. to 8:00 p.m.
Mountain View City Hall
Plaza Conference Room

500 Castro St, Mountain View

The JPB also reached out to the following Community groups and leaders:

San Francisco County

- Asian Pacific American Community Center
- Bayview Hill Neighborhood Association
- Bayview Merchants Association
- Better Bayview
- Brite/4800 Third St Neighbors
- Dogpatch Neighborhood Association
- Hunters Point Shipyard CAC
- India Basin Neighborhood Association
- Potrero Boosters
- Potrero Hill/Dogpatch Merchants Association
- Visitacion Valley Planning Alliance

San Mateo County

- All City Managers
- All Mayors

Santa Clara County

- All City Managers
- All Mayors
- Postings to City Council member Newsletters:
    - Ken Yeager
    - Ash Kalra
- Public Advocates
- Transform
- Urban Habitat

Although there were several outreach methods used, including Caltrain website postings, Take One notices printed in English and Spanish, Visual Message Signs at all Stations, Community Meetings, News Releases, Advertisements in several newspapers, and Social media postings (in accordance with the Caltrain Title VI Outreach Plan), there was very limited feedback received by meeting attendees or other community members. Staff revised the proposal for its standards and policies and submitted them for Board approval. They were approved April 4, 2013 (refer to **Attachment 2**).

More information regarding Caltrain's Title VI policies and standards can be found here: **http://www.caltrain.com/riderinfo/TitleVI.html**

CALTRAIN TITLE VI SERVICE CHANGE ANALYSIS

PROPOSED SERVICE CHANGES

Over the last decade, Caltrain has experienced a substantial increase in ridership and anticipates further increases in ridership demand as the Bay Area's population grows. The Caltrain Modernization Program, scheduled to be implemented by 2020, will electrify and upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service.

The Peninsula Corridor Electrification Project (PCEP) is a key component of the Caltrain Modernization Program and consists of converting Caltrain from diesel-hauled to Electric Multiple Unit (EMU) trains for services between the Fourth and King Street Station in San Francisco and the Tamien Station in San Jose. The project will entail the installation of new electrical infrastructure and the purchase of electrified vehicles. Caltrain will continue Gilroy service and support existing tenants.

The PCEP calls for construction while continuing to operate the railroad with minimal disruption to the service and Caltrain customers. To accommodate construction, windows in the schedule have been identified during which construction, installation and testing of the electrification system can take place. Accommodation of these work windows will necessitate changes to the Caltrain weekend timetable starting in summer 2017.

Staff expects the revised weekend timetable to be in effect for the entire construction and testing phases of the PCEP (to be for approximately three years), though periodic adjustments may be required to accommodate work on the right of way.

Completion of the Electrification of Caltrain which will modernize Caltrain and make it possible to increase service levels while offering other advantages including Improved Train Performance, Increase Ridership Capacity and Increased Service, Increase Revenue and Reduce Cost, Reduce Engine Noise Emanating from Trains, Improve Regional Air Quality, and Reduce Greenhouse Gas Emissions.

Changes in scheduling and in travel frequency are planned for weekdays and proposed for weekends to accommodate construction along the Caltrain mainline tracks. Additional planned and proposed changes will restructure or discontinue some trains or train segments, increase some service spans or service days, or improve service frequencies. The weekday service changes, planned for implementation in April 2017, are summarized below, but they are not analyzed as they do *not* meet Caltrain's threshold for Major Service Changes. The proposed weekend service changes analyzed in this report, which *do* meet the Major Service Change threshold, are proposed to be implemented on weekends starting in Summer 2017 in coordination with the PCEP infrastructure construction contractor's full notice to proceed (NTP) and start of major construction activities.

Weekday Service Changes – Effective April 2017 *(Not Major Service Changes)*

- Add dwell time to top high-use stations' peak hours
- Adjust departure times during off-peak to enable all train meets to occur at control points to accommodate construction work windows
- Revise departure times for improved connections and service, including:
  - Adjust Train 233 schedule to improve ACE and Capital Corridor connections at Santa Clara
  - Adjust Train 198 for Later Departure Out of SF
  - Adjust service to Tamien in the reverse peak
- Add stops at: Santa Clara station (Trains 262 & 272), California Ave (Trains 211, 221, 366, 376), Redwood City (Trains 314, 324, 371, and 381), Hillsdale (Train 230), Mountain View (102), Sunnyvale (Train 287)
- Separate Southbound AM Bullet Trains 312 & 314 and 322 & 324
  - Revise Train Numbers

Weekend Service Changes – Effective Summer 2017 *(Major Service Changes)*

- Change Local service headways from 60 minutes to 90 minutes
- Reduce Saturday service from 36 to 28 trains per day
- Reduce Sunday service from 32 to 24 trains per day
- Revise Train Numbers

The proposed service changes will **not** reduce the number of weekend bullets (2 in each direction) or change the range of services available (trains and shuttles).

For the purposes of this analysis, the proposed weekend changes have been placed into three categories, detailed in Exhibits 1 through 3:

- Discontinued Service
- Service Day Adjustments
- Frequency Adjustments

Exhibit 1: List of Trains with Discontinued Service

Train	Summary of Change
445	Discontinue NB evening train service
447	Discontinue NB evening train service
449	Discontinue NB evening train service
451	Discontinue NB evening train service
446	Discontinue SB evening train service
448	Discontinue SB evening train service
450	Discontinue SB evening train service
454	Discontinue SB evening train service

Exhibit 2: List of Trains with Service Day Adjustments

Train	Summary of Change
442	SB weekend service will be reduced from Saturday and Sunday to only Saturday.
443	NB weekend service will be reduced from Saturday and Sunday to only Saturday.
444	SB weekend service will be reduced from Saturday and Sunday to only Saturday.

Exhibit 3: List of Trains with Frequency Adjustments

Train	Summary of Change
NB Weekend Local Trains	Average headways increase by 21 minutes
SB Weekend Local Trains	Average headways increase by 19 minutes

FINDINGS OF MAJOR SERVICE CHANGE

Exhibits 4-7 summarize the changes proposed by Caltrain in terms of daily train revenue service miles. They are categorized by type of day (Weekend) as well as by direction of service (northbound versus southbound).

The proposed weekend service changes are considered a "Major Service Change" under Caltrain's adopted policy due to the percent change of service for Sunday service, as noted in Exhibit 8. A change in total service miles of 25 percent or more during weekday, Saturday, or Sunday service is classified as a Major Service Change (see **Attachment 2**).

Exhibit 4: Northbound Weekend Services Not Slated For Train Revenue Mile Change

Train	Daily Mileage	Percent Change
421	46.85	No Change
423	46.85	No Change
425	46.85	No Change
427	46.85	No Change
801	46.85	No Change
429	46.85	No Change
431	46.85	No Change
433	46.85	No Change
435	46.85	No Change
437	46.85	No Change
439	46.85	No Change
441	46.85	No Change
803	46.85	No Change

Exhibit 5: Service Span Changes – Discontinued Northbound Weekend Trains

Train	Daily Mileage Lost	Saturday Miles	Sunday Miles	Total Miles
443*	46.85	-	2,436	2,436
445	46.85	2,436.2	2,436.2	4,872

447	46.85	2,436.2	2,436.2	4,872
449	46.85	2,436.2	2,436.2	4,872
451	46.85	2,436.2	-	2,436
		9745	**9745**	**19490**

*Service is transitioning from Saturday and Sunday service, to only Saturday. Miles only discontinued for Sunday service.

Exhibit 6: Southbound Weekend Services Not Slated For Train Revenue Mile Change

Train	Daily Mileage	Percent Change
422	46.85	No Change
424	46.85	No Change
426	46.85	No Change
428	46.85	No Change
802	46.85	No Change
430	46.85	No Change
432	46.85	No Change
434	46.85	No Change
436	46.85	No Change
438	46.85	No Change
440	46.85	No Change
804	46.85	No Change

Exhibit 7: Service Day Changes – Discontinued Southbound Weekend Trains

Train	Daily Mileage Lost	Saturday Miles	Sunday Miles	Total Miles
442*	46.85	-	2,436.2	2,436
444*	46.85	-	2,436.2	2,436
446	46.85	2,436.2	2,436.2	4,872
448	46.85	2,436.2	2,436.2	4,872
450	46.85	2,436.2	-	2,436
454	46.85	2,436.2	-	2,436
		9,745	**9,745**	**19,490**

*Service is transitioning from Saturday and Sunday service, to only Saturday. Miles only discontinued for Sunday service.

Exhibit 8: Weekend Service Day Train Revenue Mile Changes Summary

Day of Week	Existing Daily Miles	Proposed Daily Miles	Percent Change
Saturday	1,687	1,312	-22%
Sunday	1,499	1,124	-25%
Total	3,186	2,436	-24%

EFFECTS ON MINORITY AND LOW-INCOME POPULATIONS

Methodology

The methodology developed to analyze the impact of the proposed Caltrain weekend service changes on minority and low-income populations included the following steps, several of which are discussed in more detail below:

1. Selecting the most recent and relevant system-wide onboard customer survey (MTC-Caltrain 2014 On-Board Transit Survey[2]), rather than Census data, as the data source for the analysis.
2. Defining the term low-income to mean those with a reported annual household income below $25,000.
3. Defining the term "minority" to mean those who self-identified as any ethnicity other than "white" alone.
4. Analyzing data from the 2014 MTC system-wide onboard customer survey for low-income and minority populations to determine current ridership patterns.
5. Defining possible adverse effects and benefits that could result from the service changes, and determining net effects associated with the various elements of the proposed changes.
6. Utilizing the 2014 MTC survey data to analyze the distribution of potential adverse effects and benefits to evaluate distribution of net effects on minority and non-minority, and low-income and non-low income, populations.

Step 1: Data Source Selection

The nature of the proposed service changes led Caltrain to analyze ridership data rather than Census data. Ridership data allows Caltrain to more accurately gauge the number of actual users who will be affected by proposed changes at the system level. Census data would only provide Caltrain with the ability to determine the number of minorities and low-income persons in a given geographical area, which staff deemed to be much less informative than ridership survey data.

The 2014 MTC onboard survey was conducted using two types of on-board surveys. The first element identified boarding and alighting patterns. The second element, the main survey, consisted of detailed surveys of riders conducted on-board the trains or at the stations using tablet computers. Surveys were collected using tablet personal computers (PCs) that allowed the surveyor to walk through each question with the responded to answer any questions. The tablet PCs allowed a mapping feature to collect the major survey locations' geo coordinates. More than 19,000 On-to-Off surveys and 5,000 main surveys were completed.

[2] Referred to herein as "2014 MTC"

To determine how the proposed service changes would impact minority and low-income populations, Caltrain calculated the percentage of survey respondents who indicated they were "minority" in the 2014 MTC survey. The same process was repeated for those indicating they met the threshold for "low income". Exhibit 9 provides a summary of those findings.

Exhibit 9: Minority and Low-Income Ridership Levels by Day of the Week[3]

Day	Minority	Low-Income
Saturday	48%	17%
Sunday	48%	14%

Step 2: Defining and applying the definitions of adverse effects and benefits to elements of the Caltrain Service Change.

As required under the FTA's guidance, staff considered how the proposed service changes would impact Caltrain customers. For example, if one train was being eliminated but another train was being added or adjusted to provide essentially the same service, the adverse effect of the lost train would be offset by the benefit of a new or expanded route.

In general, based on the revised weekend schedule all revised local weekend trains will have a longer travel time of 6 minutes (from 98 minutes to 104 minutes). This will increase passenger commute times. The travel time on the weekend bullet trains will not change.

The adverse effects associated with the types of proposed weekend service changes are as follows:

Discontinued service: Passengers will have to alter their schedules or plan their days with greater focus on the schedule.

Service Day Adjustments: Passengers will have to alter their schedules or plan their days with greater focus on the schedule.

Frequency reductions:

- Passengers will have to alter their schedules or plan their days with greater focus on the schedule.
- Passengers may need to wait longer for trains, which will increase overall commute times.

[3] Even though the planned weekday service changes are not considered major and are analyzed in this report, the demographic breakdowns are instructive.

- Due to revised departure times, passengers may need to take earlier or later trains.
- Less frequent service may cause crowding issues on trains.
- Less frequent service may cause passengers to stop taking trains on the weekends, resulting in decrease in both ridership and revenue

To mitigate impacts to customers from the proposed weekend service changes, Caltrain will:

- Continue to provide weekend service to customers (not as severe option as a complete weekend shutdown)
- Maintain two bullet trains in each direction
- Maintain range of service (departure and arrival times of the first train and last trains in each direction)
- Continue to provide Weekend Shuttle Service to and from San Jose Diridon and Tamien Stations
- Continue to provide Special Event Service (SF Giants, 49ers, etc.)
- Promote local transit agency services that run more frequently and provide service along the Caltrain Corridor
- Run 6-car trains on the weekends to address potential capacity issues

Throughout development of the Caltrain Service Changes, and by defining adverse impacts, Caltrain staff strived to ensure negative effects were minimized.

Step 3: Applying Step 2 Results for Proposed Weekend Service Changes to Caltrain Customer Data

Based on the definitions and determinations made in Step 2, staff determined the number of users who would be impacted by the proposed weekend service changes, as well as the percentage of minority and low-income persons within the ranks of those being impacted. The net changes associated with the service changes are summarized cumulatively in the "Disparate Impact" and "Disproportionate Burden" Exhibits 11 and 13. These cumulative figures calculate the percentage of minority and low-income riders impacted by proposed changes as compared to the percentage of non-minority and non-low-income passengers.

Exhibit 10 and paragraphs below illustrate the impacts of each of the following categories of changes associated with the Caltrain Service Change (those without changes are not included):

- Discontinued Service
- Service Day Adjustments
- Frequency Adjustments

As noted in the Exhibits above, and detailed route-by-route narrative below, each change was analyzed with effects quantified in terms of the number of daily Train Revenue Miles (TRM) being adjusted for each individual train. To determine how many passengers would be impacted by the proposed changes, weekend train boardings were calculated using weekend boarding information provided by the 2014 MTC Survey. The survey data indicating the rate of minority/low-income users who utilize the Caltrain system was then applied to the number of total impacted passengers to determine the respective numbers of minority and low-income users who would be impacted by the proposed change.

ANALYSIS OF DISCONTINUED WEEKEND TRAINS

The anticipated adverse effects of each train slated to be discontinued are detailed below. *The adverse effects are italicized.*

Southbound Trains

Train 446: The weekend train (Saturday and Sunday) currently departs at 8:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *Current Train 446 users can take Train 438 (8:07pm). The new time will run 8 minutes ahead of the current 8:15am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 448: The weekend train (Saturday and Sunday) currently departs at 9:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *Current Train 448 users can take Train 440 (9:37pm). The new time will run 22 minutes behind the current 9:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 450: A Saturday only train, it currently departs San Francisco Station at 10:15pm with service to San Jose Diridon Station. *Current Train 450 users can take Train 440 (9:37pm) or Train 442 (11:07pm). The new times will run 38 minutes ahead or 52 minutes behind the current 10:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 454: A Saturday only train, it currently departs San Francisco Station at 12:01am Sunday morning and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *Current Train 454 users can take Train 444 (12:05am). The new time will*

run 4 minutes behind the current 12:01am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.

Northbound Trains

Train 445: The weekend train (Saturday and Sunday) currently departs at 7:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *Current Train 445 users can take Train 437 instead, but depart at the new travel time of 7:08am. The new time will run 8 minutes behind the current 7:00am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 447: The weekend train (Saturday and Sunday) currently departs at 8:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *Current Train 447 users can take Train 437 (7:08pm) or Train 439 (8:38pm). The new times will run 52 minutes ahead or 38 minutes behind the current 8:00am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 449: The weekend train (Saturday and Sunday) currently departs at 9:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *Current Train 449 users can take Train 439 (8:38pm) or Train 441 (10:08pm). The new times will run 22 minutes ahead or 68 minutes behind the current 9:00am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 451: A Saturday only train, it currently departs San Jose Diridon Station at 10:30pm with service to San Francisco Station. *Current Train 451 users can take Train 441 (10:08pm) or Train 443 (10:38pm). The new times will run 22 minutes ahead or at the current 10:30pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Exhibit 10: Impact of Discontinued Trains

Train	Passengers Impacted - Saturday	Low-Income Boardings Impacted Saturday	Minority Boardings Impacted Saturday	Passengers Impacted - Sunday	Low-Income Boardings Impacted Sunday	Minority Boardings Impacted Sunday
442	0	0	0	465	65	223
444	0	0	0	638	89	306
446	630	107	302	258	36	124
448	434	74	208	325	46	156
450	273	46	131	0	0	0
454	294	50	141	0	0	0
443	432	73	207	203	28	97

445	370	63	178	274	38	132
447	220	37	106	250	35	120
449	212	36	102	224	31	108
451	228	39	109	0	0	0

ANALYSIS OF SERVICE DAY ADJUSTMENTS

The anticipated adverse effects of each train slated to have service day adjustments are detailed below. *The adverse effects are italicized.*

Southbound Trains

Train 442: The weekend train (Saturday and Sunday) currently departs at 6:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *New Train 442 service will not operate on Sundays. Current Train 442 users (Saturday and Sunday) can take Train 436 instead, but depart at the new travel time of 6:37pm. The new travel time will run 22 minutes behind the current 6:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 444: The weekend train (Saturday and Sunday) currently departs at 7:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *New Train 444 service will not operate on Sundays. Current Train 442 users (Saturday and Sunday) can take Train 436 instead, but depart at the new travel time of 6:37pm. The new travel time will run 38 minutes ahead of the current 7:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time. Another option users will have is to take Train 804 (Baby Bullet) at 7:34pm. Service on Train 804 will run 19 minutes behind the current departure time; it will travel more quickly but make fewer stops, which introduces benefits or burdens depending on passengers' origins and destinations.*

Northbound Trains

Train 443: The weekend train (Saturday and Sunday) currently departs at 6:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *New Train 443 service will not operate on Sundays. Current Train 443 users (Saturday and Sunday) can take Train 435 instead, but depart at the new travel time of 5:38pm. The new travel time will run 22 minutes ahead of the current 6:00pm departure time. Another option users will have is to take Train 437 at 7:08pm. The limited service will run 52 minutes behind the current departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time. Another option users will have is to take Train 803 (Baby Bullet) at 5:21pm. Service on Train 803 will run 39 minutes ahead of the current departure time; it will travel more quickly but make fewer stops, which introduces benefits or burdens depending on passengers' origins and destinations.*

ANALYSIS OF FREQUENCY ADJUSTMENTS

The anticipated adverse effects of service slated for frequency adjustments are detailed below. *The adverse effects are italicized.*

All NB and SB local weekend trains will shift from 60 minute to 90 minute headways. Passengers who take weekend local service will need to alter their schedule based on the revised frequencies. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.

DISPARATE IMPACT

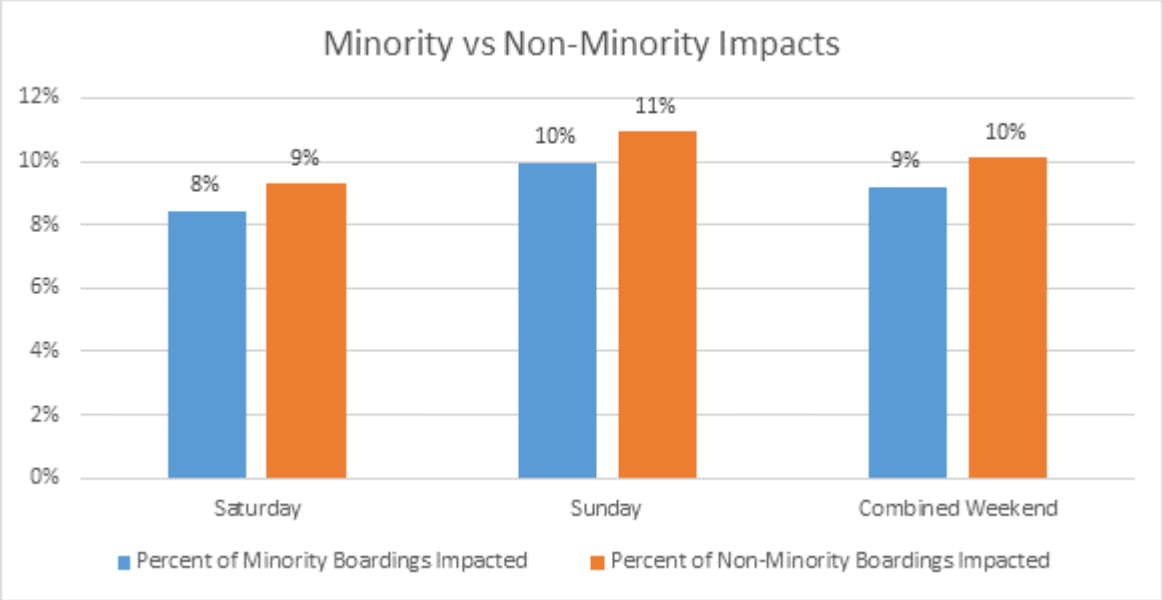
There is no finding of any Disparate Impact associated with the proposed Caltrain service changes. While the effects of the impact vary by weekend day (Saturday or Sunday) the differences between their impact on minority and non-minority boardings are within the threshold (10 percent) that Caltrain has adopted as acceptable. Furthermore, in this case, relatively more non-minorities than minorities will be impacted by a small margin. Exhibit 11 shows how the impacts to minority and non-minority users line up. Exhibit 12 provides a side-by-side comparison of minority vs. non-minority impacts. The findings illustrate that the variety of changes are spread in such a way that the impacts do not unfairly affect minority boardings.

Exhibit 11: Disparate Impacts Summary

	Saturday	Sunday	Disparate Impact
Total Number of Minority Boardings Impacted	1266	1257	No
Percent of Boardings Impacted	8%	10%	
Total Number of Non-Minority Boardings Impacted	1395	1380	
Percent of Boardings Impacted	9%	11%	
Difference in Impact	-1%	-1%	

A positive 10 percent difference between impacted minority boardings and impacted non-minority boardings would generate a disparate impact.

Exhibit 12: Weekend Minority vs. Non-Minority Impacts



DISPROPORTIONATE BURDEN

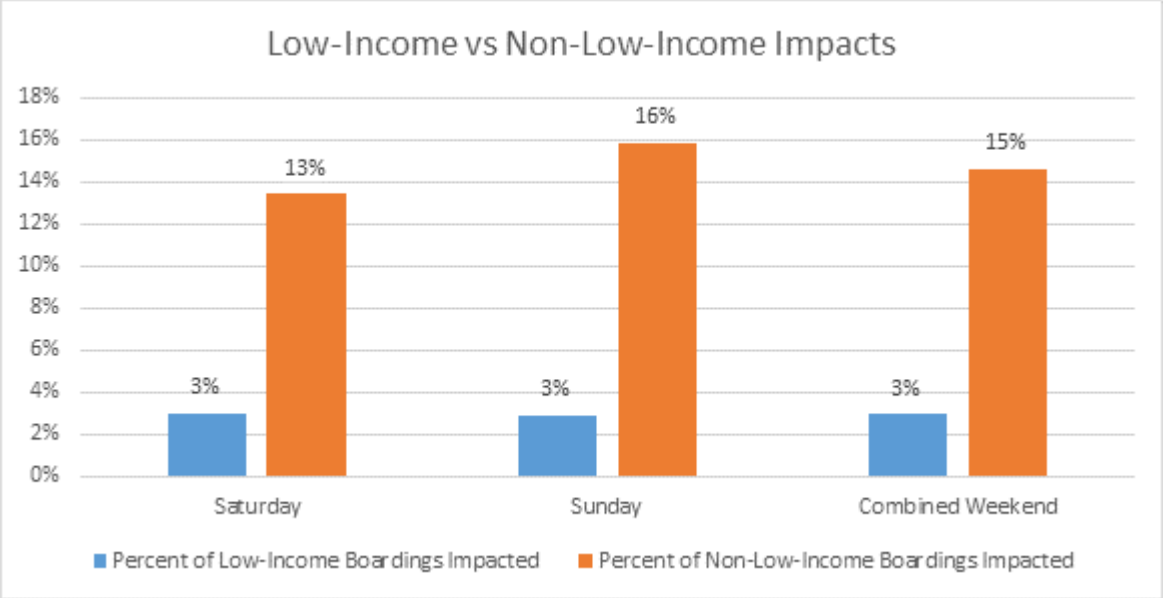
There is no finding of any Disproportionate Burden associated with the proposed Caltrain service changes. While the effects of the impact vary by weekend day (Saturday or Sunday) the differences between their impact on low-income vs. non-low-income riders are within the threshold (10 percent) that Caltrain has adopted as acceptable. As with the disparate impact analysis above, relatively more non-low-income than low-income boardings will be impacted. Exhibit 13 shows how the impacts to low-income users lines up. Exhibit 14 provides a side-by-side comparison of low-income and non-low-income impacts. The findings illustrate that the variety of changes are spread in such a way that its impacts do not unfairly affect low-income boardings.

Exhibit 13: Disproportionate Burden Summary

	Saturday	Sunday	Disproportionate Burden
Total Number of Low-Income Boardings Impacted	452	367	No
Percent of Boardings Impacted	3%	3%	
Total Number of Non Low-Income Boardings Impacted	2015	2003	
Percent of Boardings Impacted	13%	16%	
Difference in Impact	-10%	-13%	

A positive 10 percent difference between impacted low-income boardings and impacted non low-income boardings would generate a disproportionate burden.

Exhibit 14: Weekend Low-Income vs. Non-Low-Income Impacts



PUBLIC ENGAGEMENT ON PROPOSED SERVICE CHANGES

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

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

The JPB's public information campaign to announce the public hearing and solicit input began after the December 1, 2016 Board action to call for the March 2, 2017 Public Hearing.

The JPB's public participation process included measures to disseminate information on the proposed service changes to LEP persons, as well as at public hearings and meetings. The public notices note that translations are available in Caltrain's 21 Safe Harbor Languages by contacting the Caltrain Customer Service Center phone number. The Caltrain Customer Service Center offers foreign language translation service via in-house translators or the Language Line.

Comprehensive measures employed by the JPB included placing public notices for the Public Hearing and the Public Meetings on the Caltrain website (see **Attachment 7**), in Caltrain news releases (see **Attachment 8**), as Take Ones located at Caltrain lobby headquarters, onboard trains and at stations (see **Attachment 9**), as social media posts on Facebook and Twitter (see **Attachment 8**), in the Caltrain Connection Winter 2017 Issue (see **Attachment 12**), as repetitive messages on the VMS that are ran every 10 minutes at all stations from 2/13/17 to 3/2/17 (see **Attachment 13**), and in presentations to and discussions with the Caltrain Citizens Advisory Committee (CAC). Information, including the Public Notice, Draft Proposed Timetable Changes, and Frequently Asked Questions (see **Attachments 4 and 11**) were posted to the dedicated Caltrain website. Caltrain staff also reached out to Community-based Organizations to inform them of the proposed changes and also communicated directly with companies participating in the Go Pass program.

The JPB reached out to the following Community groups and leaders:

San Francisco County

- The Mayor's Office
- Board of Supervisors
- Asian Pacific American Community Center
- Bay Area Council
- Bay Area Council, Economic Institute
- Bayview Hill Neighborhood Association
- Bayview Merchants Association
- Bayview Footprints (by Quesada Gardens Initiative)
- BRITE (Bayview Residents Improving Their Environment)
- Catholic Charities
- Chinese Progressive Association
- Dogpatch Neighborhood Association
- Greenbelt Alliance
- India Basin Neighborhood Association
- Mission Neighborhood Center
- Pomeroy Recreation and Rehabilitation Center
- Potrero Boosters
- Potrero Hill/Dogpatch Merchants Association
- Public Advocates
- Russian American Community Services
- San Francisco Labor Council
- SF Mission Bay Neighborhood Association
- Spur
- Visitacion Valley Planning Alliance (VVPA)

San Mateo County

- All Mayors
- All City Managers
- Board of Supervisors
- Daly City/Colma Chamber of Commerce
- Redwood City Chamber of Commerce
- Foster City Chamber of Commerce
- San Mateo Chamber of Commerce
- Menlo Park Chamber of Commerce
- San Bruno Chamber of Commerce
- BayRail Alliance
- Bayshore Child Care Services
- CARRD (Californians Advocating Responsible Rail Design)
- Chicana Latina Foundation
- Family Health Services
- Coastside Hope
- College Track
- Daly City Community Service Center (Resource Center)
- Daly City Friendship Center (North County Mental Health)
- Daly City Youth Health Center
- Family Crossroads/ Innvision Shelter Network of San Mateo County
- Friends of Caltrain
- Green Foothills
- Housing Leadership Council
- Japanese American Community Center
- Japanese Chamber of Commerce
- Language Pacifica
- Mid-Peninsula Housing
- Moon Ridge Apartments
- North Peninsula Neighborhood Services
- Northern Peninsula Food Pantry and Dining Center
- Northern Peninsula Mandarin School
- Our Second Home
- Peninsula Interfaith Action
- Pillar Ridge
- Puente De La Costa Sur
- Safe Harbor Shelter
- San Mateo County Commission on Disabilities, Aging and Adult Services
- San Mateo County Youth Commission
- San Mateo Labor Council
- Seton Medical Center
- Sierra Club, Loma Prieta Chapter

- Silicon Valley Community Foundation
- Sitike Counseling Center
- Skyline College
- South San Francisco Community Learning Center
- Sustainable San Mateo County
- Vista Center for the Blind and Visually Impaired
- Youth United for Community Action
- Youth Leadership Institute

Santa Clara County

- All Mayors within Caltrain Jurisdiction
- City Managers within Caltrain Jurisdiction
- Board of Supervisors
- Destination Home
- Metropolitan Education District
- Santa Clara & San Benito Counties Building & Construction Trades Council
- Santa Clara County Office of Human Relations
- South Bay Labor Council
- SVLG

Alameda County

- Asian Pacific Islander American Public Affairs Association Bay Area Chapter
- Alameda Community Learning Center
- ECO Vote
- Gujarati Cultural Association of Bay Area
- Indo American Chamber of Commerce
- Operating Engineers Local Union #3
- TransForm
- Urban Habitat

No Affiliated County

- Korean American Professional Society

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making also included publishing the public hearing notice and public meeting notices in newspapers of general circulation and various community newspapers. Notifications for the public hearing and public meetings appeared in the following newspapers:

- From 12/9/16 through 12/15/16: El Observador (translated in Spanish)
- On 12/12/16: Sing Tao Daily (translated in Chinese)
- On 12/5/16: San Francisco Examiner, San Mateo Examiner, San Francisco Daily Journal, and San Jose Post-Record

- On 2/3/17: Palo Alto Daily News
- On 2/5/17: San Mateo Examiner and San Francisco Examiner
- On 2/17/17: Palo Alto Daily News (with 21 languages listed)
- On 2/19/17: San Francisco and San Mateo Examiner (with 21 languages listed)

Staff also established multiple ways for customers and the public to provide their input: at the community meetings using a comment card printed in English on one side and in Spanish on the opposite side as well as a separate comment card in Chinese (see **Attachment 10**), through the postal service, by telephone call to the Customer Service Center's general number or one for those with hearing impairments, through the unique e-mail address ***changes@caltrain.com***, and via an online comment form on the dedicated webpage **www.caltrain.com/proposedchanges**.

PUBLIC OUTREACH

As part of the Caltrain staff's efforts to improve and expand Public Outreach, Public meeting meetings and Station Outreach were held at the locations shown in Exhibit 15.

Exhibit 15: Public Meeting Schedule

Date	Time	Location
Wednesday, December 21	4:30 p.m. - 5:30 p.m.	**San Carlos**: Caltrain Administrative Office, 1250 San Carlos Avenue
Saturday, January 7 Wednesday, January 11	8:00 a.m. - 11:30 a.m.	**San Francisco**: Caltrain Station 4th and King Street (under the station clock)
Saturday, January 7 Monday, January 9	10:30 a.m. - 12:30 p.m. 6:30 a.m. - 8:30 p.m.	**Redwood City**: 1 James Avenue
Saturday, January 7	10:00 a.m. - 12:00 p.m.	**San Jose**: 1355 Lick Ave
Sunday, January 8 Thursday, January 12	11:00 a.m. - 1:00 p.m. 5:30 p.m. - 7:30 p.m.	**San Mateo**: Caltrain Station 385 First Avenue
Sunday, January 8 Thursday, January 12	11:00 a.m. - 1:00 p.m. 5:30 p.m. - 7:30 p.m.	**Millbrae**: Caltrain Station 100 California Drive
Monday, January 9 Sunday, January 15	6:00 a.m. - 8:00 a.m. 10:30 a.m. - 12:30 p.m.	**Palo Alto**: Caltrain Station 95 University Avenue
Tuesday, January 10	6:00 a.m. - 7:30 a.m.	**Morgan Hill**: Caltrain Station 17300 Depot Street
Wednesday, January 11 Sunday, January 15	5:30 a.m. - 8:00 a.m. 9:30 a.m. - 11:30 a.m.	**San Jose**: Diridon Caltrain Station 65 Cahill Street

Several factors went into determining the stations at which to perform outreach events. Station outreach factors included:

- Station Outreach needed to be distributed in all 3 Caltrain serving counties
- Outreach events needed to be held on both weekday and weekend dates to gather data from both sets of riders
- Stations with larger shares of users were given greater priority (based on 2015 Annual Count ridership data)
- Designated Low-Income & Minority Stations were selected (based on the Caltrain 2016 Title VI Program)

- Tamien Station Outreach was conducted to help inform weekend Tamien to San Jose Shuttle passengers
- Morgan Hill Station Outreach was conducted to address South Santa Clara County (Gilroy Extension) passenger needs
- Stations with connections to services operated by other transit agencies

COMMUNITY MEETINGS

Expanded public outreach was a goal for this study. Caltrain also contacted several of the Community Based Organizations (CBOs) listed above seeking opportunities to present at their regular meetings, but only a small subset of those contacted were interested in receiving presentations.

Caltrain staff attended a variety of different public community meetings (including Advisory Committees in all three counties), including:

- Public Community Meetings
    - Ballpark/Mission Bay Transportation Coordinating Committee Meeting (BMBTTC)
    - North Fair Oaks Community Council meeting (a San Mateo County special committee)
    - Caltrain Citizens Advisory Committee (CAC)
    - Caltrain Bicycle Advisory Committee (BAC)
    - Caltrain Accessibility Advisory Committee (CAAC)
    - Santa Clara Valley Transportation Authority Citizens Advisory Committee (SCVTA CAC)
    - San Francisco County Transportation Authority Citizens Advisory Committee (SFCTA CAC)
    - San Francisco Municipal Transportation Authority Citizen's Advisory Committee (SFMTA CAC)
    - Local Policy Maker Group (LPMG)

- Local Government Meeting
    - City/ County Staff Coordinating Group (CSCG)

- Local Business Group Meeting
    - Caltrain Commuter Coalition (C3)

Attachment 5 contains a list of all public outreach events Caltrain staff attended to distribute information regarding the proposed changes and collect comments.

A final public hearing will be held during the Peninsula Corridor Joint Power Board monthly board meeting on **Thursday, March 2, 2017 at 10 a.m.**, at the Caltrain Administrative Office, 1250 San Carlos Ave., San Carlos.

Prior to the hearing, comments may be sent by mail, e-mail, phone, or online to Peninsula Corridor Joint Powers Board, JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306; Changes@caltrain.com, 1.800.660.4287, or on www.caltrain.com/proposedchanges.

PUBLIC HEARING AND PUBLIC MEETING COMMENTS

A summary of the public meetings and public hearing meetings comments is shown in **Attachment 6** below. As of 3/1/17, a total of 141 weekend service public comments were received. Most comments were against the local weekend service reductions. There were also concerns with Special Event Service, capacity issues on Weekend Trains, concerns with impacts to Revenue & Ridership, requests for additional information on other alternatives considered (including the possibility for keeping local service at 60 minute headways), and requests for more weekend service (more Weekend Bullet Trains, Supplemental Shuttle Service, and Weekend Service to Gilroy).

To address some of the public's concerns, Caltrain will continue to run Special Event Service (including service for SF Giants and 49ers Game and major events at AT&T Park and Levi's Stadium). Additionally there is flexibility in the PCEP Construction schedule for limited Construction Weekend Shutdowns each year (e.g., for special events including the Holiday Train Weekend). To address potential capacity issues, Caltrain will also operate all six-car train sets during the reduced weekend service.

In regards to requested Supplemental Shuttle Service, Caltrain will also promote other local transit agency services that provide service parallel to the Caltrain Corridor. Often, other transit agencies provide more frequent service between cities. Some examples are listed below.

Mid-Peninsula to South Bay:
VTA:

- Bus Rapid 522: ~ 15 min headways, Saturdays 9am-10:30pm[4]
- Bus 22: ~ 15 to 30 min headways

North Bay to Mid-Peninsula:
BART:

- Pittsburg / Bay Point (Yellow Line): 20 min headways

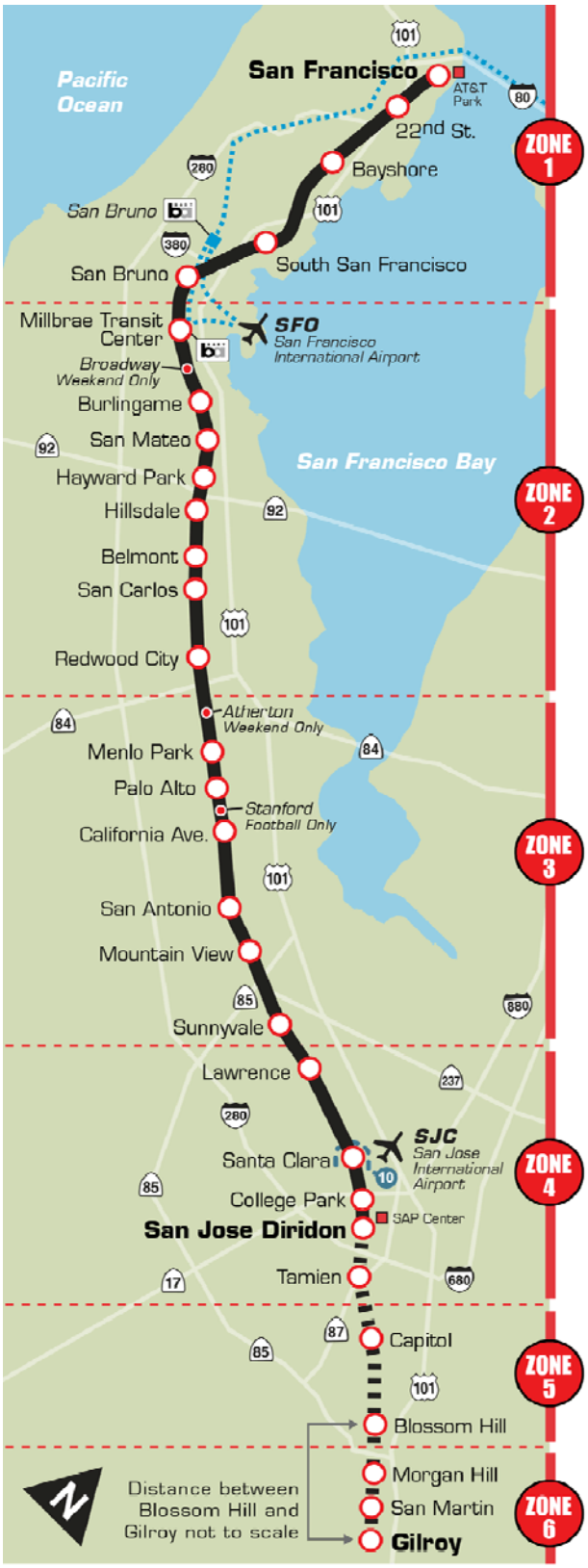
SamTrans:

- Bus ECR (El Camino): ~ 20 min headways
- Bus 397 (Late Night), 398, KX: ~ 60 min headways
- Bus 292: ~ 30 to 60 min headways

[4] Newly added service

In order to determine the actual impacts for the reduced weekend service, staff will monitor ridership, farebox revenue, and customer service comments and feedback post-implementation.

ATTACHMENT 1 – CALTRAIN SYSTEM MAP


Pacific Ocean
San Francisco
AT&T Park
22nd St.
Bayshore
San Bruno
South San Francisco
Millbrae Transit Center
SFO
San Francisco International Airport
Broadway
Weekend Only
Burlingame
San Mateo
San Francisco Bay
Hayward Park
Hillsdale
Belmont
San Carlos
Redwood City
Atherton
Weekend Only
Menlo Park
Palo Alto
Stanford
Football Only
California Ave.
San Antonio
Mountain View
Sunnyvale
Lawrence
SJC
San Jose International Airport
Santa Clara
College Park
SAP Center
San Jose Diridon
Tamien
Capitol
Blossom Hill
Morgan Hill
San Martin
Gilroy
Distance between Blossom Hill and Gilroy not to scale
ZONE 1
ZONE 2
ZONE 3
ZONE 4
ZONE 5
ZONE 6

ATTACHMENT 2 – BOARD APRROVAL OF MAJOR SERVICE CHANGE, DISPARATE IMPACT POLICY AND DISPRORTIONATE BURDEN POLICY

RESOLUTION NO. 2013 – 21

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
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 Caltrain programs and services; and

WHEREAS, the JPB 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, JPB 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 Staff Coordinating Council 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 Caltrain programs and services to ensure that they are provided equitably, without discrimination based on race, color or national origin.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board 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 4th day of April, 2013 by the following vote:

AYES: CISNEROS, COHEN, DEAL, KALRA, LLOYD, NOLAN, TISSIER, YEAGER

NOES: NONE

ABSENT: WOODWARD

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

MAJOR SERVICE CHANGE POLICY

SERVICE CHANGES

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 Caltrain Board for its consideration and included in the Caltrain Title VI Program with a record of the action taken by the Board.

Caltrain defines a major service change as any service change meeting at least one or both of the following criteria:

A. An adjustment of service that equates to a reduction of or addition of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.
B. A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.

Note: Any change that is a temporary or interim change due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

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, Caltrain 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, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain 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 Caltrain 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 10 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. 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 borne by non-low-income populations…. The disproportionate burden threshold must be applied uniformly…and cannot be altered until the next [Title VI] program submission.*
>
> *At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed [fare/]service change, the transit provider should take steps to avoid, minimize or mitigate impacts where practicable. The provider should describe alternatives available to low-income populations affected by the [fare/]service changes.*

The Caltrain 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 10 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.

Board Meeting Minutes (April 4, 2013)

and Castro Street in Mountain View. Selection of these sites was coordinated with the California Public Utilities Commission and JPB staff.

Public Comment
Adina Levin, Friends of Caltrain, said the changes in the signal contract involve increasing gate down time at five intersections and re-signalizing the traffic lights. She hopes there is outreach to the affected communities.

Jeff Carter, Millbrae, said there will be some increased gate down time and when a train is at a station he hopes the gate will time out and release so traffic is not stopped the entire time the train is at the station.

A motion (Tissier/Nolan) to award a contract to Shimmick Construction for the Signal Preemption Improvement Project was approved unanimously.

AUTHORIZE THE SECOND AMENDMENT OF THE USE, OPERATING AND MAINTENANCE (UOM) AGREEMENT FOR THE MILLBRAE INTERMODAL STATION
Deputy CEO Chuck Harvey said when the Millbrae Intermodal Station was completed, the JPB entered into a cost-sharing agreement with BART to maintain the station. The costs were allocated through a cost model. This amendment codifies the agreement through FY2018 and the costs are being controlled by an agreement so they won't increase beyond the Consumer Price Index inflation.

A motion (Lloyd/Nolan) to authorize the second amendment of the UOM agreement for the Millbrae Intermodal Station was approved unanimously.

ADOPTION OF CALTRAIN TITLE VI STANDARDS AND POLICIES
Director, Rail Michelle Bouchard reported:

- The Federal Transit Administration requires approval and submission of five standards and policies.
  - The Major Service Change Policy is the criteria for determining when service change is significant enough to require a thorough analysis of potential effects on protected populations. Staff is recommending a change of 25 percent or more total train revenue miles and greater than 50 percent change in the number of trains stopping at a station per day.
  - Disparate Impact and Disproportionate Burden Policies determine the threshold when adverse effects of a fare or service changes are borne disproportionally by minority or low-income populations. Staff is recommending a 10 percent threshold
  - Services Standards and Policies are established to monitor performance in quantifiable and qualitative measures/metrics. Service standards include vehicle load, vehicle headway, on-time performance and service availability. Service policies are vehicle assignment and transit amenities.
- Four community meetings were held and comments were accepted through March 29. Meetings were sparsely attended and only one comment was received.

Public Comment
Roland LeBrun, San Jose, said staff has to ensure cash customers are not targeted because most cash customers are minorities.

A motion (Lloyd/Tissier) to adopt the Caltrain Title VI Standards and Policies was approved unanimously.

LEGISLATIVE UPDATE

State Update

Executive Officer, Public Affairs Mark Simon said Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Finance Working Group to explore options for meeting the State's long-term transportation funding needs and priorities. Public transit agencies will be represented on the working group through the California Transit Association. The first meeting is April 9 and one of the first things the group will be discussing is a recent report issued by the American Society of Civil Engineers which gave the State an overall grade of "C' for its infrastructure and cites "a lack of sufficient investment for the operations and maintenance of existing facilities and dedicated funding sources for new improvements to the system. There is a need for $10 billion per year more to be spent for ongoing maintenance of existing facilities and an investment of $36.5 billion to raise transportation to a "B" grade."

Federal Update

Mr. Simon said Congress is working to pass a continuing resolution and start work on the FY2014 appropriations process. Last year the Federal investment in the California High Speed Rail Project was a key topic during the appropriations process. Republican Congressmembers Jeff Denham and Kevin McCarthy requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. The GAO report released last week gave the project an overwhelmingly positive review.

Mr. Simon said there was a home value study done by the American Public Transportation Association and the Association of Realtors that showed property within a half-mile of transit sustained its value more effectively during the recession and rebounded more rapidly.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

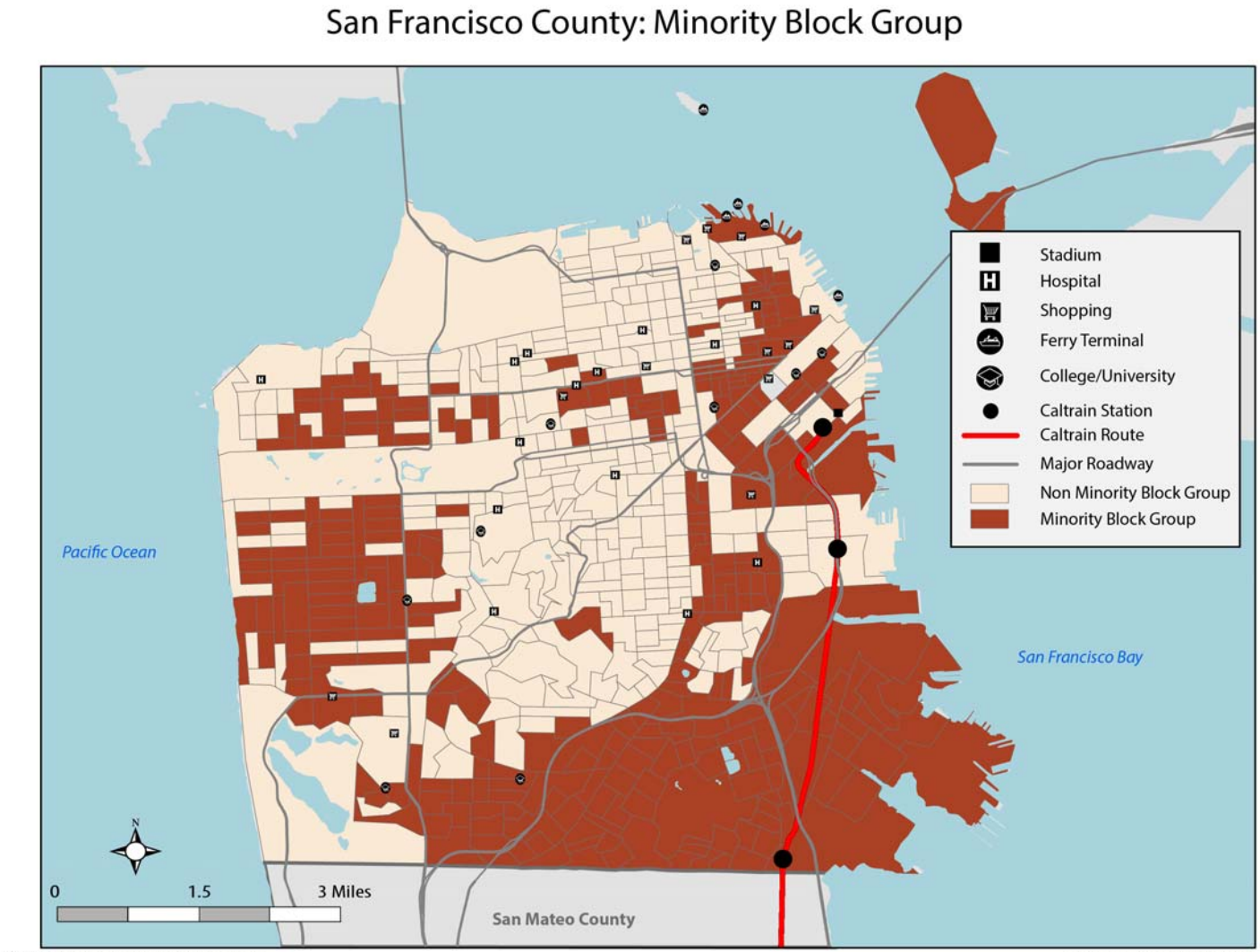
None

GENERAL COUNSEL REPORT

Mr. Miller said staff has contacted the general counsel for the CHSRA to see if their chair indicated Caltrain would respond to Mr. Brown's request. It is clear Proposition 1A is going to be complied with in the final analysis and the agreement that has been entered into codifies the blended system as the plan around which HSR will be designed and constructed and contains a funding plan template. Over time the funding plan will evolve as estimates are prepared and the public can be assured

ATTACHMENT 3 – SERVICE AREA DEMOGRAPHICS

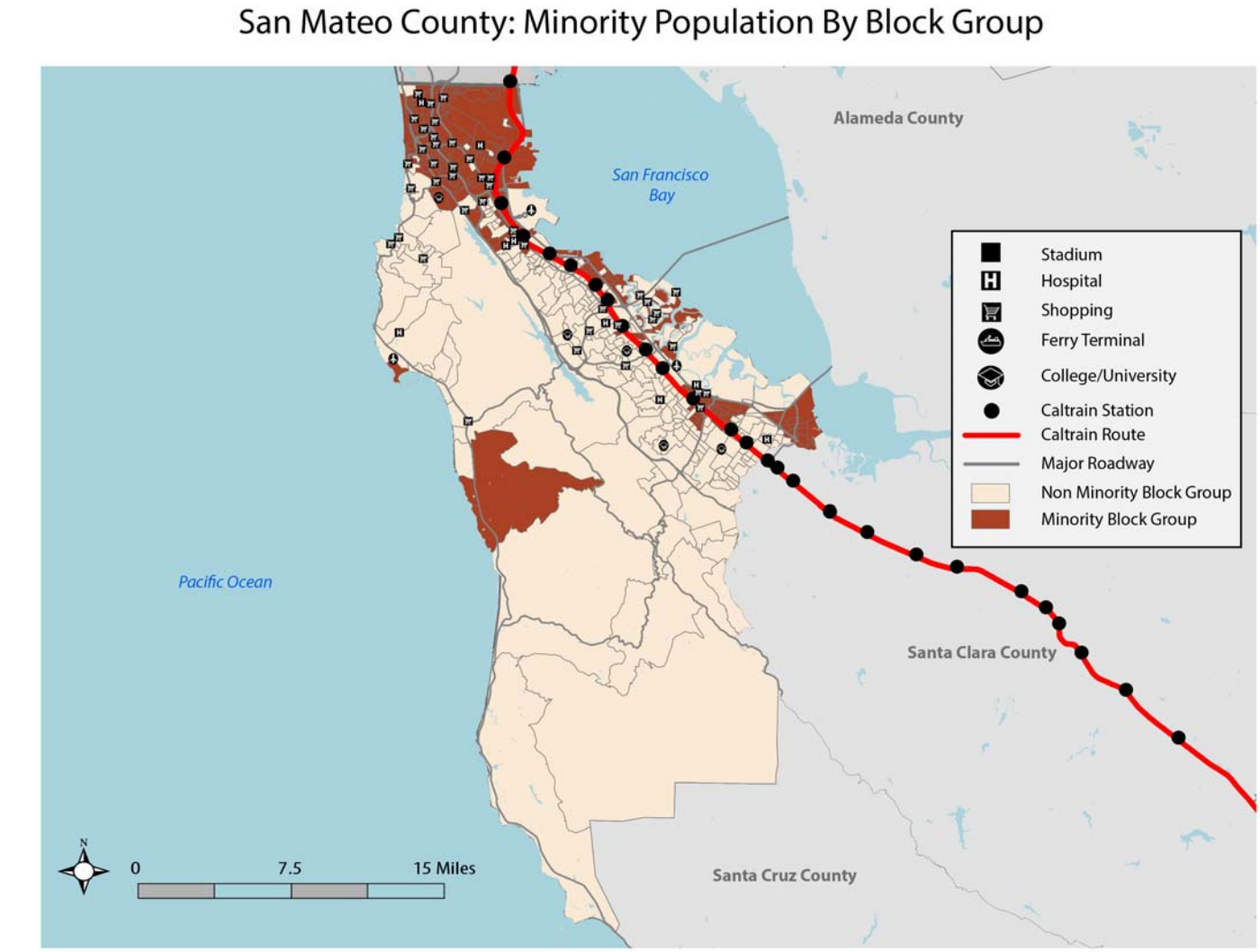
MINORITY POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

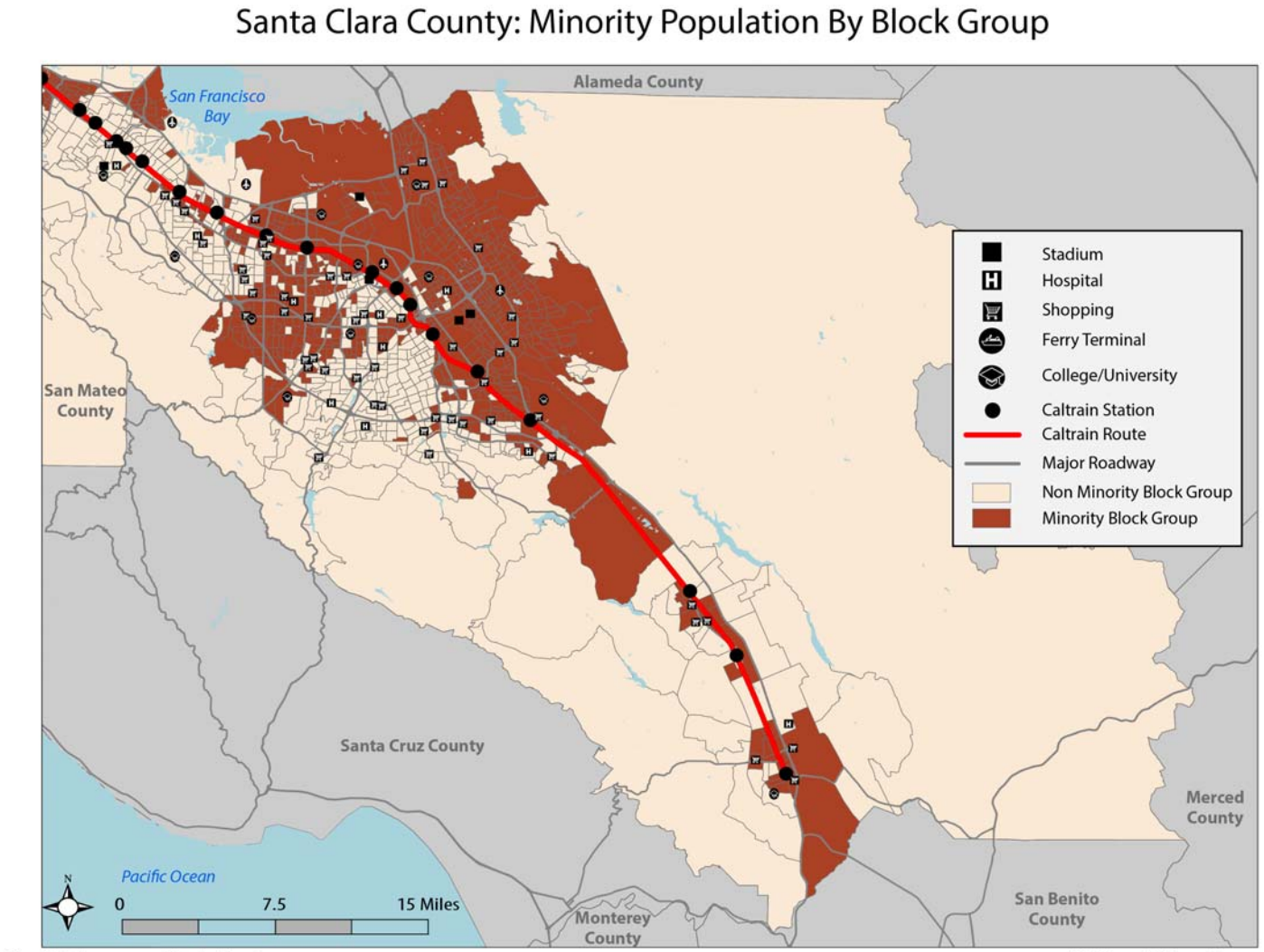
MINORITY POPULATION BY BLOCK GROUP – SAN MATEO COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

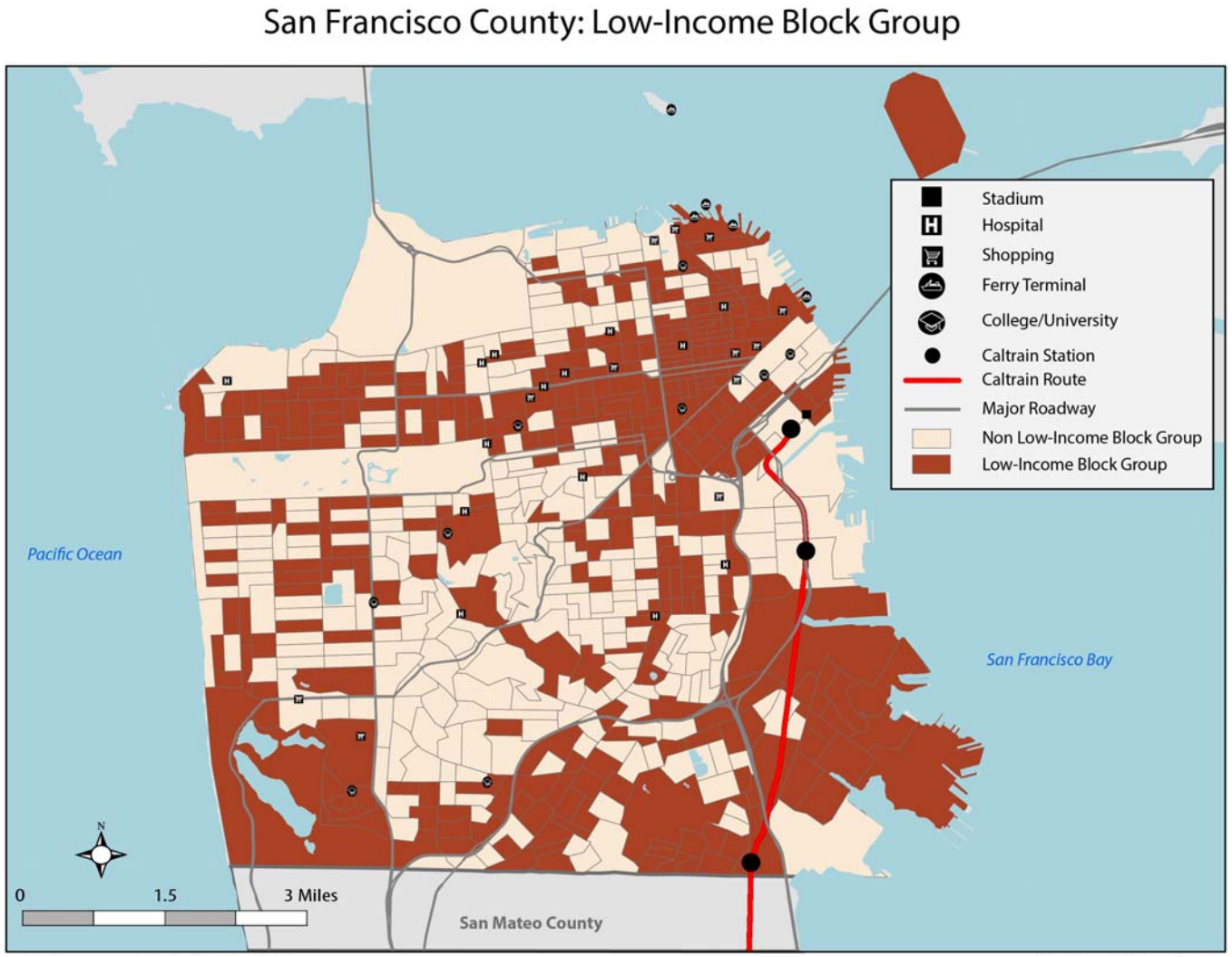
MINORITY POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

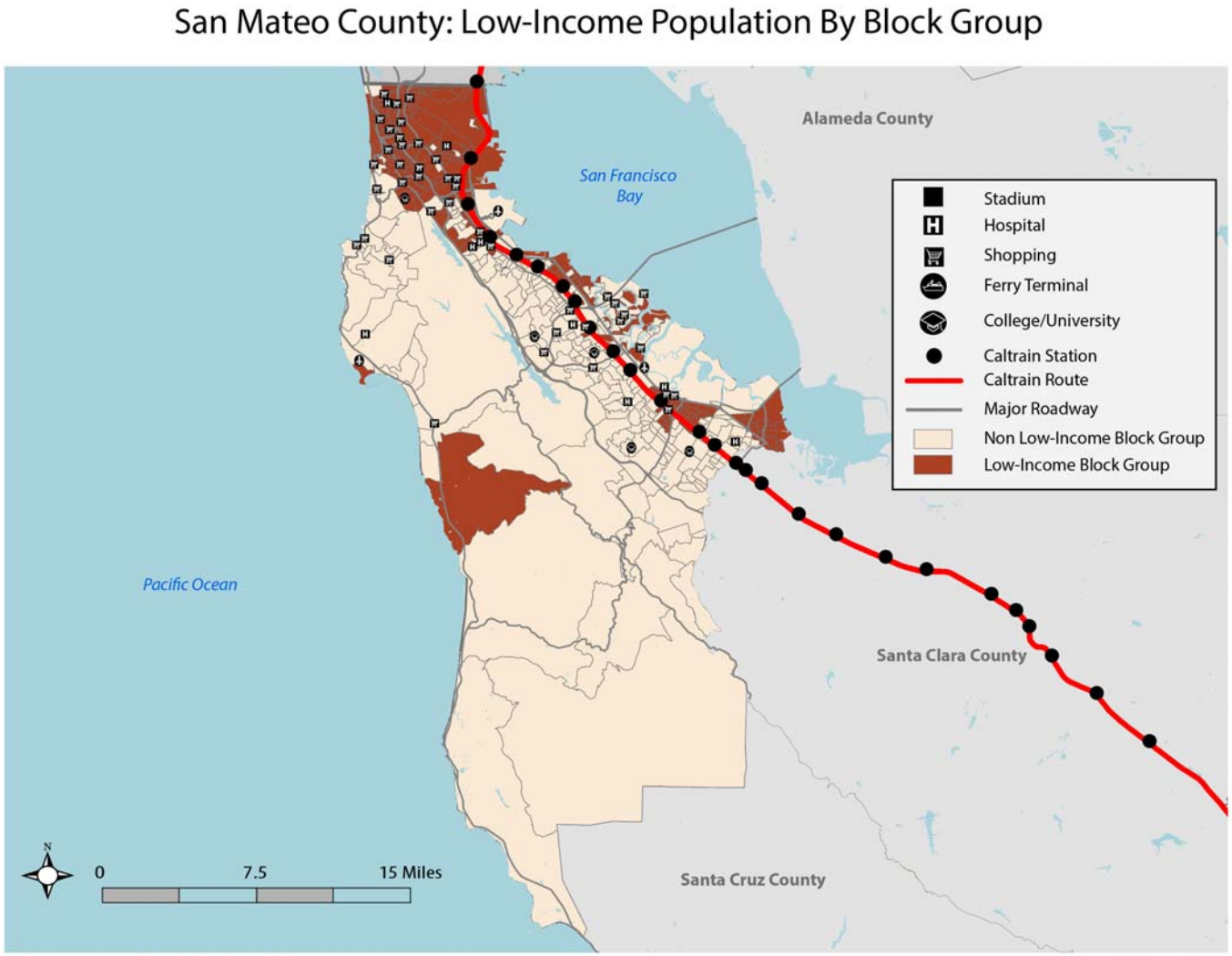
LOW-INCOME POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

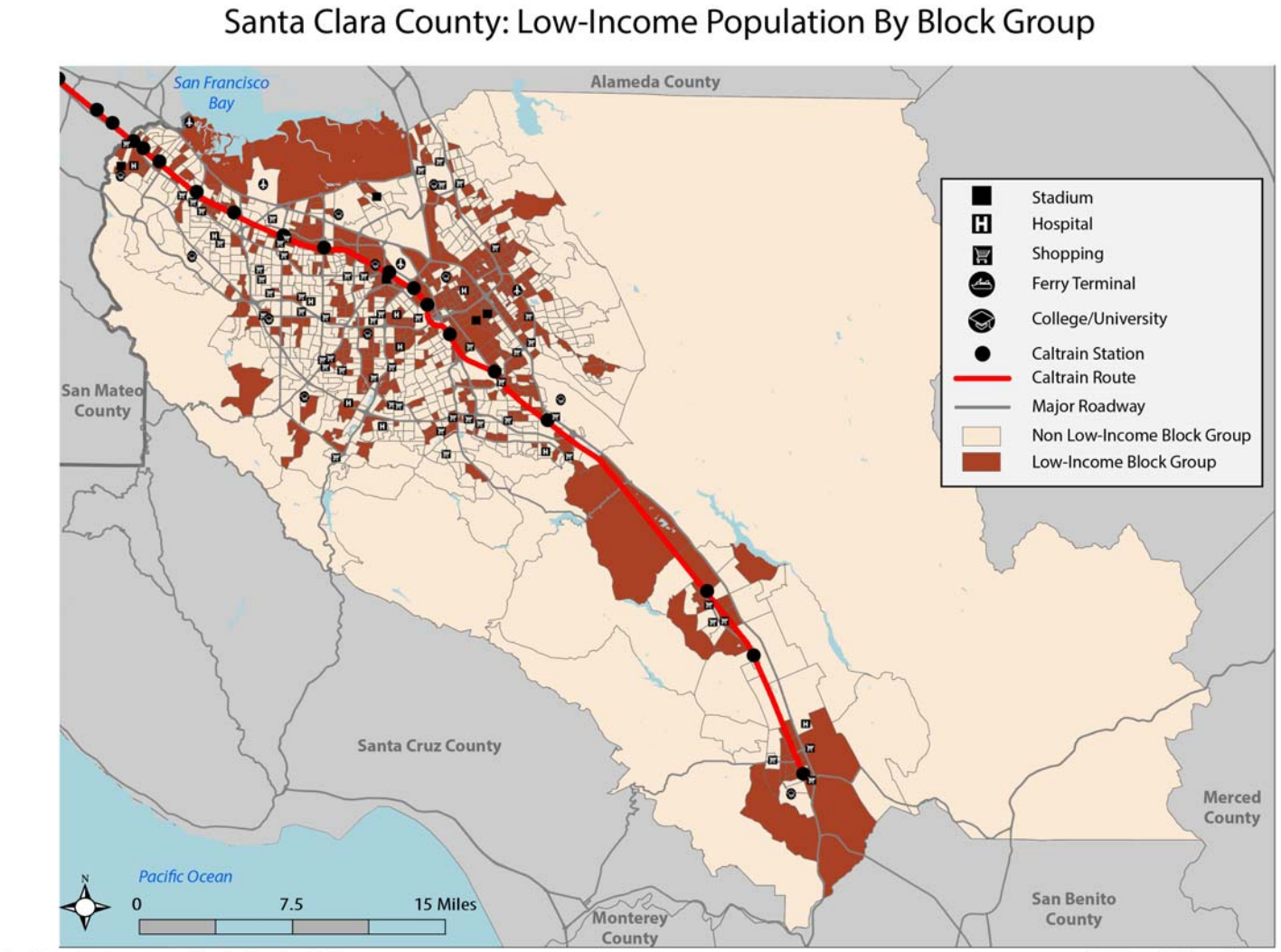
LOW-INCOME POPULATION BY BLOCK GROUP – SAN MATEO COUNTY



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

LOW-INCOME POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

ATTACHMENT 4 – EXISTING AND PROPOSED WEEKEND SCHEDULE

EXISTING WEEKEND SERVICE – SCHEDULE EFFECTIVE 4/4/2016

Northbound - WEEKEND SERVICE to SAN FRANCISCO

Baby Bullet Express

On weekends, a shuttle bus connects the Tamien and Diridon stations. Caltrain fare policies apply.
Timetable subject to change without notice. * Train departure may be delayed up to 15 minutes after Sharks games.

	Train No.	SAT ONLY 421	423	425	427	801	429	431	433	435	437	439	441	803	443	445	447	449	SAT ONLY *451
	Shuttle Bus							AM	PM										
	Departs Tamien	–	7:33	8:33	9:33	10:10	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:10	5:33	6:33	7:33	8:33	–
	Arrives SJ Diridon	–	7:45	8:45	9:45	10:22	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:22	5:45	6:45	7:45	8:45	–
	San Jose Diridon	7:00	8:00	9:00	10:00	10:35	11:00	12:00	1:00	2:00	3:00	4:00	5:00	5:35	6:00	7:00	8:00	9:00	10:30
ZONE 4	Santa Clara	7:05	8:05	9:05	10:05	–	11:05	12:05	1:05	2:05	3:05	4:05	5:05	–	6:05	7:05	8:05	9:05	10:35
ZONE 4	Lawrence	7:10	8:10	9:10	10:10	–	11:10	12:10	1:10	2:10	3:10	4:10	5:10	–	6:10	7:10	8:10	9:10	10:40
ZONE 3	Sunnyvale	7:14	8:14	9:14	10:14	10:45	11:14	12:14	1:14	2:14	3:14	4:14	5:14	5:45	6:14	7:14	8:14	9:14	10:44
ZONE 3	Mountain View	7:19	8:19	9:19	10:19	10:50	11:19	12:19	1:19	2:19	3:19	4:19	5:19	5:50	6:19	7:19	8:19	9:19	10:49
ZONE 3	San Antonio	7:23	8:23	9:23	10:23	–	11:23	12:23	1:23	2:23	3:23	4:23	5:23	–	6:23	7:23	8:23	9:23	10:53
ZONE 3	California Ave	7:27	8:27	9:27	10:27	–	11:27	12:27	1:27	2:27	3:27	4:27	5:27	–	6:27	7:27	8:27	9:27	10:57
ZONE 3	Palo Alto	7:31	8:31	9:31	10:31	10:58	11:31	12:31	1:31	2:31	3:31	4:31	5:31	5:58	6:31	7:31	8:31	9:31	11:01
ZONE 3	Menlo Park	7:34	8:34	9:34	10:34	–	11:34	12:34	1:34	2:34	3:34	4:34	5:34	–	6:34	7:34	8:34	9:34	11:04
ZONE 3	Atherton	7:37	8:37	9:37	10:37	–	11:37	12:37	1:37	2:37	3:37	4:37	5:37	–	6:37	7:37	8:37	9:37	11:07
ZONE 2	Redwood City	7:41	8:41	9:41	10:41	11:04	11:41	12:41	1:41	2:41	3:41	4:41	5:41	6:04	6:41	7:41	8:41	9:41	11:11
ZONE 2	San Carlos	7:45	8:45	9:45	10:45	–	11:45	12:45	1:45	2:45	3:45	4:45	5:45	–	6:45	7:45	8:45	9:45	11:15
ZONE 2	Belmont	7:48	8:48	9:48	10:48	–	11:48	12:48	1:48	2:48	3:48	4:48	5:48	–	6:48	7:48	8:48	9:48	11:18
ZONE 2	Hillsdale	7:51	8:51	9:51	10:51	11:10	11:51	12:51	1:51	2:51	3:51	4:51	5:51	6:10	6:51	7:51	8:51	9:51	11:21
ZONE 2	Hayward Park	7:54	8:54	9:54	10:54	–	11:54	12:54	1:54	2:54	3:54	4:54	5:54	–	6:54	7:54	8:54	9:54	11:24
ZONE 2	San Mateo	7:57	8:57	9:57	10:57	11:14	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:14	6:57	7:57	8:57	9:57	11:27
ZONE 2	Burlingame	8:02	9:02	10:02	11:02	–	12:02	1:02	2:02	3:02	4:02	5:02	6:02	–	7:02	8:02	9:02	10:02	11:32
ZONE 2	Broadway	8:05	9:05	10:05	11:05	–	12:05	1:05	2:05	3:05	4:05	5:05	6:05	–	7:05	8:05	9:05	10:05	11:35
ZONE 2	Millbrae	8:10	9:10	10:10	11:10	11:23	12:10	1:10	2:10	3:10	4:10	5:10	6:10	6:23	7:10	8:10	9:10	10:10	11:40
ZONE 1	San Bruno	8:14	9:14	10:14	11:14	–	12:14	1:14	2:14	3:14	4:14	5:14	6:14	–	7:14	8:14	9:14	10:14	11:44
ZONE 1	South SF	8:19	9:19	10:19	11:19	–	12:19	1:19	2:19	3:19	4:19	5:19	6:19	–	7:19	8:19	9:19	10:19	11:49
ZONE 1	Bayshore	8:25	9:25	10:25	11:25	–	12:25	1:25	2:25	3:25	4:25	5:25	6:25	–	7:25	8:25	9:25	10:25	11:55
ZONE 1	22nd Street	8:30	9:30	10:30	11:30	–	12:30	1:30	2:30	3:30	4:30	5:30	6:30	–	7:30	8:30	9:30	10:30	12:00
ZONE 1	San Francisco	8:38	9:38	10:38	11:38	11:41	12:38	1:38	2:38	3:38	4:38	5:38	6:38	6:41	7:38	8:38	9:38	10:38	12:08

Southbound - WEEKEND SERVICE to SAN JOSE

Baby Bullet Express

On weekends, a shuttle bus connects the Tamien and Diridon stations. Caltrain fare policies apply.
Timetable subject to change without notice.

	Train No.	422	424	426	428	802	430	432	434	436	438	440	442	804	444	446	448	SATURDAY ONLY 450	454
ZONE 1	San Francisco	8:15	9:15	10:15	11:15	11:59	12:15	1:15	2:15	3:15	4:15	5:15	6:15	6:59	7:15	8:15	9:15	10:15	12:01
ZONE 1	22nd Street	8:20	9:20	10:20	11:20	–	12:20	1:20	2:20	3:20	4:20	5:20	6:20	–	7:20	8:20	9:20	10:20	12:06
ZONE 1	Bayshore	8:25	9:25	10:25	11:25	–	12:25	1:25	2:25	3:25	4:25	5:25	6:25	–	7:25	8:25	9:25	10:25	12:11
ZONE 1	So. San Francisco	8:31	9:31	10:31	11:31	–	12:31	1:31	2:31	3:31	4:31	5:31	6:31	–	7:31	8:31	9:31	10:31	12:17
ZONE 1	San Bruno	8:35	9:35	10:35	11:35	–	12:35	1:35	2:35	3:35	4:35	5:35	6:35	–	7:35	8:35	9:35	10:35	12:21
ZONE 2	Millbrae	8:39	9:39	10:39	11:39	12:15	12:39	1:39	2:39	3:39	4:39	5:39	6:39	7:15	7:39	8:39	9:39	10:39	12:25
ZONE 2	Broadway	8:43	9:43	10:43	11:43	–	12:43	1:43	2:43	3:43	4:43	5:43	6:43	–	7:43	8:43	9:43	10:43	12:29
ZONE 2	Burlingame	8:45	9:45	10:45	11:45	–	12:45	1:45	2:45	3:45	4:45	5:45	6:45	–	7:45	8:45	9:45	10:45	12:31
ZONE 2	San Mateo	8:51	9:51	10:51	11:51	12:23	12:51	1:51	2:51	3:51	4:51	5:51	6:51	7:23	7:51	8:51	9:51	10:51	12:37
ZONE 2	Hayward Park	8:54	9:54	10:54	11:54	–	12:54	1:54	2:54	3:54	4:54	5:54	6:54	–	7:54	8:54	9:54	10:54	12:40
ZONE 2	Hillsdale	8:57	9:57	10:57	11:57	12:27	12:57	1:57	2:57	3:57	4:57	5:57	6:57	7:27	7:57	8:57	9:57	10:57	12:43
ZONE 2	Belmont	9:00	10:00	11:00	12:00	–	1:00	2:00	3:00	4:00	5:00	6:00	7:00	–	8:00	9:00	10:00	11:00	12:46
ZONE 2	San Carlos	9:03	10:03	11:03	12:03	–	1:03	2:03	3:03	4:03	5:03	6:03	7:03	–	8:03	9:03	10:03	11:03	12:49
ZONE 2	Redwood City	9:09	10:09	11:09	12:09	12:35	1:09	2:09	3:09	4:09	5:09	6:09	7:09	7:35	8:09	9:09	10:09	11:09	12:55
ZONE 3	Atherton	9:13	10:13	11:13	12:13	–	1:13	2:13	3:13	4:13	5:13	6:13	7:13	–	8:13	9:13	10:13	11:13	12:59
ZONE 3	Menlo Park	9:16	10:16	11:16	12:16	–	1:16	2:16	3:16	4:16	5:16	6:16	7:16	–	8:16	9:16	10:16	11:16	1:02
ZONE 3	Palo Alto	9:19	10:19	11:19	12:19	12:41	1:19	2:19	3:19	4:19	5:19	6:19	7:19	7:41	8:19	9:19	10:19	11:19	1:05
ZONE 3	California Avenue	9:23	10:23	11:23	12:23	–	1:23	2:23	3:23	4:23	5:23	6:23	7:23	–	8:23	9:23	10:23	11:23	1:09
ZONE 3	San Antonio	9:27	10:27	11:27	12:27	–	1:27	2:27	3:27	4:27	5:27	6:27	7:27	–	8:27	9:27	10:27	11:27	1:13
ZONE 3	Mountain View	9:31	10:31	11:31	12:31	12:49	1:31	2:31	3:31	4:31	5:31	6:31	7:31	7:49	8:31	9:31	10:31	11:31	1:17
ZONE 4	Sunnyvale	9:36	10:36	11:36	12:36	12:54	1:36	2:36	3:36	4:36	5:36	6:36	7:36	7:54	8:36	9:36	10:36	11:36	1:22
ZONE 4	Lawrence	9:40	10:40	11:40	12:40	–	1:40	2:40	3:40	4:40	5:40	6:40	7:40	–	8:40	9:40	10:40	11:40	1:26
ZONE 4	Santa Clara	9:45	10:45	11:45	12:45	–	1:45	2:45	3:45	4:45	5:45	6:45	7:45	–	8:45	9:45	10:45	11:45	1:31
ZONE 4	San Jose Diridon	9:53	10:53	11:53	12:53	1:05	1:53	2:53	3:53	4:53	5:53	6:53	7:53	8:05	8:53	9:53	10:53	11:53	1:39
	Shuttle Bus		AM	PM														PM	AM
	Departs SJ Diridon	10:00	11:00	12:00	–	1:13	2:00	3:00	4:00	5:00	6:00	7:00	–	8:13	9:00	10:00	–	–	–
	Arrives Tamien	10:10	11:10	12:10	–	1:23	2:10	3:10	4:10	5:10	6:10	7:10	–	8:23	9:10	10:10	–	–	–

PROPOSED WEEKEND SERVICE – SCHEDULE TO BE EFFECTIVE SUMMER 2017

CALTRAIN WEEKEND SCHEDULE
Eff. Summer 2017
FINAL PROPOSED CHANGES

NORTHBOUND

Train #	SAT ONLY 421	423	801	425	427	429	431	433	803	435	437	439	441	SAT ONLY 443
Shuttle Bus														
Departs Tamien	***	8:11a	9:24a	9:46a	11:11a	12:41p	2:11p	3:41p	4:54p	5:16p	6:41p	8:11p	9:41p	***
Arrives SJ Diridon	***	8:23a	9:36a	9:58a	11:23a	12:53p	2:23p	3:53p	5:06p	5:28p	6:53p	8:23p	9:53p	***
SJ Diridon	7:00a	8:38a	9:51a	10:08a	11:38a	1:08p	2:38p	4:08p	5:21p	5:38p	7:08p	8:38p	10:08p	10:30p
Santa Clara	7:05a	8:43a	-	10:13a	11:43a	1:13p	2:43p	4:13p	-	5:43p	7:13p	8:43p	10:13p	10:35p
Lawrence	7:10a	8:49a	-	10:19a	11:49a	1:19p	2:49p	4:19p	-	5:49p	7:19p	8:49p	10:19p	10:40p
Sunnyvale	7:14a	8:53a	10:01a	10:23a	11:53a	1:23p	2:53p	4:23p	5:31p	5:53p	7:23p	8:53p	10:23p	10:44p
Mt View	7:19a	8:59a	10:06a	10:29a	11:59a	1:29p	2:59p	4:29p	5:36p	5:59p	7:29p	8:59p	10:29p	10:49p
San Antonio	7:23a	9:03a	-	10:33a	12:03p	1:33p	3:03p	4:33p	-	6:03p	7:33p	9:03p	10:33p	10:53p
California Ave	7:27a	9:07a	-	10:37a	12:07p	1:37p	3:07p	4:37p	-	6:07p	7:37p	9:07p	10:37p	10:57p
Palo Alto	7:31a	9:12a	10:13a	10:42a	12:12p	1:42p	3:12p	4:42p	5:43p	6:12p	7:42p	9:12p	10:42p	11:02p
Menlo Park	7:34a	9:15a	-	10:45a	12:15p	1:45p	3:15p	4:45p	-	6:15p	7:45p	9:15p	10:45p	11:05p
Atherton	7:37a	9:19a	-	10:49a	12:19p	1:49p	3:19p	4:49p	-	6:19p	7:49p	9:19p	10:49p	11:09p
Redwood City	7:41a	9:23a	10:20a	10:53a	12:23p	1:53p	3:23p	4:53p	5:50p	6:23p	7:53p	9:23p	10:53p	11:13p
San Carlos	7:45a	9:28a	-	10:58a	12:28p	1:58p	3:28p	4:58p	-	6:28p	7:58p	9:28p	10:58p	11:18p
Belmont	7:48a	9:32a	-	11:02a	12:32p	2:02p	3:32p	5:02p	-	6:32p	8:02p	9:32p	11:02p	11:22p
Hillsdale	7:51a	9:35a	10:27a	11:05a	12:35p	2:05p	3:35p	5:05p	5:57p	6:35p	8:05p	9:35p	11:05p	11:25p
Hayward Park	7:55a	9:39a	-	11:09a	12:39p	2:09p	3:39p	5:09p	-	6:39p	8:09p	9:39p	11:09p	11:29p
San Mateo	7:58a	9:42a	10:31a	11:12a	12:42p	2:12p	3:42p	5:12p	6:01p	6:42p	8:12p	9:42p	11:12p	11:32p
Burlingame	8:02a	9:46a	-	11:16a	12:46p	2:16p	3:46p	5:16p	-	6:46p	8:16p	9:46p	11:16p	11:36p
Broadway	8:06a	9:50a	-	11:20a	12:50p	2:20p	3:50p	5:20p	-	6:50p	8:20p	9:50p	11:20p	11:40p
Millbrae	8:09a	9:53a	10:38a	11:23a	12:53p	2:23p	3:53p	5:23p	6:08p	6:53p	8:23p	9:53p	11:23p	11:43p
San Bruno	8:14a	9:58a	-	11:28a	12:58p	2:28p	3:58p	5:28p	-	6:58p	8:28p	9:58p	11:28p	11:48p
South SF	8:19a	10:03a	-	11:33a	1:03p	2:33p	4:03p	5:33p	-	7:03p	8:33p	10:03p	11:33p	11:53p
Bayshore	8:25a	10:09a	-	11:39a	1:09p	2:39p	4:09p	5:39p	-	7:09p	8:39p	10:09p	11:39p	11:59p
22nd Street	8:31a	10:15a	-	11:45a	1:15p	2:45p	4:15p	5:45p	-	7:15p	8:45p	10:15p	11:45p	12:04a
San Francisco	8:38a	10:22a	10:57a	11:52a	1:22p	2:52p	4:22p	5:52p	6:27p	7:22p	8:52p	10:22p	11:52p	12:12a

DRAFT

SOUTHBOUND

Train #	422	424	426	802	428	430	432	434	436	804	438	440	SAT ONLY 442	SAT ONLY 444
San Francisco	8:07a	9:37a	11:07a	12:04p	12:37p	2:07p	3:37p	5:07p	6:37p	7:34p	8:07p	9:37p	10:51p	12:05a
22nd Street	8:11a	9:41a	11:11a	-	12:41p	2:11p	3:41p	5:11p	6:41p	-	8:11p	9:41p	10:55p	12:10a
Bayshore	8:18a	9:48a	11:18a	-	12:48p	2:18p	3:48p	5:18p	6:48p	-	8:18p	9:48p	11:02p	12:15a
South SF	8:24a	9:54a	11:24a	-	12:54p	2:24p	3:54p	5:24p	6:54p	-	8:24p	9:54p	11:08p	12:21a
San Bruno	8:29a	9:59a	11:29a	-	12:59p	2:29p	3:59p	5:29p	6:59p	-	8:29p	9:59p	11:13p	12:25a
Millbrae	8:34a	10:04a	11:34a	12:19p	1:04p	2:34p	4:04p	5:34p	7:04p	7:49p	8:34p	10:04p	11:18p	12:29a
Broadway	8:38a	10:08a	11:38a	-	1:08p	2:38p	4:08p	5:38p	7:08p	-	8:38p	10:08p	11:22p	12:33a
Burlingame	8:41a	10:11a	11:41a	-	1:11p	2:41p	4:11p	5:41p	7:11p	-	8:41p	10:11p	11:25p	12:35a
San Mateo	8:45a	10:15a	11:45a	12:26p	1:15p	2:45p	4:15p	5:45p	7:15p	7:56p	8:45p	10:15p	11:29p	12:41a
Hayward Park	8:48a	10:18a	11:48a	-	1:18p	2:48p	4:18p	5:48p	7:18p	-	8:48p	10:18p	11:32p	12:44a
Hillsdale	8:52a	10:22a	11:52a	12:30p	1:22p	2:52p	4:22p	5:52p	7:22p	8:00p	8:52p	10:22p	11:36p	12:47a
Belmont	8:56a	10:26a	11:56a	-	1:26p	2:56p	4:26p	5:56p	7:26p	-	8:56p	10:26p	11:40p	12:50a
San Carlos	8:59a	10:29a	11:59a	-	1:29p	2:59p	4:29p	5:59p	7:29p	-	8:59p	10:29p	11:43p	12:53a
Redwood City	9:04a	10:34a	12:04p	12:37p	1:34p	3:04p	4:34p	6:04p	7:34p	8:07p	9:04p	10:34p	11:48p	12:59a
Atherton	9:09a	10:39a	12:09p	-	1:39p	3:09p	4:39p	6:09p	7:39p	-	9:09p	10:39p	11:53p	1:03a
Menlo Park	9:12a	10:42a	12:12p	-	1:42p	3:12p	4:42p	6:12p	7:42p	-	9:12p	10:42p	11:56p	1:06a
Palo Alto	9:16a	10:46a	12:16p	12:44p	1:46p	3:16p	4:46p	6:16p	7:46p	8:14p	9:16p	10:46p	12:00a	1:09a
California Ave	9:20a	10:50a	12:20p	-	1:50p	3:20p	4:50p	6:20p	7:50p	-	9:20p	10:50p	12:04a	1:13a
San Antonio	9:24a	10:54a	12:24p	-	1:54p	3:24p	4:54p	6:24p	7:54p	-	9:24p	10:54p	12:08a	1:17a
Mt View	9:29a	10:59a	12:29p	12:52p	1:59p	3:29p	4:59p	6:29p	7:59p	8:22p	9:29p	10:59p	12:13a	1:21a
Sunnyvale	9:34a	11:04a	12:34p	12:57p	2:04p	3:34p	5:04p	6:34p	8:04p	8:27p	9:34p	11:04p	12:18a	1:26a
Lawrence	9:38a	11:08a	12:38p	-	2:08p	3:38p	5:08p	6:38p	8:08p	-	9:38p	11:08p	12:22a	1:30a
Santa Clara	9:44a	11:14a	12:44p	-	2:14p	3:44p	5:14p	6:44p	8:14p	-	9:44p	11:14p	12:28a	1:35a
SJ Diridon	9:52a	11:22a	12:52p	1:12p	2:22p	3:52p	5:22p	6:52p	8:22p	8:39p	9:52p	11:22p	12:36a	1:43a
Shuttle Bus														
Departs SJ Diridon	**10:07a**	**11:37a**	**1:07p**	**1:27p**	**2:37p**	**4:07p**	**5:37p**	**7:07p**	***	**8:54p**	**10:07p**	***	***	***
Arrives Tamien	**10:17a**	**11:47a**	**1:17p**	**1:37p**	**2:47p**	**4:17p**	**5:47p**	**7:17p**	***	**9:04p**	**10:17p**	***	***	***

DRAFT

ATTACHMENT 5 – PUBLIC OUTREACH SCHEDULE MATRIX

CALTRAIN - 2017 PROPOSED SERVICE CHANGES
PUBLIC OUTREACH
Last Updated: 3/1/2017

#	DATE	TIME	LOCATION	COMMUNITY MEETING / STATION OUTREACH DESCRIPTION	# OF ATTENDEES
1	Wednesday, December 21, 2016	4:30 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	San Mateo County Public Meeting	3
2	Saturday, January 7, 2017	8 AM – 11:30 AM	San Francisco Station	San Francisco Station	20
3	Saturday, January 7, 2017	10:30 AM – 12:30 PM	Redwood City Station	Redwood City Station	31
4	Saturday, January 7, 2017	10 AM – Noon	Tamien Station	Tamien Station	16
5	Sunday, January 8, 2017	11 AM – 1 PM	Millbrae Station	Millbrae Station	11
6	Sunday, January 8, 2017	11 am – 1 pm	San Mateo Station	San Mateo Station	3
7	Monday, January 9, 2017	6:30 AM – 8:30 AM	Redwood City Station	Redwood City Station	143
8	Monday, January 9, 2017	6 AM – 8 AM	Palo Alto Station	Palo Alto Station	114
9	Tuesday, January 10, 2017	6 AM – 7:30 AM	Morgan Hill Station	Morgan Hill Station	65
10	Wednesday, January 11, 2017	8 AM – 11:30 AM	San Francisco Station	San Francisco Station	163
11	Wednesday, January 11, 2017	5:30 AM – 8 AM	San Jose Diridon Station	San Jose Diridon Station	84
12	Wednesday, January 11, 2017	11:00 AM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Accessibility Advisory Committee (CAAC)	6
13	Wednesday, January 11, 2017	4:00 PM	VTA River Oaks Campus, 3331 North First Street, Conference Room B-106	Santa Clara Valley Transportation Authority Citizen's Advisory Committee (VTA CAC)	14
14	Thursday, January 12, 2017	5:30 PM – 7:30 PM	San Mateo Station	San Mateo Station	67
15	Thursday, January 12, 2017	5:30 PM – 7:30 PM	Millbrae Station	Millbrae Station	65
16	Sunday, January 15, 2017	10:30 AM – 12:30 PM	Palo Alto Station	Palo Alto Station	6
17	Sunday, January 15, 2017	9:30 AM – 11:30 AM	San Jose Diridon Station	San Jose Diridon Station	71
	Wednesday, January 18, 2017	5:40 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Citizen's Advisory Committee (CAC)	9
18	Wednesday, February 15, 2017	5:40 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Citizen's Advisory Committee (CAC)	9
19	Thursday, January 19, 2017	11:00 AM	South Beach Harbor Community Room Pier 40 along Embarcadero, SF	Ballpark / Mission Bay Transportation Coordinating Committee Meeting (BMBTCC)	16
20	Thursday, January 19, 2017	5:45 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Bicycle Advisory Committee (BAC)	3
21	Wednesday, January 25, 2017	6:00 PM	SFCTA Hearing Room 1455 Market Street, 22nd floor, SF	San Francisco County Transportation Authority Citizen's Advisory Committee (SFCTA CAC)	11
22	Thursday, January 26, 2017	7:00 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Local Policy Maker Group (LPMG)	18
23	Thursday, January 26, 2017	7:00 PM	Fair Oaks Community Center, Multi Purpose Room, 2600 Middlefield Road, Redwood City	North Fair Oaks Community Council Meeting (San Mateo County Special Committee)	32
24	Thursday, February 2, 2017	5:30 PM	SFMTA Offices, 7th Floor, Union Square Conference Room , One South Van Ness Avenue, SF	San Francisco Municipal Transportation Authority Citizen's Advisory Committee (SFMTA CAC)	17
				TOTAL	**997**

ATTACHMENT 6 – WEEKEND COMMENT MATRIX

Last Updated: 3/1/2017

LEGEND

Other Proposed Change(s) -OR- Different Concern(s)	
Tally - Total # of Comments (Each Category or Description)	
Reviewed comment & tallied	

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)

DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
E-MAIL (changes@caltrain.com) - OR- Online Comment Form														1
12/06/16	1		1		1		1						1	a. Fully support the proposed reduced weekend services during electrification. b. Would recommend eliminating weekend services all together for quicker delivery of electrification.	1
12/14/16		1				1		1						Reducing the number of trains on Saturdays and Sundays is a BIG MISTAKE. Many people rely on weekend trains to get to sport games and work.	1
12/14/16													1	a. I hope the new weekday schedule will improve transfers to SamTrans 295 at San Mateo, 295 has a habit of being delayed so much. b. Hoping that weekend service better connects to SamTrans 294 W/B at Hillsdale.	1
12/15/16		1	1			1		1		1		1	1	a. The 33% weekend service reduction would be somewhat inconvenient. This could be mitigated if you use the money you save getting rid of the local trains to add some more bullet trains. If they ran around the same time as a local train, I'd imagine that it wouldn't cause much disruption to construction. b. The proposed timing of #804 is kind of annoying to me personally. I often take this train from San Francisco to Palo Alto	1
12/21/16														In general I can work with the new schedule. The weekend morning SB changes are significant and I haven't fully digested what it will mean with transfer from muni and VTA light rail yet	1
12/23/16														I take the train from Menlo Park to Lawrence and back to Menlo Park every weekday. I currently take the 216 or 226 in the morning. I notice in the updated schedule there will no longer be a quick way to get from Menlo Park to Lawrence in the morning. This is unfortunate. But there is a way to get back to Menlo Park. I currently take 277 or 287. In addition, I take the train on the weekends to various locations, but schedule is more flexible on the weekend days.	1
12/23/16		1				1		1						Customer is against a reduction of train service on the weekends.	1
12/23/16												1		For weekdays, this is an improvement over the current schedule. A major problem with the existing schedule is trains arriving at their stations early. Sometimes trains sit and wait 2-3 minutes (this happens frequently at Millbrae); other times the train leaves the station 2-3 minutes early (this is very common at Burlingame for trains 211 and 221). The proposed schedule seems to tighten the times to avoid running early, EXCEPT trains 215 and 225 allow 5 minutes from San Mateo to Burlingame, which is 2 minutes longer than almost all the other trains that make both these stops. For weekends, the first northbound train is too late. Arrival at 8:52a is too late to make a 9:00a event in most downtown venues. I hope that the first train can be run 15-20 minutes earlier.	1

Last Updated: 3/1/2017

LEGEND

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)

DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
12/28/16			1										1	More weekend bullet trains and baby bullet trains are needed (even if just limiting stops at all stations - the current hourly schedule stopping at each station is very inconvenient when only a few people hop on/off at less popular stations).	1
01/09/17	1				1		1						1	If cutting weekend service improves the delivery time for electrification, I strongly encourage you to "cut all weekend service, and expedite the delivery of electrification". Having an earlier delivery of a new electrified service, far exceeds the current value of weekend service. Please shut it down for the weekends, and get the project done ahead of schedule!	1
01/09/17		1	1			1		1						My husband and I used to take the train once or twice a month on either Saturdays or Sundays from SF to go on organized bike rides in the Peninsula. It was so pleasant to ride down to the Caltrain station at 4th and King in the morning on a weekend as opposed to weekdays when the traffic is horrendous. However, we got tired of waiting for the train to take us back to the city at a slow pace. We switched to riding in the East Bay a couple of years ago as BART has more frequent service than Caltrain and is faster. Obviously, cutting down service form 60 to 90 min. is not going to bring us back! But we hope that once the electrification process is completed, both service and speed will improve so that we can take the train again.	1
01/09/17		1				1		1						I think the weekend cut-backs are too much. While I know train ridership can be light early afternoon, invariably what I have experienced is that it starts to get heavy 4PM and later and some Saturday evening trains back to SF are really full (even when there is not some special event). So my "vote" would be to not cut-back weekend evening (especially Saturday) hours. thanks!	1
01/09/17		1				1		1						Reducing frequency of service is NEVER the right solution! Caltrain's biggest flaw already is lack of train frequency. Having to wait an hour between trains (which are then over crowded) discourages use of public transport.	1
01/09/17		1				1		1						The 211 leaving Burlingame later and later every schedule change is now starting to impact my work schedule as I can barely make it into work on time for 8am meetings in South City when it was changed to a 7:16 departure last year. Why make it later each schedule change? Why not earlier? The weekend schedule change to one train every 90 mins is tricky for people like myself who do not have a car and rely on Caltrain to get around. It's regularly packed out at the weekends (especially when there are events on in the city) with only one an hour- one every 90 mins is going to make it even worse.	1

Last Updated: 3/1/2017

LEGEND

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
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DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
01/11/17		1				1		1						It is very frustrating that Caltrain and BART can't figure out your budgets in order to provide more not less service. Why is it that 3rd world countries can figure out ways to provide more frequent service for passengers? I oppose any reduction in service, especially on the weekends and only support adding more service. I would ride Caltrain more often if there were more frequent options during weekdays and weekends. Baby bullets need to be run almost all day on weekdays in parallel to trains stopping at every stop, You need to extend service hours beyond midnight on weekends. You guys are moving in the wrong direction with the proposal to cut back weekend services. With the high fares you already charge why can't you figure this out? Perhaps bloated bureaucracy...lack of automation to escape overpaid employees...	1
01/11/17													1	I would love to see at least one option to get to and from Morgan Hill on the weekends. It's disappointing that service only goes as far as San Jose.	1

Last Updated: 3/1/2017

LEGEND

Other Proposed Change(s) -OR- Different Concern(s)	
Tally - Total # of Comments (Each Category or Description)	
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Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)

DATE	WEEKEND SERVICE CHANGES													COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT		
01/11/17		1				1		1						Many CalTrain riders do not have a car and so they rely on CalTrain for virtually their only mode of transportation. For these people hourly train service on the weekend is vital and changing service to 90 minutes will impose a tremendous hardship. If you have ever traveled on CalTrain on the weekend, you will notice that all trains are packed with passengers. One-hour service is vital to maintain for these people. A change to 90 minute service will over pack the trains and limit these passengers' mobility Please reconsider changing weekend service from hourly to ninety minutes and revert to hourly service on the weekend.	1

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LEGEND

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Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)

DATE	WEEKEND SERVICE CHANGES													COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT		
01/12/17														I like the proposed changes.	1
01/12/17		1				1		1						First, let me thank you for holding a forum on these changes. The train is my primary mode of transport, -!: and it is not an exaggeration to say that being able to ride it is one of my favorite things. I choose to ride it about 6 days a week and only use my car if the train is not an option. I write to discourage you from scaling back weekend service. First, (and most selfishly) because it would in convenience me considerably. Waiting an hour between trains is inconvenient, but manageable. But much more, and it becomes untenable. At that point driving my car becomes more expeditious and provides more flexibility, which , I fear would be the case for many other weekend riders as well. Second, and more importantly, I consider the train to be a public safety measure. My friends and I opt to take it WHENEVER we plan to drink. Judging from the state of the other passengers, it seems like a lot of others do as well. Citing back the schedule reduces flexibility and I am very concerned hat people make poor choices when faced with greater hindrances to safely getting to and from events. Thank you again for your work on the system and your commitment to Bay Area Transit.	1
01/13/17													1	What I would really like to see is later southbound departures mid-day. When y'all went from seven minutes past the hour to on the hour it really messed up my travel. I know it's only 7 minutes, but I have the choice of get food or get the train. Later service on Sunday evening would be nice, too.	1
01/14/17													1	Could you do full Tamien train service on weekends with limited service to Gilroy on weekdays if possible	1

Last Updated: 3/1/2017

LEGEND

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DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
01/17/17		1				1		1						I really don't think low ridership is a proper reason to further decrease the frequency of a already very infrequently scheduled weekend schedule. As a city public transportation, trying to make profit from it is wrong in the first place, also, part of the reason for low ridership is the inconvenience of it, further lowering frequency will make it even less convenient and less attractive to riders. Going into bad circle	1
01/18/17		1				1		1		1				I do not like the new proposed weekend Caltrain Schedule with trains every 90 minutes. Weekend schedule should remain unchanged. Train SB #804 should remain at the normal time of 6:59 PM in the new schedule. This is my only complaint.	1
01/20/17													1	The weekend schedule needs more trains (either 1 or 2 more baby bullet trains or keep the trains the same). The trains are already crowded as is and would be a nightmare on the weekend if the proposed schedule actually took place. The weekday calendar seems fine	1
01/20/17														It's not clear from the website whether all of the proposed changes are related to PCEP construction or just the weekend changes	1
01/21/17		1				1		1						I take Caltrain around 6 days a week, including at least once every weekend. Making the trains run once per every NINETY minutes as opposed to every hour is going to make transportation for me on the weekends significantly more difficult, especially if I just happen to miss a train coming back from San Francisco or the East Bay. I'd have to stay at the station for a full 90 minutes, as opposed to 60, which is bad enough. Would you be willing to continue to keep the weekend schedule closer to 60 minutes? That would be a significant help to me. Thank you very much!	1
01/23/17		1				1		1						I no longer commute on a regular basis but I did commute from California Ave to Lawrence/Santa Clara for 16 years. My first comments address the severe cuts to the weekend service. I frequently travel to San Francisco or other peninsula points on the weekend. With the proposed cuts, this becomes impossible if one doesn't have a precise return time! I, for one, will be forced to use my car for weekend trips to the City during this time... I understand that in order to electrify you will need to make alterations to weekend service. However, I deeply regret the fact that you did not see fit to share multiple alternatives with the riders and ask for our thoughts. Telling us that you considered other options doesn't help us to give you feedback on which might have the least negative impact on the he least number of people! By the time you are done with this, you will have eroded your weekend user base to the point where it will take YEARS to recover. In addition, the continuance of extremely poor commute period service at California Avenue still makes my previous commute currently impossible. And your proposed changes do nothing to address it. Lots of new office space and housing has been built around that station in the last few years so you need to make it convenient for residents and workers near Cal Ave to use Caltrain. Insisting that we can go to Palo Alto is NOT the answer!	1
01/26/17		1				1		1					1	There are too few Caltrains and the service stops much too early in the evening, especially on weekends. Trains should last till 2 a.m. Overall, the schedule change should expand the frequency of trains, not reduce it, for it to be a reliable transportation system to San Francisco from Palo Alto.	1

Last Updated: 3/1/2017

LEGEND

Other Proposed Change(s) -OR- Different Concern(s)
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DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
01/26/17		1				1		1						Caltrain is attractive for use by wider population when the time schedule provides steady train options. If you make weekend trains 90-minute intervals it is far more likely people will drive instead of train to SF events or shopping. I know for me that is true and I also will be less likely to use it to get to the airport- Uber will be more attractive choice.	1
01/26/17													1	Make a later southbound Caltrain for Friday and Saturday nights!	1
01/26/17		1				1		1						Please do not cut weekend service to every 90 minutes instead of every 60 minutes. There already aren't enough trains on the weekends; this would worsen the problem. Some of us actually do commute to work on the weekends and rely on CalTrain for this. Many more attend special events or leisure activities on weekends, and CalTrain helps keeps us off the already congested roads. Please reconsider.	1
01/26/17		1				1		1						In regard to the proposed changes to the Caltrain schedule, I would like to comment that the weekend schedule should not be reduced to every 90 minutes if possible, since the current schedule of every 60 minutes is better for those who use Caltrain to travel to work on the weekends. There are plenty of people who work on weekends and who would be at a disadvantage if you reduce their travel options.	1
01/26/17													1	I would really appreciate having later trains going southbound on the weekends. Going home after the trains stop running around midnight is very difficult and expensive.	1
01/26/17													1	In an effort to not drive to Stanford campus, it would be great if the trains were slightly more conducive to shift work. Could you consider moving the current 525am train even later? Or creating an earlier express train? This would allow workers to be at the hospital by 7am (a common shift time). Also, if you would consider adding a weekday train that returns from San Jose after 11pm, that would be great as many shifts end at 11-11:30pm and there is no viable transportation option at that time. I realize that changes in the weekend schedule (to allow for workers to arrive at 7am on the weekend) are less viable options so hopefully, these weekday changes would be possible.	1
01/26/17		1				1		1						Please do not change the weekend schedule to every 90 minutes. Every hour is bad enough. I would like to believe there is more ridership to support every 30 minutes. Because of the every 60 minute schedule - it defers me at times of using Caltrain over the weekend when I need to be some place.	1
01/26/17		1				1		1						As it is, weekend service on Caltrain is insufficient--once an hour is not enough, and now you're proposing once every 90 minutes?! I anticipate you will lose a ton of ridership on weekends--I know I won't bother using Caltrain, what's the point?	1
01/26/17		1				1		1						It's already hugely inconvenient to only have service every 60 minutes on the weekend. It makes it hard for me, who doesn't have a car, to get to and from work and shopping.	1
01/26/17		1				1		1						Decreasing trains to one of the most crucial commuter arteries is not beneficial to the riders.	1

Last Updated: 3/1/2017

LEGEND

Other Proposed Change(s) -OR- Different Concern(s)	
Tally - Total # of Comments (Each Category or Description)	
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Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)

DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
01/26/17		1				1		1						At present, I would take Caltrain from MV to SF more often if the trains came more frequently. The present schedule means that if you miss one train, you have to wait a full hour for the next one, and often that deters me from using the train entirely on the weekend. The proposed change to make the trains come every 90min would further discourage me, and riders like me, from using the trains on the weekend, because of the further delay in between trains and significantly fewer options to make plans to be in the different cities services by Caltrain. I strongly oppose decreasing the frequency of Caltrain on the weekends.	1
01/26/17		1				1		1						Hello Caltrain folks, I just learned about the proposed change of the weekend train schedule to have trains run every 90 minutes instead of every 60 minutes this summer. For many reasons I think this change should not be enacted. Many people work and commute on weekends, and further limiting their train options would disrupt commute schedules and waste time. Once an hour is already limiting for travel between San Jose and San Francisco, and I would be much more inclined to drive with this change. For people without a car, the limited number of trains makes travel and commute between cities much less accessible. Furthermore, the reduced number of workers needed to operate the trains and check tickets would have a significant impact on the Caltrain employees. It would be more difficult for workers to work the number of hours necessary to make a decent living. I hope you will consider the input of your many commuters, users, and workers; one train every 90 minutes is not enough.	1
01/26/17		1				1		1						Weekend trains should run every 60 minutes. There are many researchers, including me, who commute to the Stanford University for work even on weekends for research work. It would be inconvenient for us if the frequency of the trains is further reduced to 90 min instead of 60 min,	1
01/26/17		1				1		1						90 minutes between service on the weekends is a HORRIBLE idea! We expect improvements in the service, not backwards steps! I use the train every weekend for travel to Quakes games and into SF, if the service moves to every hour and half I will stop using it. A very poor idea.	1
01/26/17													1	I ride Caltrain to and from work everyday. I am supportive of the proposed weekday changes and am excited to see that steps are being taken to modernize Caltrain. However, it would be nice to see later departures from San Francisco on the weekend (Fridays and Saturdays). It's hard to take Caltrain to spend an evening in the city when you have to make it back to 4th & King to catch the train before 11:50pm. Could a 12:30am or 1:00am departure be added?	1
01/26/17		1				1		1						I agree with the proposed weekday changes but not with the weekend changes.	1
01/26/17		1				1		1						Trains every 90 minutes on weekends would be discouraging people from taking the train. And for those who don't have a choice, missing a train provides a bleak option: wait 90 minutes.	1

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LEGEND

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01/26/17		1				1		1						I'm saddened by the proposed changes to the weekend schedule. The reason nobody wants to take Caltrain on the weekends is because it already runs so seldomly. Decreasing its frequency does nothing to encourage its use. I have many European friends, and the Caltrain service infrequency already shocks them.	1
01/26/17		1				1		1						I am a frequent weekend Caltrain user with a Stanford employee Go Pass. My boyfriend lives in SF and I live in San Francisco and using Caltrain is the only way we get to spend time together. The idea of shifting to a train every 90 minutes would be very inconvenient. If I miss the train by 1 minute, I have to wait 1 hour to catch the next. Going to every 90 minutes would make this worse. It provides very few options for going to and from SF on the weekends. Additionally, oftentimes there are events going on and the Caltrain is so packed that I can't even find a seat. Caltrain going to a train every 90 minutes, would make this even worse, unsafe, inconvenient and uncomfortable. Please consider how illogical this is for your frequent riders.	1
01/26/17		1				1		1						Weekend changes in frequency are unacceptable! Every 90 minutes instead of every 60 just makes it more difficult to use Caltrain. I would love to see BART take over Caltrain service.	1

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01/26/17														I think the proposed changes are fine.	1
01/26/17		1											1	It would be very helpful to have more frequent service at the weekend and to limit the duration of the reduction in service to as few weeks as possible.	1
01/26/17		1				1		1						On some weekends I take the train from Menlo Park to San Francisco. When I go to the airport, I always take the Caltrain. The fact that the trains only run every hour is a bit inconvenient, though. Reducing the service even more would make it really impractical to use the train.	1
01/26/17		1				1		1						I OPPOSE the proposed reductions in weekend service - trains running every 90 minutes instead of every 60 minutes. As it is, the once an hour service is not sufficient!	1
01/26/17													1	I work on weekends in Palo Alto. The 90 min weekend train schedules seem pretty harsh especially compared to 60 min, which I already felt were too far apart. IT could be helpful to add more express trains to help shuttle people more on the weekend.	1
01/26/17														I'm excited about the electrification project, especially since it will increase capacity and reduce greenhouse gases in the short-term. On your website, it says that the electrification will be complete in 2020 or 2021, does this mean that we have the reduced service for construction for the next 3 years? Will you add cars to increase capacity in the short term?	1
01/26/17		1				1		1						I am a daily Caltrain rider, and I appreciate the opportunity to provide feedback. The weekday changes proposed sound good, and the Caltrain modernization project is of course something I support. I do want to mention though that the weekend changes will be quite a burden. I understand if they are unavoidable, but already the dearth of weekend trains makes it hard to coordinate the train with flight schedules, weekend conferences at universities, and weekend work days. Moving to a 90 minute schedule with even fewer trains will only make it harder. I encourage Caltrain to find a way of preserving a more regular schedule (maybe trains every 70 mins?), or if not, to ensure that in 2020 when the modernization project is complete, that the schedule will revert back to an hourly service.	1
01/26/17		1				1		1						Commuting in the bay area, especially on weekends is difficult and reducing train frequency to once every 90 minutes would make taking public transit even harder. I would like to be able to take caltrain because I don't own a car, but a reduction in train frequency would make it difficult for me to move around the bay area. There is already a serious scarcity of transit options in the bay area and this change would negatively impact me and others without access to a car.	1

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01/26/17		1				1		1						The move to a 90 rather than 60 minute schedule for weekends seems to me like a big mistake. I travel on Caltrain often on weekends to visit friends and carry on social and leisure activities. The biggest barrier to this ridership is the infrequency of trains. Even the 60 minute schedule has made it hard to use the train instead of driving on many occasions. a move to even less frequency will make matters much worse.	1
01/26/17		1				1		1						Please do not reduce the weekend schedule toe very 90 minutes!!! It should be increased, if anything. Especially at night. Thanks for listening.	1
01/26/17		1				1		1					1	60 minutes apart on weekends is already too long to be useful. Now the plan is 90 minutes apart? How about just handing the tracks over to BART. Their trains squeal, but at least you can count on one coming every 20 minutes.	1
01/26/17														I like the weekday schedule proposed starting april 10th for commuter times, however the summer train weekday schedule is not worthy to run the train. This schedule is of no help or i vote no or dislike for commuters summer weekday schedule to the palo alto area for work. The best thing to do is just close the train down and not run the trains for 2 weeks or for 1 month then resume the april 10th schedule if maintenance needs to be completed for the train tracks. Then resume the april 10th schedule. Get the work done rapidly so normal schedule can resume for commuters for work schedule.	1
01/26/17		1				1		1						Weekend timetable will change to 90min is too long. For people like me has a part time job in the city on the weekend, it will be difficult.	1
01/26/17		1				1		1						I am disappointed by the proposed cuts to weekend caltrain service because I primarily use caltrain to go to San Francisco for fun on the weekends. It is already impractical for me to make dinner and concert plans on Sunday evenings because caltrain service ends so early, and the proposed cuts will make it even less convenient to plan Saturday and Sunday daytime trips.	1
01/26/17		1				1		1						Running less trains on the weekend sounds like a real step backwards to me.	1
01/26/17		1				1		1						Many folks use Caltrain to go to San Francisco on the weekends to take in the sights and attend the baseball games. And the system of connecting Caltrain to BART to the airport is already inconvenient and time consuming. Please do not increase the time between trains on the weekends.	1
01/26/17		1	1			1		1					1	Can we have some another bullet train added at 8am on weekends? I avoid taking Caltrain on the weekends because they take too long to get to south bay. If there were a few more bullets added in, I'd take Caltrain every time.	1
01/26/17		1				1		1					1	Would rather see number of trains on weekends increased. Given that the interval between trains will be increased to 90 minutes I would hope for an extension of service until later at night.	1
01/27/17		1	1			1		1						I wish Caltrain would keep the weekend train schedule as is, or increase frequency! I rely on the weekend train a lot and if anything, I want more weekend trains, not fewer.	1
01/27/17		1				1		1						I'm happy with the weekday changes. Reducing the weekend service to once every 90 minutes will make the train much less useful for me and many people I know.	1

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01/27/17													1	Why does Caltrain not time transfers with Bart at Millbrae? This seems to me a glaring oversight, as does the existence of Caltrain in general when Bart could more easily and affordably serve the entire Bay Area.	1
01/29/17		1				1		1					1	On the weekends, you could add trains at only the peak times (AM northbound, PM southbound). Those trains are often too crowded with the present level of service, and increasing headways will compound the problem. Additions of a few trains at the peak times should not (in theory) impact PCEP work windows much.	1
01/29/17		1				1		1					1	Thank you for providing printed information regarding the proposed train schedule. I don't frequent the CalTrain website, so the printed information was my first communication regarding a schedule change that will significantly affect my morning schedule. I hope the reduced weekend schedule has considered baseball fans who would like to attend SFGiants games and travel by CalTrain. There are many people who ride the trains to and from those baseball games. I ride Train #305 almost every weekday from Palo Alto to SF. I ride it partly because I can get a seat at that hour, and partly because it is very efficient. I don't understand the need to convert that train from its current status as a baby bullet train. It is very popular, especially early in the week. Are you trying to make it standing room only like many of the evening trains and later morning trains? I remember when CalTrain was celebrating the creation of the BabyBullet trains. The existence of those trains makes a huge difference for long-distance commuters. It is sad that, in this period of increased ridership, CalTrain is effectively decreasing the number of BabyBullet trains.	1
01/30/17		1	1			1		1					1	I ride Caltrain a lot less compared to when I lived in Mountain View. But I do still ride it occasionally. I see on the weekends the schedule is moving to every 1.5 hours instead of every hour. Not a huge fan of this. What about turning more into baby bullet trains/schedules?	1
02/01/17		1				1		1						I don't believe weekend travels should be changed to every 90 minutes. It takes long enough to get somewhere on the weekends and delaying it by 1/2 hour more doesn't make sense since Caltrain already limits its trains.	1
02/01/17		1				1		1					1	I appreciate that the proposed changes are in an effort to accommodate construction related to electrification of Caltrain. However, the reduced number of trains on the weekends is concerning. Can the public be provided an estimate of how long (months or years) there will be reduced trains? Caltrain is an important part of the transit system in the Bay Area during the week AND on the weekend. Have studies been done on how this will impact traffic, particularly with the Giants season starting soon and running through the summer?	1

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02/02/17		1				1		1						90 minutes between trains is extremely inconvenient for folks who commute during low usage hours. We still have to get to work even if it is at noncommute time hours. Also safety at some stations is an issue with long wait times.	1
02/02/17		1				1		1						These schedule changes are outrageous as someone who takes the train from San Mateo to Mountain View. There are simply no longer any viable options. I usually take the 7:48 or 8:48 and would need those to remain. Weekend schedules also need MORE trains not fewer. As it is the train is essentially useless running 1 per hour to get back and forth from San Francisco. Trying to return and waiting on a platform for over an hour is downright dangerous for criminal activity.	1
02/03/17		1				1		1					1	Weekend service should increase, not reduce! Even current schedule, train frequently becomes standing room only. Caltrain carries “Relatively” more weekend passenger than BART system. (Ratio of Monthly ridership/weekday ridership of Caltrain is higher than BART*) Caltrain have enough cross over switcher to support single track operation more frequently. I am OK to suspend express train during construction which is difficult to control under single tracking. I would like to suggest as follow, • No Express train • Run local train every 40 min (9AM-7PM) or every 60 min (Before 8AM, after 8PM). • Shut down Millbrae to San Francisco completely if there is critical work. Millbrae station have capability of turn around. I would like to suggest running local train every 30 min but this is not matched to BART’s frequency. So, every 40min local train will meet half of BART train at Millbrae. I also suggest shutting down (or reduce frequency) between Millbrae to San Francisco if there is critical work. This section can shut down as there is BART parallel to Caltrain. *APTA ridership report.	1
02/04/17		1				1		1					1	I ride Caltrain several times a year when I go to San Francisco and the weekend schedule is just fine the way it is. I believe it would be harder to find a good seat if the trains were that crowded. I believe the schedules should remain the same. I also believe that there should be more mechanical bells at grade crossings, because there seem to be very few left (at least between SF and San Jose). If the 25th Ave. crossing is grade separated, then mechanical bells should be installed on other railroad crossings.	1
02/06/17		1				1		1						Trains every 60 minutes or more frequently would be great on the weekends. Please reconsider changing to every 90 minutes.	1
02/08/17	1		1		1		1		1		1			Weekend schedule- ok Regarding Weekday schedule -1) space out the times for train arrival for a particular station, not back-to-back where you will have to wait another 40 mins for the next train. i.e. san carlos station 2) allow more stops at California ave. Divert the traffic going to the heavy traffic stations 3) the parking in caltrain stations in Hillsdale is very limited considering there is more traffic to this station with the increase in construction/occupants in the nearby businesses. 4) allow more trains to stop at Belmont, not once every hour. 5) traffic backing up in local streets getting to the train station, i.e. Ralston and el camino real/sequoia station.	1

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02/08/17		1				1		1						Would like to see the weekend schedule not change. By reducing the number of trains on weekends, it will discourage riders from attending venues in the city and up and down the peninsula. Will it make a difference by reducing the trains? Especially the weekend where there are only four trains on the tracks at a given time. The San Mateo station bridge project, the San Bruno station project went ahead with only a minor disruption to the schedules, why can't the same be done with the electrification project?	1
02/08/17		1				1		1					1	Weekend service is heavily used. Cutting back services causes huge disruption to the public on the peninsula. Consider doing track work on night shifts as Caltrain used to do when there were track upgrades....both weekdays and weekends...when trains don't run anyway.	1
02/09/17		1				1		1						I'm sad that trains will be less frequent on the weekends. I understand that ridership is down and makes it hard to justify trains every hour, but with this change not only will it be harder to get anywhere on the train on weekends due to the infrequency (requiring planning around 1.5 hour increments of being able to get somewhere), but the schedule will be harder to keep track of. :(	1
02/09/17		1				1		1						Re: Summer Weekend Proposal: Moving trains to every 90 minutes will stop me from taking Caltrain entirely, and I think many people. As it is, despite the fact that Caltrain is free with my Go Pass, and despite living 8 mins walk from San Antonio Station, I frequently prefer to drive to Daly City and take BART rather than deal with the weekend schedule. With a 90-minute spread, I won't even bother to check whether Caltrain works with my schedule. Perhaps fewer riders is your goal.	1
02/10/17		1				1		1						I will no longer be able to take the train if the proposed schedule goes live	1
02/10/17													1	Please think carefully about weekend Giants games, and I hope you will continue to put on an extra train. The 11:34 from Menlo Park has been very convenient for me for the 1pm games. Leaving at 10:45 would be difficult.	1
02/10/17		1				1		1						Service is so limited already on weekends that I find it impractical to use Caltrain 95% of the time. I can't imagine ever finding it practical with even less frequent service. And the problem with very early termination of service Saturday nights is getting worse I see(midnight seems early for a service that can help a drinking person get home safely.). Its not clear what the consequence of just keeping the same service would be. I know you are electrifying tracks, but why can't that be done with current service?	1
02/16/17		1				1		1						I respectfully request that CalTrain not reduce Saturday and Sunday service. From San Carlos, the train is my only option into the city. The once an hour train is already inconvenient. Now you want to reduce service. Please reconsider.	1
02/17/17														I take the train from Bayshore to Hillsdale to be at work by 10am. The new schedule will not work for me, so I will be forced to drive on the weekends I have to be at work.	1
02/17/17		1				1		1						Changing the schedule on weekends to every 90 minutes is better than no weekend service at all BUT - - running the trains every 90 minutes vs. every 60 minutes will make it harder to get to SF Giants baseball games. Either get there an hour or more early early for 1:05 pm games or get to the SF station 10 minutes after the game starts.	1

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02/17/17													1	I seriously hope you will table the weekend schedule changes at this time, given the uncertainty of funding for electrification. While I realize this wasn't Caltrain's decision, it is unreasonable to make riders suffer long headways for many years for a project that may not happen in the foreseeable future. I am sure we are all extremely disappointed at the funding decision. You should wait to adjust the weekend timetable until funding is secure.	1
02/18/17		1				1		1					1	To have even less service on the weekends will lead to even less ridership. I hear a number of comments that people would use the service more if it had more times available to travel. Perhaps if need to limit trains, have more express trains that don't service the lesser used stations and offer more often.	1
02/18/17		1				1		1						I would be very sad to see the weekend schedule space the trains further apart. I use the train primarily to attend theater matinees in the City and now have to wait no more than 60 minutes (which already seems like a lot) if I just miss a train. To have that stretch to 90 would be discouraging. I would probably be unable to make the 5:07 train, in which case I would have to wait for the 6:37 one and getting home around 8:00.	1
02/23/17											1		1	Please do not push forward the timetable for the earliest train on saturdays. I work in Palo Alto on weekends and depend on getting there by 9:30. If considering adjustments, please have the earliest train depart SF sooner, so that passengers can still get to their destinations by the time they've come to depend on.	1
02/24/17													1	It would be great when there could be a Southbound train 1h earlier on Saturday mornings. So a train leaving San Francisco at 7:07am would be really great!	1
CUSTOMER SERVICE COMMENTS (Phone or Written Entered into changes@caltrain.com by Customer Service Rep.)															
01/19/17		1				1		1						Received via CT online feedback form: Hi- Just a heads up that the proposed 2017 schedule changes return comment boxes do not seem to work. I've tried in multiple browsers but each time the cursor is placed in the response box(es) it automatically switches to another web-page so you can't actually comment. (? :) Clearly it's not a computer issue because I'm commenting here which seems to say the functionality problem is on that page somehow. Anyway, for what it's worth I think the weekend cut-backs are too much. While I know train ridership can be light early afternoon, invariably what I have experienced is that it starts to get heavy 4PM and later and some Saturday evening trains back to SF are really full (even when there is not some special event). So my "vote" would be to not cut-back weekend evening (especially Saturday) hours. thanks!	1
SAN FRANCISCO CALTRAIN STATION, SATURDAY, JANUARY 7, 8 am - 11:30 am															

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01/07/17													1	Earlier Train Service in the Morning on the weekends (1 hour earlier)	1
01/07/17	1		1		1		1		1		1			Support Updates/ updates to the system. Do whatever it takes.	1
MILLBRAE CALTRAIN STATION, SUNDAY, JANUARY 8, 11 am - 1:00 pm															
01/08/17													1	She would like more frequent service and an 11pm late night train, briefly explained proposals and gave notice handout, NB platform	1
REDWOOD CITY CALTRAIN STATION, MONDAY, JANUARY 9, 6:30 am - 8:30 am															
01/09/17		1				1		1						My train on the weekend might not get to my appointments at Menlo Park VA Hospital. Still ride on SamTrans 296.	1
PALO ALTO CALTRAIN STATION, MONDAY, JANUARY 9, 6 am - 8 am															
01/09/17		1				1		1						expressed concerns about the weekend schedule. Currently it is coming the same time every hour. The revised schedule makes it less simple and makes him have to check the schedule	1
01/09/17														Surprised about the weekend schedule	1
01/09/17		1				1		1						-Oh no! I take Caltrain on the weekends a lot. this will definitely have an impact on how I use the train during those days."	1
MORGAN HILL CALTRAIN STATION, TUESDAY, JANUARY 10, 6 am - 7:30 am															
01/10/17														-The world does not revolve around Tamien. -Weekday Service changes do not impact his commute on trains 217 & 156. -Does not take Weekend Caltrain Service since he only lives 300 yards from the MH train station & works the same distance from the train. -Overall pretty happy with the service.	1
01/10/17														-Weekday changes do not impact him. -Weekend changes do not impact him. -Would take the weekend train a couple times a year if weekend service was provided..	1
01/10/17														-Variability in the schedule -Takes train from MH to MV. Schedule does not impact him that much. -Weekend Service does not impact him since he does not take Caltrain on the weekends.	1
01/10/17														-Came over from car pool. Takes MH to San Carlos. Weekend Service Changes do not impact him.	1
01/10/17														Weekday & Weekend Changes do not affect her	1
01/10/17														No weekday service impacts, Do not ride on the Weekends	1

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Reviewed comment & tallied	

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)

DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
SAN FRANCISCO CALTRAIN STATION, WEDNESDAY, JANUARY 11, 8 am - 11:30 am														
01/11/17		1				1		1					1	Keep commute headways an hour apart on weekend service, 7-10am & 4-7pm Other time proposed plan is good for those of us that work weekends	1
01/11/17			1										1	-Want more bullet service after 7pm on weekdays -More bullets in general	1
SAN JOSE DIRIDON CALTRAIN STATION, WEDNESDAY, JANUARY 11, 5:30 am - 7:30 am														
01/11/17													1	With the weekend service significantly being cut, consider adding additional bullet trains during the weekend, also suggested using Bomb set during the weekend bullet train (which we already do . . .)	1
PALO ALTO CALTRAIN STATION, SUNDAY, JANUARY 15, 10:30 am - 12:30 pm														
01/15/17		1				1		1					1	Outreach staff explained proposals and gave notice handout, SB Platform. Does not want reduction in service. Wants additional southbound commute weekday service in the late afternoon/early evening between 3:30pm – 7:30pm. On public timetable, improve timed transfer notation.	1
01/15/17		1				1		1						Outreach staff explained proposals and gave notice handout, SB Platform. Issues with weekend 90minute head ways, need more service to Cal. Ave.	1
01/15/17		1				1		1						Outreach staff explained proposals and gave notice handout, SB Platform. Issues with weekend 90minute head ways, need more service to San Antonio Station. Better off peak service.	1
SAN JOSE DIRIDON CALTRAIN STATION, SUNDAY, JANUARY 15, 9:30 am - 11:30 am														
01/15/17														Concerned about the weekend changes and I directed to the website to provide comments.	1

Last Updated: 3/1/2017

LEGEND

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)

DATE	WEEKEND SERVICE CHANGES													COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT		
BALLPARK/ MISSON BAY TRANSPORTATION COORDINATING COMMITTEE MEETING (BMBTCC), THURSDAY, JANUARY 19, 11 am - 12pm															
01/19/17													1	Will there be Giants service before and after games? Will there be the same level of service. Note: Weekday Changes are being implemented on Opening Day on Monday April 10, 2017	1
01/19/17														Group requested PDF of information to share via email.	
01/19/17													1	How are other special events (along the waterfront) going to be handled? For example Bay to Breakers, Fleet Week.	1
San Mateo County Special Committee Meeting - Fair Oaks Community Council meeting, THURSDAY, JANUARY 26, 7pm															
01/26/17													1	Will you still have service to Giants/ special service?	1
01/26/17													1	-Said she was told Atherton service would be restored this year at last presentation -Who is considered high/low income -3 years for these changes is a long time	1
SILICON VALLEY TRANSPORTATION AUTHORITY CITIZEN'S ADVISORY COMMITTEE (VTA CAC), WENESDAY, JANUARY 11, 4 pm - 6 pm															
01/11/17													1	Financial / Ridership Impact because of the 90 min headways?	1

Last Updated: 3/1/2017

LEGEND

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)

DATE	WEEKEND SERVICE CHANGES													COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT		
01/11/17													1	Will SF Giants Service still be provided?	1
01/11/17			1											Weekend Bullet Service - Maintain it	1
01/11/17													1	Will weekend service change back after Construction?	1
01/11/17													1	Will there be more cars after the service returned to normal after the construction (3 years)?	1
CALTRAIN ACCESSIBILITY ADVISORY COMMITTEE (CAAC), WEDNESDAY, JANUARY 11, 11 am - 1 pm															
01/11/17													1	- Will the schedule be fixed over the next three years, or will it vary depending on where construction is? Essentially, how stable will this new schedule be? - Because we'll be embarking and disembarking on the opposite platforms at times due to single-tracking, will that affect how Clipper works? Will we be able to tag-on and tag-off like normal? - Will there be onboard announcements regarding which side of the train the doors will open? This is particularly important for visually-impaired people. - Will the 1-800 customer service center be informed of all the changes? - Will the Caltrain mobile ticketing app have information on service alerts? I suggest that it would be a good idea to include information about construction and single-tracking, etc. on this app. - Will travel time be significantly longer because of the construction?	1
01/11/17													1	-With the reduced service brought on by construction, will There be any chance that fares will be increased to make up for that lost revenue? - What is on the top of the list for the public to know about the upcoming schedule changes?	1
CALTRAIN CITIZEN'S ADVISORY COMMITTEE (CAC), WEDNESDAY, JANUARY 18, 5:40 pm															
01/18/17		1				1		1					1	90 minutes between trains on the weekend is a lot and asked if there is something else that can be done such as supplemental bus service.	1
01/18/17													1	Gilroy has zero weekend service and the residents there would like service. How many riders will be displaced if the service is going to be reduced by eight trains? If high-speed rail goes to the east of Gilroy if there would be a possibility in the future for Caltrain to be electrified from Gilroy to San Jose?	1

Last Updated: 3/1/2017

LEGEND	Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)
Other Proposed Change(s) -OR- Different Concern(s)							
Tally - Total # of Comments (Each Category or Description)							
Reviewed comment & tallied							

DATE	WEEKEND SERVICE CHANGES												COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT	
01/18/17		1				1		1					1	Mid-day southbound departures from San Francisco are on a clock face schedule. People get off of work on the hour or half hour. A person who gets off work at 3 p.m. cannot catch a 3 p.m. train. In order to better accommodate people, it would be better to have trains leave 10 or 15 minutes after the hour. Caltrain needs more service on the weekend and should have more service south of San Jose. It is going to be quite inconvenient to have 90-minute headways. He said he would like to know how this type of project would be done on another rail line such as Long Island Railroad or in Europe.	1
CALTRAIN BICYCLE ADVISORY COMMITTEE (BAC), THURSDAY, JANUARY 19, 5:45 pm														
01/12/17													1	-Coordination with other transit agencies (VTA, BART, Muni, etc.) -Potential impact to bicycles 'upstream' in case of the added stops -Impacts of changes (weekday and weekend) on farebox recovery (was this considered)?	1
01/19/17													1	Based on the proposed weekend service, has impacts to revenue & ridership been considered?	1
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY CITIZEN'S ADVISORY COMMITTEE (SFCTA CAC), WEDNESDAY, JANUARY 25, 6 pm														
01/25/17													1	Will there be SF Giants post event service?	1
01/25/17														When will the weekend schedule return to 60 minutes?	1
01/25/17														Are you worried about losing ridership on the weekend?	1
LOCAL POLICY MAKER GROUP (LPMG), THURSDAY, JANUARY 26, 6pm														
01/26/17													1	On the FAQS sheet it is not clear on the duration of the Weekend Service Changes, consider adding	1
01/26/17														Are you worried about ridership impacts on the weekend?	1
01/26/17													1	When will the title vi analysis be ready?	1
01/26/17		1												People are already upset about weekend service and this won't help	1
01/26/17													1	Should make it more clear that special event service will remain in place	1
SAN FRANCISCO MUNICIPAL TRANSPORTATION AUTHORITY CITIZEN'S ADVISORY COMMITTEE (SFMTA CAC), THURSDAY, FEBRUARY 2, 5:30 pm														
02/02/17													1	-What is the analysis and options done for the weekend service ? He inquired if there is data available that explains why that decision was made. *get back to this	1

Last Updated: 3/1/2017

LEGEND

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

DATE	Local Service Headways 60 mins to 90 mins		Keep Weekend Bullet Trains		Saturday Reduced from 36 to 28 Trains per Day		Sunday Reduced from 32 to 24 Trains per Day		Revised Train Times (Bullets)		Revised Train Times (Locals)		Other Proposed Weekend Change(s) -OR- Different Concern(s)	COMMENTS	Weekend Comment(s) Tally
	WEEKEND SERVICE CHANGES														
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT		
TOTAL - ALL PUBLIC OUTREACH COMMENTS															
	4	78	11	0	4	76	4	76	2	2	2	3	60		141
													19%		
	5%	95%	100%	0%	5%	95%	5%	95%	50%	50%	40%	60%			

Approx % of total weekend comments (not focused on proposed service changes)

14%

Approx % of total comments received

ATTACHMENT 7 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS (PRINT + WEB)

Peninsula Corridor Joint Powers Board
PUBLIC HEARING & MEETINGS NOTICE

Proposed Caltrain Service Changes

Public Hearing

The Peninsula Corridor Joint Powers Board will hold a public hearing to receive public comment on proposed Caltrain service changes to accommodate the Peninsula Corridor Electrification Project (PCEP) and to improve and streamline Caltrain service during PCEP construction.

Proposals to be considered include:

Weekday Service Changes (Proposed to take effect April 10, 2017)

- Addition of six (6) stops – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – to train 305 to attract more ridership to this northbound AM "shoulder peak" train
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
- Adjustment of some of some reverse-peak service trains at Tamien Station that has very low ridership to allow increased fueling and service windows of rolling stock at the Centralized Equipment Maintenance & Operations Facility in San Jose
- Departure time adjustments during off-peak periods to enable all train meets to occur at control points which will allow flexibility to the operation to accommodate PCEP work windows

Weekend Service Changes (Proposed to take effect summer 2017)

- Changing Local service headways from 60 to 90 minutes with Baby Bullet service to support PCEP work windows, thereby, reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24.

The proposed schedules will be available by Dec. 9 at **www.caltrain.com/proposedchanges** or by calling 1.800.660.4287 (TDD only 650.508.6448).

The proposed timetable changes will help facilitate the PCEP without requiring more drastic options such as termination of all weekend Caltrain service.

-

The public hearing will be held:
Thursday, March 2, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the hearing, comments may be sent by mail, e-mail or phone to:
Peninsula Corridor Joint Powers Board, JPB Secretary

P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

The Title VI Equity Analysis findings for the proposed 2017 service changes will be presented at the public meetings.

Public Meetings

Caltrain will hold public meetings to present the proposals and receive comments. The meetings will take place at the following locations and times:

San Carlos – Wed., Dec. 21 at 4:30 pm – 5:30 pm (before Caltrain Citizens Advisory Committee meeting)
Caltrain Administrative Office, 1250 San Carlos Ave.

San Francisco Caltrain Station – Sat, Jan. 7, 8 am – 11:30 am; Wed, Jan 11, 8 am – 11:30 am
4th & King St., under the station clock

Redwood City Caltrain Station – Sat, Jan. 7, 10:30 am – 12:30 pm; Mon, Jan. 9, 6:30 am – 8:30 am
1 James Ave.

Tamien Caltrain Station – Sat, Jan. 7, 10 am – Noon
1355 Lick Ave, San Jose

San Mateo Caltrain Station – Sun, Jan. 8, 11 am – 1 pm; Thurs, Jan. 12, 5:30 pm – 7:30 pm
385 First Ave.

Millbrae Caltrain Station – Sun, Jan. 8, 11 am – 1 pm; Thurs, Jan. 12, 5:30 pm – 7:30 pm
100 California Dr.

Palo Alto Caltrain Station – Mon, Jan 9, 6 am – 8 am; Sun, Jan. 15, 10:30 am – 12:30 pm
95 University Ave.

Morgan Hill Caltrain Station – Tues, Jan. 10, 6 am – 7:30 am
17300 Depot St.

San Jose Diridon Caltrain Station – Wed. Jan. 11, 5:30 am – 8 am; Sun, Jan.15, 9:30 am – 11:30 am
65 Cahill St.

For translation assistance, call Caltrain at 1.800.660.4287 three days before the meeting.

Para servicio de traducción en Español, llame a Caltrain al 1.800.660.4287 por lo menos tres días laborales antes de las reuniones.

如果需要翻译，请在会议召开前三天内致电 Caltrain **客**户服务部，电话 1.800.660.4287。

EL OBSERVADOR SPANISH TRANSLATION)



The Lathrop Cafe is hiring for all positions! Set to open in the beginning of January 2017. Our new location will feature our delicious pastries as well as a bounty of standard and rotating menu of savory breakfast and lunch offerings in a cafeteria café set on the beautiful campus of Stanford University.

We are seeking happy, energetic, dependable people that want to be a part of a fun, supportive team oriented, focused work environment. This is a great opportunity to grow with our company and expand or show off your skill set! Your experience and qualifications will help determine competitive compensation as well as the right attitude and work ethic. Become part of our team and help bring simple but worldly taste to fast paced, discerning appetites.

ALL Candidates must be able to:

- Stand for long periods of time
- Lift up to 50 pounds
- Communicate effectively
- Work with a committed team to ensure that guests are taken care of quickly and efficiently - Show up on time ready to work

There are opportunities to move up in our quickly growing company. Pay for this position is competitive and depends on experience. We are willing to train the right candidate if experience is limited. California state law requires all food handlers to have a California Food Handler Card.

Full Time and Part Time Shifts are available!

Experienced Kitchen Manager: Must have at last three years of high volume (hands on) kitchen management experience. We are looking for a positive individual that will provide great leadership, clear communication to our staff. This position will work directly with Exec Chef in menu creation and execution. Basic responsibilities include but are not limited to:

- Oversee and make sure service runs smoothly and efficiently
- Oversee kitchen production to ensure low product waste and efficient labor
- Help maintain set food and labor costs
- Kitchen administrative duties
- Inventory and ordering of ingredients, and non-food items
- Training and scheduling of staff

Line Service: Experience in high volume line service is needed for this position. Previous experience with panini grill a bonus. Basic duties include but not limited to:

- Set up and break down of station for breakfast, lunch service
- Keeping ingredients, packaging stocked and ready for service
- Accurate plating of menu items ingredients and measurements to keep portions consistent
- Good knife skills for fast, safe prep of ingredients for station
- Good communication, customer skills to keep line moving and fulfilling accurate orders

Prep Cooks: We are seeking energetic, team oriented and reliable individuals who are willing to help with a wide variety of tasks including but not limited to:

- Proper preparation and handling of food items
- Reaching production pars for ingredient prep for menu items on a daily basis
- Accurate assembly of to-go and packaged items
- Basic food preparation (i.e. peeling/roasting vegetables, slicing meats/cheeses, etc.)
- Keeping prep area clean and organized, proper rotation of stock and inventory for salad bar

Dishwasher/Busser: We are seeking energetic, team oriented and reliable individuals who are willing to help with a wide variety of tasks including but not limited to:

- Cleaning dishes and food prep equipment
- Sweeping and mopping
- Bussing and wiping down tables
- Sorting and taking out trash

Benefits Include:
Medical insurance available after three months employment
Competitive Wages !!
Food Discount
Great Work Environment

Please Send Your Resume!
Send to: qsumarto@pastrycupboard.com
No Attachments Please –
Place resume in the body of the email

Conduce para Lily y conoce el país mientras trabajas!

Lleva a tu equipo a una empresa con la tarifa de mejor retención en la industria.

Como conductor de Lily se te garantiza tener una corta semana de trabajo y sin estar fuera de tu casa. ¡Los amigos, esposos y parientes tambien hacen grandes equipos!

¡Los conductores ganan hasta $68 mil al año! Para obtener más información, visita lily.com/careers

Directiva del Peninsula Corridor Joint Powers
NOTIFICACIÓN DE AUDIENCIA PÚBLICA Y REUNIONES

Cambios Propuestos al Servicio de Caltrain

Audiencia Pública

La Directiva del Peninsula Corridor Joint Powers llevará a cabo una audiencia pública para recibir comentarios sobre los propuestos cambios al servicio de Caltrain para acomodar el Proyecto de Electrificación del Peninsula Corridor (PCEP), mejorar y aerodinamizar el servicio Caltrain service durante la construcción del PCEP.

Las propuestas a considerarse incluyen:

Cambios al Servicio en Días de Semana (Propuestos a tomar efecto el 10 de abril, 2017)
• La adición de (6) paradas – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – al tren 305 para atraer más viajeros a este tren de la mañana hacia el norte en la hora pico
• La separación de los trenes Baby Bullet 312 y 314; 322 y 324 hacia el sur por la mañana en hora pico, que actualmente corren uno atrás del otro, para mejor eficacia y espaciar el tiempo para los pasajeros
• El ajuste de algunos trenes de servicio en reverso de horas pico de la Estación Tamien que tiene muy pocos viajeros para permitir el incremento de abastecimiento de combustible y servicios de mantenimiento en las Instalaciones Centralizadas de Mantenimiento de Equipo y Operaciones en San José
• Ajustes al tiempo de salida durante los períodos de horas no pico para permitir que los encuentros de trenes ocurran en puntos controlados los cuales permitirán flexibilidad a la operación para acomodar los períodos del trabajo del PCEP

Cambios al Servicio de Fin de Semana (Propuestos a tomar efecto en el verano del 2017)
• Cambiar los intérvalos del servicio local de 60 a 90 minutos con servicios de Baby Bullet para apoyar los períodos de trabajo del PCEP, y por consiguiente, reducir el número de trenes que corren el sábado de 36 a 28 y el domingo de 32 a 24.

El horario propuesto estará disponible el 9 de diciembre en ***www.caltrain.com/proposedchanges*** o llamando al 1.800.660.4287 (TDD solamente 650.508.6448).

Los cambios propuestos al calendario ayudarán a facilitar el PCEP sin requerir opciones más drásticas como la terminación de todo el servicio de Caltrain del fin de semana.

La audiencia pública se llevará a cabo:

Jueves, 2 de marzo, 2017 a las 10 a.m.
Oficinas Administrativas de Caltrain
1250 San Carlos Ave., San Carlos

Antes de la audiencia, se podrán enviar comentarios por correo, correo electrónico o teléfono al: Peninsula Corridor Joint Powers Board, JPB Secretary P.O. Box 3006, San Carlos, CA 94070-1306 Changes@caltrain.com o 1.800.660.4287

Los encuentros del Analisis Title VI Equity para los propuestos cambios al servicio de 2017 serán presentados en las reuniones públicas.

Reuniones Públicas

Caltrain llevará a cabo reuniones públicas para presentar las propuestas y recibir comentarios. Las reuniones tomarán lugar en las siguientes localidades y horas:

San Carlos – miércoles., Diciembre. 21 de 4:30 pm – 5:30 pm (antes de la reunión de Caltrain Citizens Advisory Committee)
Oficina Administrativa de Caltrain, 1250 San Carlos Ave.

Estación Caltrain de San Francisco – Sábado, 7 de enero, 8 am – 11:30 am;
Miércoles, 11 de enero, 8 am – 11:30 am
4th & King St., bajo el reloj de la estación

Estación Caltrain de Redwood City – Sábado, 7 de enero, 10:30 am – 12:30 pm;
Lunes, 9 de enero, 6:30 am – 8:30 am
1 James Ave.

Estación Tamien de Caltrain – Sábado, 7 de enero, 10 am – al mediodía
1355 Lick Ave, San Jose

Estación Caltrain de San Mateo – Domingo, 8 de enero, 11 am – 1 pm; Jueves, 12 de enero, 5:30 pm – 7:30 pm
385 First Ave.

Estación Caltrain de Millbrae – Domingo, 8 de enero, 11 am – 1 pm; Jueves, 12 de enero, 5:30 pm – 7:30 pm
100 California Dr.

Estación Caltrain de Palo Alto – Lunes, 9 de enero, 6 am – 8 am; Domingo, 15 de enero, 10:30 am – 12:30 pm
95 University Ave

Estación Caltrain de Morgan Hill – Martes, 10 de enero, 6 am – 7:30 am
17300 Depot St.

Estación Diridon de Caltrain en San José – Miércoles. 11 de enero, 5:30 am – 8 am;
Domingo, 15 de enero, 9:30 am – 11:30 am
65 Cahill St.

Para servicio de traducción, llame a Caltrain al 1.800.660.4287 tres días antes de cada reunión.

matter of the application of Thuy Hai Nguyen. Petitioner Thuy Hai Nguyen has filed a petition for Change of Name with the clerk of this court f or a decree changing names as follows: a. Thuy Hai to Maggie Thuy Nguyen. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 1/31/2017 at 8:45 am, Probate Dept., located at: 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara.
December 06, 2016
Thomas E. Kuhnle
Judge of the Superior Court
December 9, 16, 25, 30, 2016

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 16CV301167

Superior Court of California, County of Santa Clara-In the matter of the application of: I Chen Lu. Petitioner I Chen Lu has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. I Chen Lu to Elaine I-Chen Lu. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 1/31/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara.
November 28, 2016
Thomas E. Kuhnle
Judge of the Superior Court
December 9, 16, 25, 30, 2016

FICTITIOUS BUSINESS NAME STATEMENT NO. 623308

The following person(s) is (are) doing business Little Tykes Home Daycare 877 Clarkston Dr. San Jose, Ca 95136, Santa Clara County, Anais Janke-Bueno 877 Clarkston Dr. San Jose, Ca 95136. This business is conducted by an individual; registrant has begun transacting business under the fictitious business name or names listed hereon. 12/15/2006 "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.)
Anais Janke-Bueno
December 9, 16, 23, 30, 2016
This statement was filed with the County of Santa Clara on 11/10/2016

SUMMONS (Parentage – Custody and Support)

NOTICE TO RESPONDENT (Name): Victoria Alvarez Perez
AVISO AL DEMANDADO (Nombre):

You have been sued.
Lo han demandado.

Petitioner's name is: Lino Rodriguez Gutierrez
Nombre del demandante:

If you do not fi
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property, and
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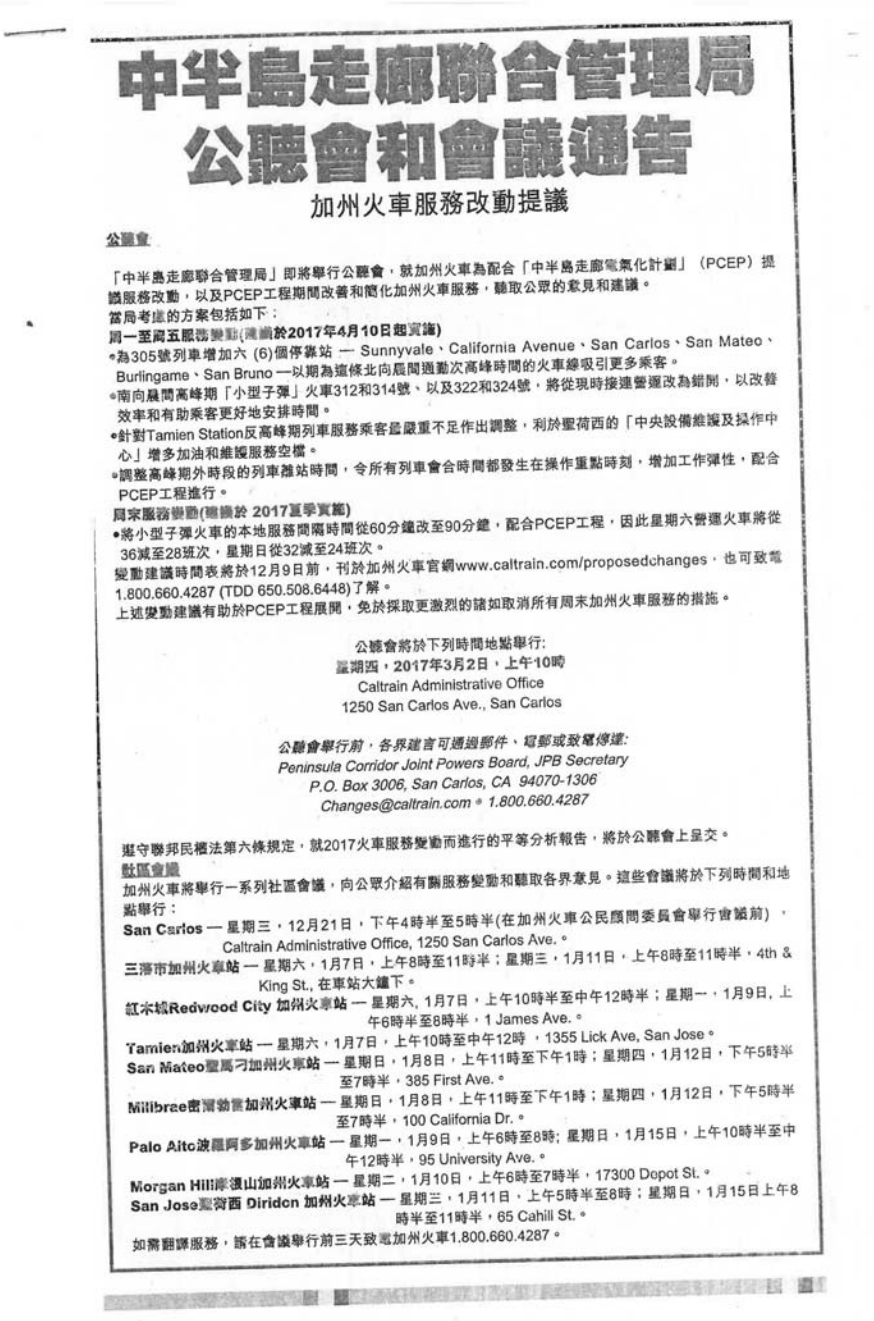
1. The name a
court is (el nomb
la corte son):

Superior Court o
of Santa Clara
Family Division
170 Park Ave
San Jose, CA 95

SING TAO (CHINESE TRANSLATION)



中半島走廊聯合管理局
公聽會和會議通告

加州火車服務改動提議

公聽會

「中半島走廊聯合管理局」即將舉行公聽會，就加州火車為配合「中半島走廊電氣化計劃」（PCEP）提議服務改動，以及PCEP工程期間改善和簡化加州火車服務，聽取公眾的意見和建議。

當局考慮的方案包括如下：

周一至周五服務變動(建議於2017年4月10日起實施)

- 為305號列車增加六 (6)個停靠站 — Sunnyvale、California Avenue、San Carlos、San Mateo、Burlingame、San Bruno 一以期為這條北向長間週末次高峰時間的火車線吸引更多乘客。
- 南向晨間高峰期「小型子彈」火車312和314號、以及322和324號，將從現時接連營運改為錯開，以改善效率和有助乘客更好地安排時間。
- 針對Tamien Station反高峰期列車服務乘客長嚴重不足作出調整，利於聖荷西的「中央設備維護及操作中心」增多加油和維護服務空檔。
- 調整高峰期外時段的列車離站時間，令所有列車會合時間都發生在操作重點時刻，增加工作彈性，配合PCEP工程進行。

周末服務變動(建議於 2017夏季實施)

- 將小型子彈火車的本地服務間隔時間從60分鐘改至90分鐘，配合PCEP工程，因此星期六晚運火車將從36減至28班次，星期日從32減至24班次。

變動建議時間表將於12月9日前，刊於加州火車官網www.caltrain.com/proposedchanges，也可致電1.800.660.4287 (TDD 650.508.6448)了解。

上述變動建議有助於PCEP工程展開，免於採取更激烈的諸如取消所有周末加州火車服務的措施。

公聽會將於下列時間地點舉行:
星期四，2017年3月2日，上午10時
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

公聽會舉行前，各界建言可通過郵件、電郵或致電傳達:
Peninsula Corridor Joint Powers Board, JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

遵守聯邦民權法第六條規定，就2017火車服務變動而進行的平等分析報告，將於公聽會上呈交。

社區會議

加州火車將舉行一系列社區會議，向公眾介紹有關服務變動和聽取各界意見。這些會議將於下列時間和地點舉行：

San Carlos — 星期三，12月21日，下午4時半至5時半(在加州火車公民顧問委員會舉行會議前)，Caltrain Administrative Office, 1250 San Carlos Ave.。

三藩市加州火車站 — 星期六，1月7日，上午8時至11時半；星期三，1月11日，上午8時至11時半，4th & King St., 在車站大鐘下。

紅木城Redwood City 加州火車站 — 星期六, 1月7日，上午10時半至中午12時半；星期一，1月9日, 上午6時半至8時半，1 James Ave.。

Tamien加州火車站 — 星期六，1月7日，上午10時至中午12時 ，1355 Lick Ave, San Jose。

San Mateo聖馬刁加州火車站 — 星期日，1月8日，上午11時至下午1時；星期四，1月12日，下午5時半至7時半，385 First Ave.。

Millbrae密爾勃加州火車站 — 星期日，1月8日，上午11時至下午1時；星期四，1月12日，下午5時半至7時半，100 California Dr.。

Palo Alto波羅阿多加州火車站 — 星期一，1月9日，上午6時至8時; 星期日，1月15日，上午10時半至中午12時半，95 University Ave.。

Morgan Hill摩滾山加州火車站 — 星期二，1月10日，上午6時至7時半，17300 Depot St.。

San Jose聖荷西 Diridon 加州火車站 — 星期三，1月11日，上午5時半至8時；星期日，1月15日上午8時半至11時半，65 Cahill St.。

如需翻譯服務，請在會議舉行前三天致電加州火車1.800.660.4287。

Other Newspaper Ads (Example)

PALO ALTO DAILY NEWS

Peninsula Corridor Joint Powers Board
PUBLIC HEARING Notice

Proposed Caltrain Weekend Service Change

Public Hearing

The Peninsula Corridor Joint Powers Board will hold a public hearing to receive public comment on proposed Caltrain weekend service change to accommodate the Peninsula Corridor Electrification Project (PCEP) and to improve and streamline Caltrain service during PCEP construction and other capital projects - South San Francisco Station improvement, 25th Ave. Grade Separation and Los Gatos Bridge Replacement projects.

Proposal to be considered:

Weekend Service Changes (Proposed to take effect summer 2017)

- Changing Local service headways from 60 to 90 minutes with Baby Bullet service to support PCEP work windows, thereby, reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24.

The proposed schedule is available at **www.caltrain.com/proposedchanges** or by calling 1.800.660.4287 (TDD only 650.508.6448).

The proposed timetable changes will help facilitate the PCEP without requiring more drastic options such as termination of all weekend Caltrain service.

The public hearing will be held:

Thursday, March 2, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the hearing, comments may be sent by mail, e-mail or phone to:
Peninsula Corridor Joint Powers Board, JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287
www.caltrain.com/proposedchanges

For translation assistance, call Caltrain at 1.800.660.4287 three days before the meeting.

Para traducción llama al 1.800.660.4287
如需翻譯,請電 1.800.660.4287
Cần dịch thuật, xin gọi 1.800.660.4287

Caltrain

ATTACHMENT 8 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN NEWS RELEASE + SOCIAL MEDIA

Caltrain Online News Release



Caltrain Proposes Service Changes to Accommodate Electrification Project

December 14, 2016

The Peninsula Corridor Joint Powers Board, which oversees Caltrain operations, will hold several public meetings to receive the community's input on proposed service changes that are expected to take place in spring/summer 2017.

The public meetings will take place at various locations along the Peninsula beginning this month and extending through January.

Next March, the JPB will hold a public hearing to receive additional public comment on proposed service changes to accommodate the Peninsula Corridor Electrification Project (PCEP), and to improve and streamline Caltrain service during PCEP construction.

Proposals to be considered include:

Weekday Service Changes (Proposed to take effect April 10, 2017)

- Addition of six stops – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – to train 305 to attract more ridership to this northbound AM "shoulder peak" train
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
- Adjustment of some reverse-peak service trains at the Tamien Caltrain Station that has very low ridership to allow increased fueling and service windows of rolling stock at the Centralized Equipment Maintenance & Operations Facility in San Jose
- Departure time adjustments during off-peak periods to enable all train meets to occur at control points that will allow flexibility to the operation to accommodate PCEP work windows

Weekend Service Changes (Proposed to take effect summer 2017)

- Changing Local service headways from 60 to 90 minutes with Baby Bullet service to support PCEP work windows, thereby, reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24.

The proposed timetable changes will help facilitate the PCEP without requiring more drastic options such as termination of all weekend Caltrain service.

The proposed schedules are now available for viewing at www.caltrain.com/proposedchanges or by calling 1.800.660.4287 (TDD only 650.508.6448).

The public hearing will be held during the JPB's monthly board meeting on at 10 a.m. on Thursday, March 2, 2017, at the Caltrain Administrative Office, 1250 San Carlos Ave., San Carlos.

Prior to the hearing, comments may be sent by mail, e-mail or phone to Peninsula Corridor Joint Powers Board, JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306; Changes@caltrain.com; 1.800.660.4287; or online by clicking HERE.

The FTA required Title VI Equity Analysis findings for the proposed 2017 service changes will be presented at the public meetings.

Public Meetings

Caltrain will hold public meetings to present the proposals and receive comments. The meetings will take place at the following locations and times:

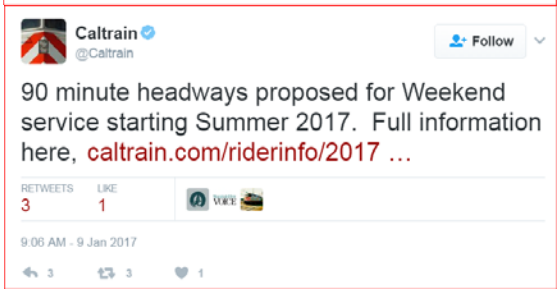
- **San Carlos** – Wednesday, Dec. 21, from 4:30 p.m. to 5:30 p.m. (before Caltrain Citizens Advisory Committee meeting), Caltrain Administrative Office, 1250 San Carlos Ave.

Caltrain Twitter Alerts

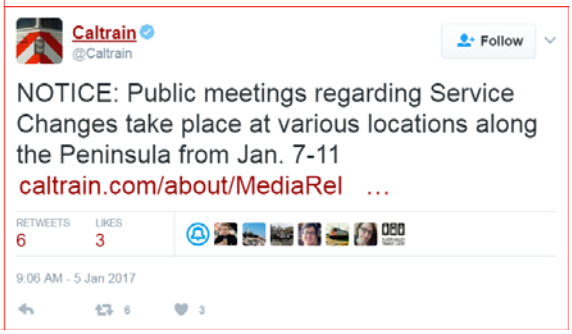




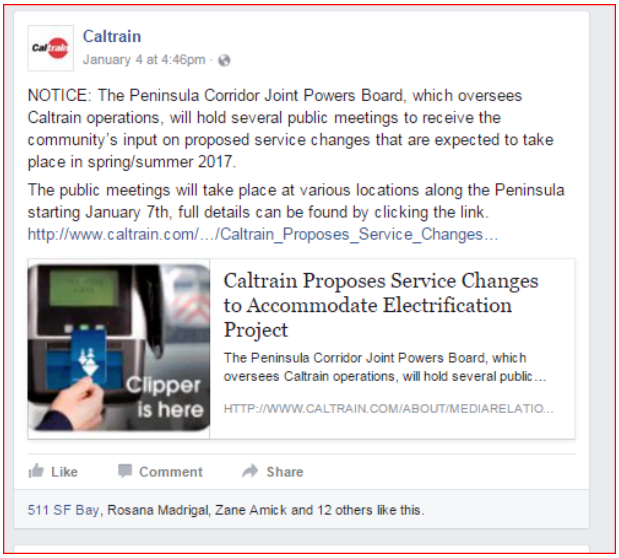








Facebook Outreach





ATTACHMENT 9 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: TAKE ONES

TAKE ONE NOTICE (ENGLISH)

Expires 3/2/17

Caltrain

Proposed Service Changes

The Peninsula Corridor Joint Powers Board will hold a public hearing to receive public comment on proposed Caltrain service changes to accommodate the Peninsula Corridor Electrification Project (PCEP) and to improve and streamline Caltrain service during PCEP construction.

Proposals to be considered include:

Weekday Service Changes (Proposed to take effect April 10, 2017)

- Addition of six (6) stops – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – to train 305 to attract more ridership to this northbound AM "shoulder peak" train
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
- Adjustment of some of some reverse-peak service trains at Tamien Station that has very low ridership to allow increased fueling and service windows of rolling stock at the Centralized Equipment Maintenance & Operations Facility in San Jose
- Departure time adjustments during off-peak periods to enable all train meets to occur at control points which will allow flexibility to the operation to accommodate PCEP work windows

Weekend Service Changes (Proposed to take effect summer 2017)

- Changing Local service headways from 60 to 90 minutes with Baby Bullet service to support PCEP work windows, thereby, reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24.

The proposed schedules are available at **www.caltrain.com/proposedchanges** or by calling 1.800.660.4287 (TTY only 650.508.6448).

The proposed timetable changes will help facilitate the PCEP without requiring more drastic options such as termination of all weekend Caltrain service.

The public hearing will be held:
Thursday, March 2, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the hearing, comments may be sent by mail, e-mail or phone to:
Peninsula Corridor Joint Powers Board,
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

The Title VI Equity Analysis findings for the proposed 2017 service changes will be presented at the public meetings.

PUBLIC MEETINGS

Caltrain will hold public meetings to present the proposals and receive comments. The meetings will take place at the following locations and times:

San Carlos
Administrative Office, 1250 San Carlos Ave.
Wed., Dec. 21, 4:30 pm – 5:30pm
(before Caltrain Citizens Advisory Committee meeting)

San Francisco Caltrain Station
4th & King St., under the station clock
Sat, Jan. 7, 8 am – 11:30 am
Wed, Jan 11, 8 am – 11:30 am

Redwood City Caltrain Station
1 James Ave.
Sat, Jan. 7, 10:30 am – 12:30 pm
Mon, Jan. 9, 6:30 am – 8:30 am

Tamien Caltrain Station
1355 Lick Ave, San Jose
Sat, Jan. 7, 10 am – Noon

San Mateo Caltrain Station
385 First Ave.
Sun, Jan. 8, 11 am – 1 pm
Thurs, Jan. 12, 5:30 pm – 7:30 pm

Millbrae Caltrain Station
100 California Dr.
Sun, Jan. 8, 11 am – 1 pm
Thurs, Jan. 12, 5:30 pm – 7:30 pm

Palo Alto Caltrain Station
95 University Ave.
Mon, Jan 9, 6 am – 8 am
Sun, Jan. 15, 10:30 am – 12:30 pm

Morgan Hill Caltrain Station
17300 Depot St.
Tues, Jan. 10, 6 am – 7:30 am

San Jose Diridon Caltrain Station
65 Cahill St.
Wed. Jan. 11, 5:30 am – 8 am
Sun, Jan.15, 9:30 am – 11:30 am

For translation in one of these languages below, call Caltrain at 1.800-660-4287.

للترجمة، اتصل على 1.800.660.4287
Թարգմանության համար զանգահարել 1.800.660.4287.
如需翻譯, 請電 1.800.660.4287.
Pour traduction, appelez au 1.800.660.4287
Übersetzung unter 1 800 660 4287.
અનુવાદ માટે, 1.800.660.4287 પર ફોન કરો.
לתרגום יש להתקשר לטלפון 1.800.660.4287
अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।
Per traduzioni chiamare 1.800.660.4287.
翻訳のご用命は、+1.800.660.4287 までお電話ください。
번역을 원하시면, 1.800.660.4287번으로 전화하십시오.
សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាមទូរស័ព្ទលេខ 1.800.660.4287.
برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.
Para tradução, ligue para 1.800.660.4287.
Po tłumaczenie proszę dzwonić na 1.800.660.4287.
Если вам нужны услуги переводчика, обращайтесь по телефону 1-800-660-4287.
Za prevodjenje nazovite 1.800.660.4287.
Para sa pagsasaling-wika, mangyaring tumawag sa 1-800-660-4287.
สำหรับการแปลภาษา โทร 1.800.660.4287.
ترجمہ کے لیے، 1.800.660.4287 پر کال کریں۔
Cần dịch thuật, xin goi 1.800.660.4287.

TAKE ONE NOTICE (SPANISH)

Cambios Propuestos al Servicio

La Directiva del Peninsula Corridor Joint Powers llevará a cabo una audiencia pública para recibir comentarios sobre los propuestos cambios al servicio de Caltrain para acomodar el Proyecto de Electrificación del Peninsula Corridor (PCEP), mejorar y aerodinamizar el servicio Caltrain service durante la construcción del PCEP.

Las propuestas a considerarse incluyen:

Cambios al Servicio en Días de Semana (Propuestos a tomar efecto el 10 de abril, 2017)

- La adición de (6) paradas – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – al tren 305 para atraer más viajeros a este tren de la mañana hacia el norte en la hora pico
- La separación de los trenes Baby Bullet 312 y 314; 322 y 324 hacia el sur por la mañana en hora pico, que actualmente corren uno atrás del otro, para mejor eficacia y espaciar el tiempo para los pasajeros
- El ajuste de algunos trenes de servicio en reverso de horas pico de la Estación Tamien que tiene muy pocos viajeros para permitir el incremento de abastecimiento de combustible y servicios de mantenimiento en las Instalaciones Centralizadas de Mantenimiento de Equipo y Operaciones en San José
- Ajustes al tiempo de salida durante los períodos de horas no pico para permitir que los encuentros de trenes ocurran en puntos controlados los cuales permitirán flexibilidad a la operación para acomodar los perío dos del trabajo del PCEP

Cambios al Servicio de Fin de Semana (Propuestos a tomar efecto en el verano del 2017)

- Cambiar los intérvalos del servicio local de 60 a 90 minutos con servicios de Baby Bullet para apoyar los períodos de trabajo del PCEP, y por consiguiente, reducir el número de trenes que corren el sábado de 36 a 28 y el domingo de 32 a 24.

El horario propuesto estará disponible en **www.caltrain.com/proposedchanges** o llamando al 1.800.660.4287 (TTY solamente 650.508.6448).

Los cambios propuestos al calendario ayudarán a facilitar el PCEP sin requerir opciones más drásticas como la terminación de todo el servicio de Caltrain del fin de semana.

La audiencia pública se llavará a cabo:
Jueves, 2 de marzo, 2017 a las 10 a.m.
Oficinas Administrativas de Caltrain
1250 San Carlos Ave., San Carlos

Antes de la audiencia, se podrán enviar comentarios por correo, correo electrónico o teléfono al:
Peninsula Corridor Joint Powers Board,
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

Los encuentros del Analisis Title VI Equity para los propuestos cambios al servicio de 2017 serán presentados en las reuniones públicas.

REUNIONES PÚBLICAS

Caltrain llevará a cabo reuniones públicas para presentar las propuestas y recibir comentarios. Las reuniones tomarán lugar en las siguientes localidades y horas:

San Carlos
Oficina Administrativa de Caltrain,
1250 San Carlos Ave.
Diciembre. 21 de 4:30 pm – 5:30 pm (antes de la reunión de Caltrain Citizens Advisory Committee)

Estación Caltrain de San Francisco
4th & King St., bajo el reloj de la estación
Sábado, 7 de enero, 8 am – 11:30 am
Miércoles, 11 de enero, 8 am – 11:30 am

Estación Caltrain de Redwood City
1 James Ave.
Sábado, 7 de enero, 8 am – 11:30 am
Miércoles, 11 de enero, 8 am – 11:30 am

Estación Tamien de Caltrain
1355 Lick Ave, San Jose
Sábado, 7 de enero, 10 am – al mediodía

Estación Caltrain de San Mateo
385 First Ave.
Domingo, 8 de enero, 11 am – 1 pm
Jueves, 12 de enero, 5:30 pm – 7:30 pm

Estación Caltrain de Millbrae
100 California Dr.
Domingo, 8 de enero, 11 am – 1 pm
Jueves, 12 de enero, 5:30 pm – 7:30 pm

Estación Caltrain de Palo Alto
95 University Ave.
Lunes, 9 de enero, 6 am – 8 am
Domingo, 15 de enero, 10:30 am – 12:30 pm

Estación Caltrain de Morgan Hill
17300 Depot St.
Martes, 10 de enero, 6 am – 7:30 am

Estación Diridon de Caltrain en San José
65 Cahill St.
Miércoles. 11 de enero, 5:30 am – 8 am
Domingo, 15 de enero, 9:30 am – 11:30 am

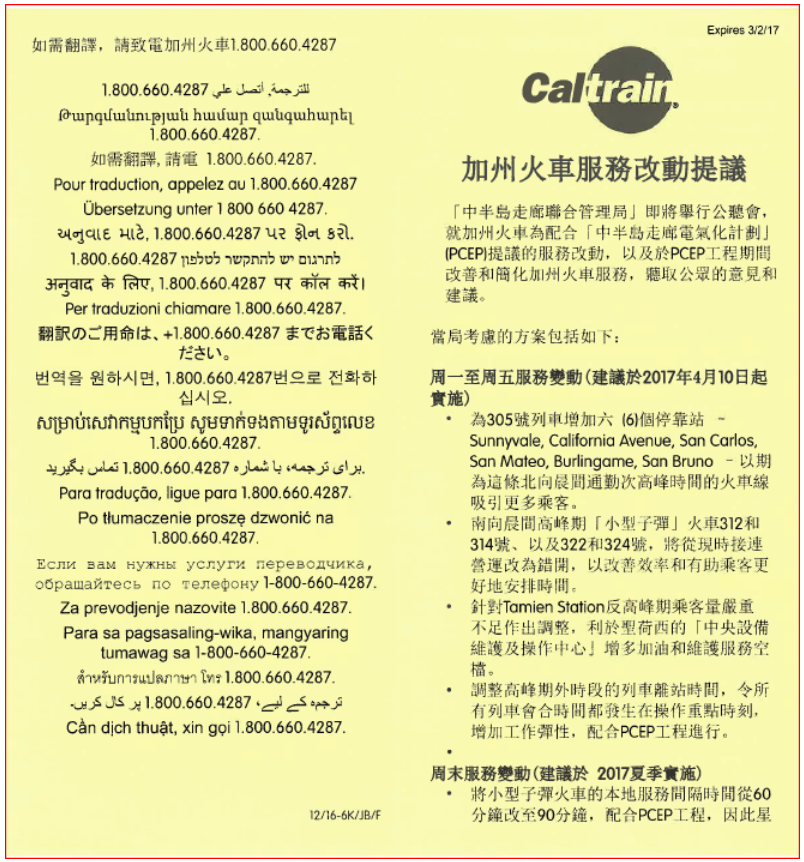
facebook.com/caltrain @caltrain

www.caltrain.com
1.800.660.4287 • (TTY 650.508.6448)

12/16-10M/JB/F

TAKE ONE NOTICE (CHINESE)

Front and back



如需翻譯，請致電加州火車1.800.660.4287

للترجمة، اتصل على 1.800.660.4287

Թարգմանության համար զանգահարել 1.800.660.4287.

如需翻譯，請電 1.800.660.4287.

Pour traduction, appelez au 1.800.660.4287

Übersetzung unter 1 800 660 4287.

અનુવાદ માટે, 1.800.660.4287 પર કૉલ કરો.

1.800.660.4287 לתרגום יש להתקשר לטלפון

अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।

Per traduzioni chiamare 1.800.660.4287.

翻訳のご用命は、+1.800.660.4287 までお電話ください。

번역을 원하시면, 1.800.660.4287번으로 전화하십시오.

សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាមទូរស័ព្ទលេខ 1.800.660.4287.

برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.

Para tradução, ligue para 1.800.660.4287.

Po tłumaczenie proszę dzwonić na 1.800.660.4287.

Если вам нужны услуги переводчика, обращайтесь по телефону 1-800-660-4287.

Za prevodjenje nazovite 1.800.660.4287.

Para sa pagsasaling-wika, mangyaring tumawag sa 1-800-660-4287.

สำหรับการแปลภาษา โทร 1.800.660.4287.

ترجمہ کے لیے، پر کال کریں 1.800.660.4287.

Cần dịch thuật, xin gọi 1.800.660.4287.

12/16-6K/JB/F

Expires 3/2/17

Caltrain

加州火車服務改動提議

「中半島走廊聯合管理局」即將舉行公聽會，就加州火車為配合「中半島走廊電氣化計劃」(PCEP)提議的服務改動，以及於PCEP工程期間改善和簡化加州火車服務，聽取公眾的意見和建議。

當局考慮的方案包括如下：

周一至周五服務變動（建議於2017年4月10日起實施）

- 為305號列車增加六 (6)個停靠站 – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – 以期為這條北向晨間通勤次高峰時間的火車線吸引更多乘客。
- 南向晨間高峰期「小型子彈」火車312和314號、以及322和324號，將從現時接連營運改為錯開，以改善效率和有助乘客更好地安排時間。
- 針對Tamien Station反高峰期乘客量嚴重不足作出調整，利於聖荷西的「中央設備維護及操作中心」增多加油和維護服務空檔。
- 調整高峰期外時段的列車離站時間，令所有列車會合時間都發生在操作重點時刻，增加工作彈性，配合PCEP工程進行。

周末服務變動（建議於 2017夏季實施）

- 將小型子彈火車的本地服務間隔時間從60分鐘改至90分鐘，配合PCEP工程，因此星期六營運火車將從36減至28班次，星期日從32減至24班次。

變動建議時間表將刊於加州火車官網 **www.caltrain.com/proposedchanges**, 也可致電 1.800.660.4287 (TDD 650.508.6448)諮詢。

上述變動建議有助於PCEP工程展開，免於採取更激烈的諸如取消所有周末加州火車服務的措施。

公聽會將於下列時間地點舉行：

星期四，2017年3月2日，上午10時
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

公聽會舉行前，各界建言可通過郵件、電郵或致電傳達：
Peninsula Corridor Joint Powers Board,
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
Changes@caltrain.com • 1.800.660.4287

遵守聯邦民權法第六條規定，就2017火車服務變動而進行的平等分析報告，將於公聽會上呈交。

社區會議

加州火車將舉行一系列社區會議，向公眾介紹有關服務變動和聽取各界意見。這些會議將於下列時間和地點舉行：

San Carlos
Administrative Office, 1250 San Carlos Ave.
星期三，12月21日，下午4時半至5時半（在加州火車公民顧問委員會舉行會議前）

三藩市加州火車站
4th & King St., 在車站大鐘下。
星期六，1月7日，上午8時至11時半
星期三，1月11日，上午8時至11時半

紅木城加州火車站
1 James Ave.
星期六，1月7日，上午10時半至中午12時半
星期一，1月9日，上午6時半至8時半

Tamien 加州火車站
1355 Lick Ave, San Jose
星期六，1月7日，上午10時至中午12時

聖馬刁加州火車站
385 First Ave.
星期日，1月8日，上午11時至下午1時
星期四，1月12日，下午5時半至7時半

密爾勃雷加州火車站
100 California Dr.
星期日，1月8日，上午11時至下午1時
星期四，1月12日，下午5時半至7時半

波羅阿多加州火車站
95 University Ave.
星期一，1月9日，上午6時至8時
星期日，1月15日，上午10時半至中午12時半

摩根山加州火車站
17300 Depot St.
星期二，1月10日，上午6時至7時半

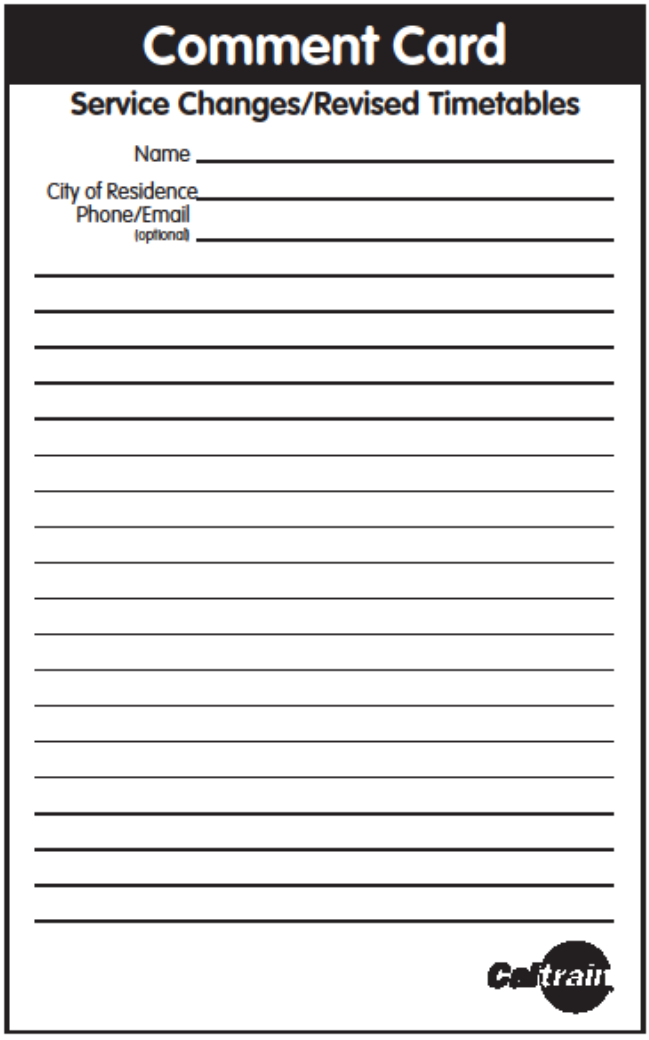
聖荷西 Diridon 加州火車站
65 Cahill St.
星期三，1月11日，上午5時半至8時
星期日，1月15日，上午8時半至11時半

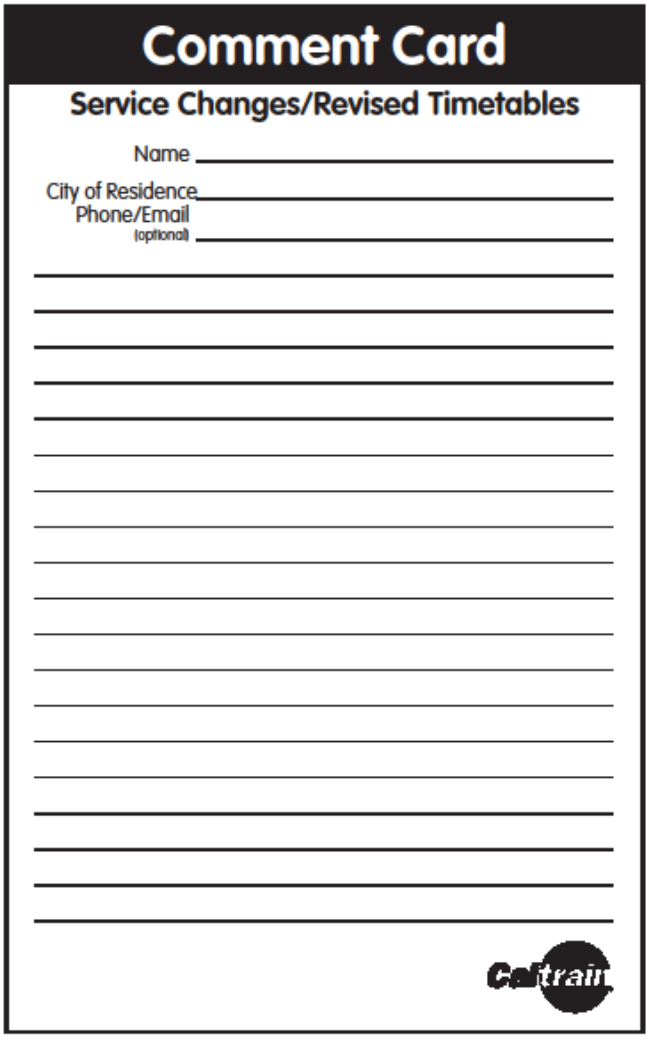
Inside cover



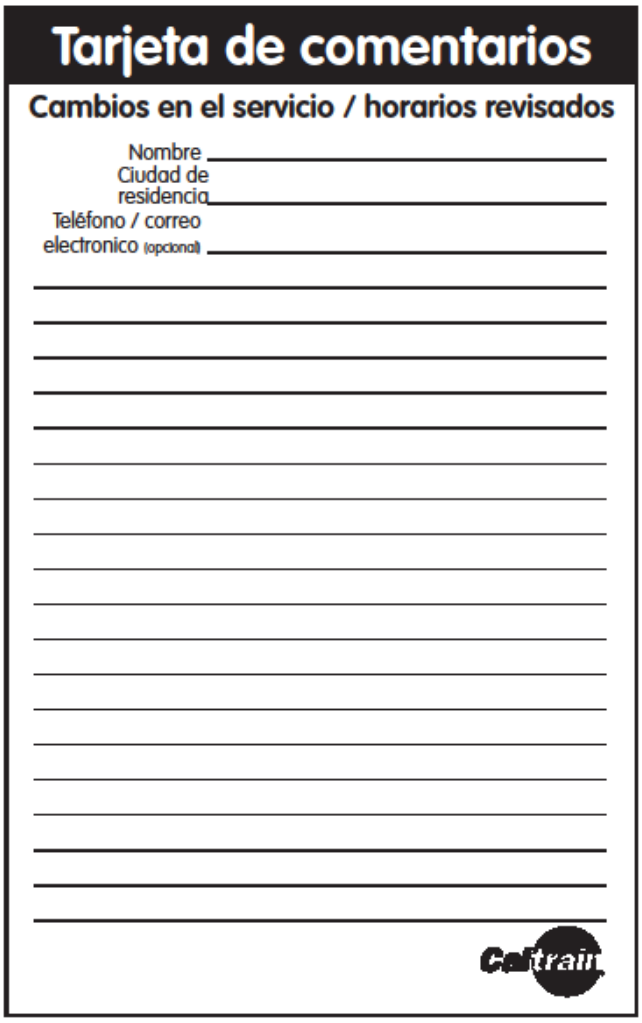
ATTACHMENT 10 – COMMENT CARDS

COMMENT CARD (ENGLISH) – ONE SIDE





COMMENT CARD (SPANISH) – OTHER SIDE



Tarjeta de comentarios

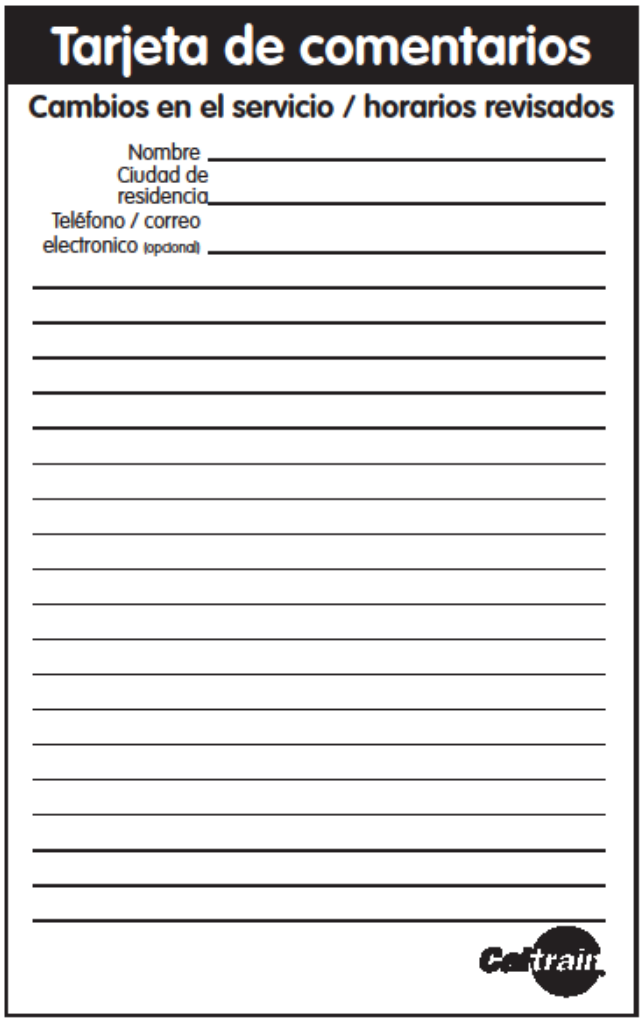
Cambios en el servicio / horarios revisados

Nombre _____

Ciudad de residencia _____

Teléfono / correo electronico (opcional) _____

Caltrain



Tarjeta de comentarios

Cambios en el servicio / horarios revisados

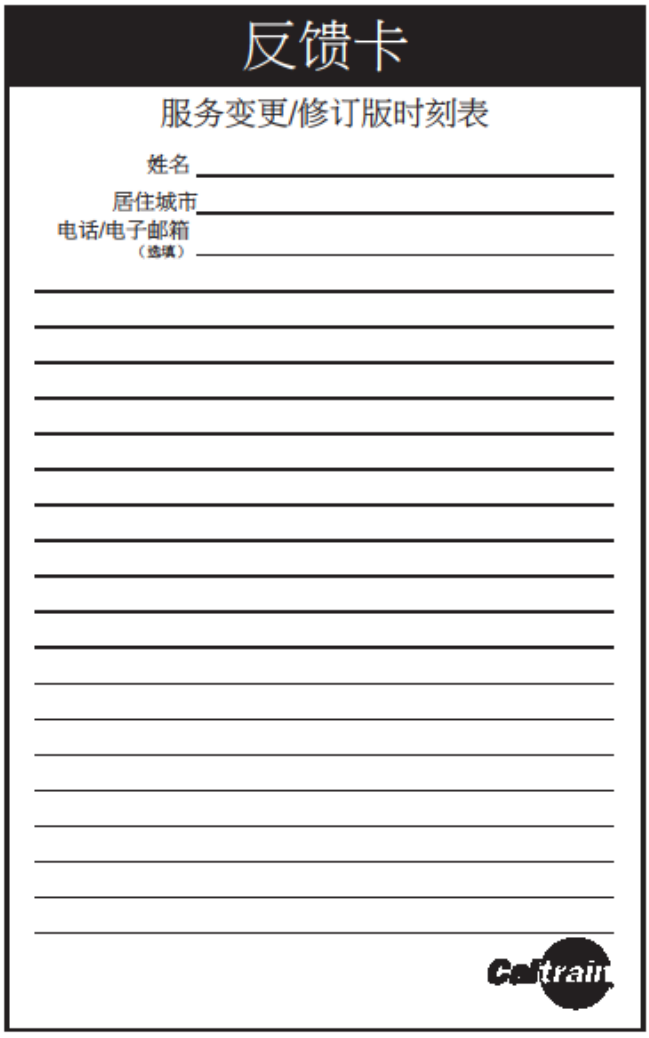
Nombre _____

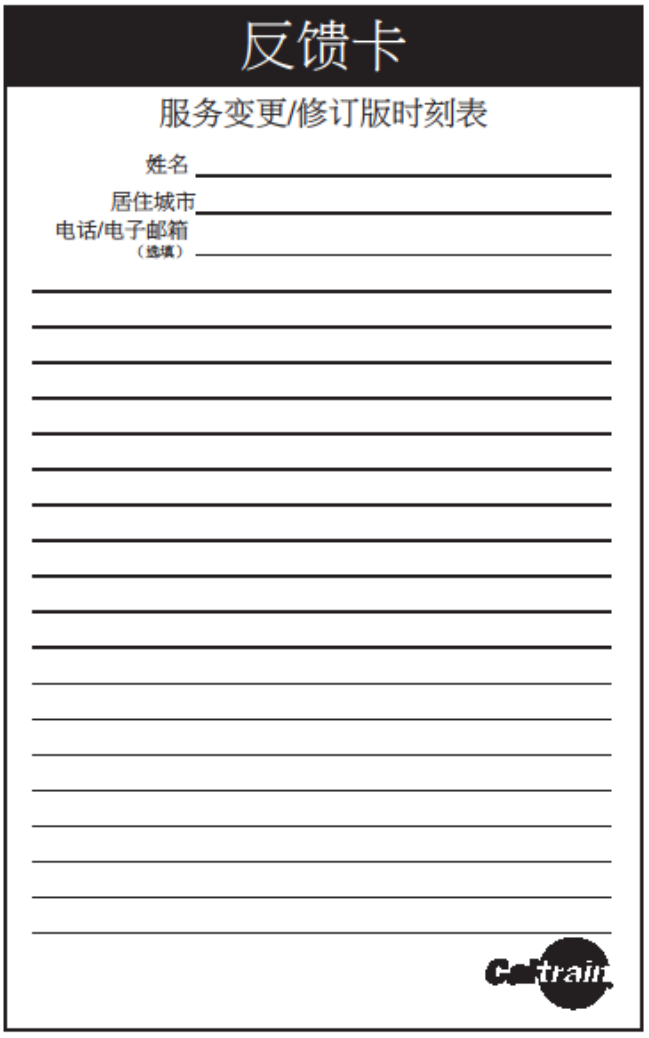
Ciudad de residencia _____

Teléfono / correo electronico (opcional) _____

Caltrain

COMMENT CARD (CHINESE)





ATTACHMENT 11 – FREQUENTLY ASKED QUESTIONS (FAQS)



Proposed Weekday/Weekend Service Changes

2017

Frequently Asked Questions

Why is Caltrain adjusting it weekday and weekend service?

Caltrain is proposing weekday and weekend service changes to accommodate construction activities in spring/summer 2017 related to the Peninsula Corridor Electrification Project (PCEP), a key component of the Caltrain Modernization program and other Capital Projects that will occur simultaneously with electrification – Los Gatos Bridge, 25th Ave. Grade Separation, and South San Francisco Rehab projects.

When will the changes take effect:

The proposed weekday timetable changes will take effect on April 10, 2017 and the weekend changes summer 2017.

What are some of the proposed changes?

- Caltrain will add six stops to train 305 – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame and San Bruno.
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324 to improve efficiency and time spacing for passengers. Currently, the trains operate back-to-back.
- Add Santa Clara stops to trains 262 and 272 to improve connections with Capitol Corridor and ACE.
- Remove reverse peak Tamien service due to low ridership. A stop will be removed in the AM on trains 208, 218 and 228. A stop will be added to Bullet trains 310, 320 and 330. During PM peak service, a stop will be removed from 263, 273 and 283. A 287 stop will be removed and added on train 289.
- By removing the reverse peak Tamien service, Caltrain is able to add an additional one hour and 45 minute dwell time to fuel and service equipment.
- Departure time adjustments during off-peak periods will be made to enable all train meets to occur at control points which will allow flexibility to the operation to accommodate PCEP work windows.

How will this affect my commute?

The weekday timetable has minimal departure adjustments, with added service to several trains. The weekend timetable will be changed from service every 60 minutes with Baby Bullet service to 90 minute schedules with Baby Bullet service.

Will Caltrain be reducing service on weekends?

Yes. On weekends the following changes are proposed:

Current Timetable

Service every 60 minutes
36 trains on Saturday
32 trains on Sunday

Summer 2017 Weekend Timetable

Service every 90 minutes
28 trains on Saturday
24 trains on Sunday

How long will the PCEP project affect weekend service?

The project will affect service for three years or more with a proposed finish date end of 2020. The adjusted timetable will be in effect during that time.

Were other weekend service alternatives considered?

Yes. Various alternatives with the least impact on Caltrain customers and the project's contractor were considered, in lieu of more severe options such as shutdown of all weekend service.

How will the proposed service changes affect shuttle service?

Weekday and weekend shuttle service will be impacted by the proposed service changes. However, current service levels will remain with the best optimal connections with Caltrain.

Has Caltrain coordinated with regional transit partners like Muni, BART and VTA regarding the proposed changes?

Yes, the timetable changes have been shared with its transit partners and stakeholders.

There are constraints and limitations with each transit agency service and operations. Still, where possible, staff will coordinate timely transit connections.

How will Caltrain communicate the proposed changes to the public?

Caltrain will be discussing and taking comments regarding the changes at nine of its stations over several weekdays and weekends in January and immediately preceding the Citizens Advisory Committee meeting in December. Presentations will also be made at community meetings, and to community-based organizations and the advisory committees.

A complete list and schedule of all public meetings is available at **www.caltrain.com/proposedchanges.**

When will the proposed weekday and weekend timetable changes be available for review?

Final drafts are available at **www.caltrain.com/proposedchanges.**

When will the 2017 Service Changes be finalized?

The JPB Board will receive an informational update on the final weekday timetable changes at the Feb. 2, 2017 Board meeting. Because the weekday changes are minor and are not considered a "major service change" under the FTA 2016 Title VI Compliance Program, JPB Board action is not required. Public comments will be considered prior to finalizing weekday changes

The JPB Board will be requested to vote on the approval of the weekend timetable changes at the March 2, 2017 Board meeting. Because weekend changes are considered a "major service change" under the FTA 2016 Title VI Compliance Program (>25% reduction of total revenue train miles per day for any service day of the week), the JPB Board is required to approve the weekend changes along with the Title VI Equity Analysis report before they are implemented. Public comments will be considered prior to finalizing weekend changes. For information on the Caltrain Title VI program, visit **www.caltrain.com/TitleVI.**

When will the proposed changes be implemented?

The weekday timetable will take effect on Monday, April 10, 2017 and the weekend timetable summer 2017.

ATTACHMENT 12 – CALTRAIN CONNECTION

Caltrain Connection – Winter 2017

Winter 2017

Caltrain **Connection**

Information for Caltrain Customers

Proposed Timetable Changes



Schedule Changes Will Allow for Vital Caltrain Construction Work

Caltrain will hold a public hearing in March to receive the community's input on proposed service changes that are expected to take place in spring/summer 2017. The changes are necessary to accommodate the Peninsula Corridor Electrification Project (PCEP), and to improve and streamline Caltrain service during construction of the PCEP and other capital projects.

Proposals to be considered include:

Proposed Weekday Service Changes effective April 10, 2017

- Addition of six stops Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno to train 305 to attract more ridership to this northbound AM shoulder peak train
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
- Adjustment of some reverse-peak service trains at the Tamien Caltrain Station that has very low ridership to allow increased fueling and service windows of rolling stock at the Centralized Equipment Maintenance & Operations Facility in San Jose
- Departure time adjustments during off-peak periods to accommodate PCEP work windows

Proposed Weekdend Service Changes effective summer 2017

- Changing Local service headways from 60 to 90 minutes with Baby Bullet service to support PCEP work windows; reducing the number of trains running on Saturdays from 36 to 28 and on Sundays from 32 to 24

The public hearing will be held during the JPB's monthly board meeting at 10 a.m. on Thursday, March 2, 2017, at the Caltrain Administrative Office, 1250 San Carlos Avenue, San Carlos.

Prior to the hearing, comments may be sent to Peninsula Corridor Joint Powers Board, JPB Secretary, P.O. Box 3006, San Carlos, CA 94070; *Changes@caltrain.com*; 1.800.660.4287; or online by visiting www.caltrain.com/proposedchanges.



ATTACHMENT 13 – VISUAL MESSAGE SIGNS (VMS)

February 2017 – Visual Message Signs

Please run starting Feb 13:

March 2 Caltrain to hold public hearing on proposed weekend service change. Caltrain.com/proposedchanges.	**VMS**	**All stations** *Run Every 15 Minutes*	**2/13/17 Start of service**	**March 2 Until 10 am**

RESOLUTION NO. 2017 – 61

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

ADOPTING AN AMENDED AND RESTATED CODIFIED TARIFF, MAKING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND APPROVING THE ASSOCIATED TITLE VI ANALYSIS

WHEREAS, pursuant to Resolution No. 1992-31, dated May 6, 1992, the Peninsula Corridor Joint Powers Board (JPB) adopted a Codified Tariff, setting forth the rate structure for Caltrain service; and

WHEREAS, from time to time, the JPB has amended the Codified Tariff to increase fares and parking fees in order to implement policy and administrative changes in the Caltrain service; and

WHEREAS, the JPB last revised the Codified Tariff in 2015, by Resolution No. 2015-63, to authorize the Executive Director to increase the base fare by 50 cents for One-way tickets, Day Passes, 8-ride Tickets and Monthly Passes, and increase parking fees; and

WHEREAS, staff recommends that the Board of Directors amend the Codified Tariff to:

1. Increase monthly parking prices from $55 to $82.50 effective October 1, 2017;
2. Increase Go Pass prices from $190 to $237.50, raising the minimum cost from $15,960 to $19,950 effective January 1, 2018;
3. Increase Go Pass prices from $237.50 to $285, raising the minimum cost from $19,950 to $23,940 effective January 1, 2019;
4. Increase the Monthly Pass multiplier from 13 to 14 days effective October 1, 2017;
5. Increase the Monthly Pass multiplier from 14 to 15 days effective July 1, 2018;

6. Eliminate the discounted 8-ride Ticket effective October 1, 2017;
7. Increase the Zone fare by 25 cents effective October 1, 2017; and

WHEREAS, under Title VI of the Civil Rights Act of 1964 and implementing regulations, including Federal Transit Administration Circular C 4702.1B, the JPB is required to perform a Title VI Equity Analysis in conjunction with most fare changes to assess whether they will result in disparate impacts or disproportionate burdens on minority or low-income populations, respectively; and

WHEREAS, on April 4, 2013, by Resolution No. 2013-21, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when fare or major service changes are deemed to have disproportionate effects 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 the fare modifications and other aforementioned changes, concluding that the amendment to the Codified Tariff would result in no disparate impacts on minority passengers or disproportionate burdens on low-income passengers; and

WHEREAS, the purposes of the proposed amendments to the Codified Tariff include meeting the financial needs and requirements of the JPB and obtaining funds for operating expenses, therefore exempting this action from the CEQA pursuant to Public Resources Code Section 21080(b)(8); and

WHEREAS, the JPB Board of Directors held a duly noticed public hearing at its July 6, 2017 meeting, and engaged in public outreach including published notices and community meetings throughout the JPB's service area to afford members of the public an opportunity to comment upon the fare change proposals outlined above.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby:

1. Finds that the amendments to the Codified Tariff serve the purposes of meeting the financial needs and requirements of the JPB and obtaining funds for operating expenses as referenced in the California Environmental Quality Act statutory exemption codified at Public Resources Code Section 21080(b)(8);
2. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the amendments to the Codified Tariff will not have a disparate impact on minority populations or a disproportionate burden on low-income populations;
3. Approves the Title VI Equity Analysis attached as Attachment B and incorporated by this reference;
4. Amends the Codified Tariff, as outlined in the recitals above; and
5. Adopts the amended Codified Tariff, attached as Attachment A and incorporated by this reference.

Regularly passed and adopted this 3rd day of August, 2017 by the following vote:

AYES: BRINKMAN, DAVIS, GILLETT, GUILBAULT, PINE, YEAGER, ZMUDA, GEE

NOES: NONE

ABSENT: BRUINS

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

Adopted – May 6, 1992
Last Revised – August 3, 2017
Effective – October 1, 2017

PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

PENINSULA COMMUTE SERVICE ("CALTRAIN")
CODIFIED TARIFF

This tariff covers the sale of tickets, along with parking and bike locker fees, between San Francisco and Gilroy, California, and the intermediate stations on the Peninsula Commute Service ("Caltrain") right of way. For fares, refer to Charts "A" and "B."

I. FARE CATEGORIES

A. FULL FARE

Full fares will apply to all customers 19 years or older except those who qualify for an Eligible Discount ticket. Fares published in this tariff are Full fares, except as otherwise shown herein for Eligible Discount fares.

B. ELIGIBLE DISCOUNT FARE

1. Qualifying customers for the Eligible Discount Fare shall pay one-half of the Full Fare, rounded to increments of approximately $0.25. A customer may qualify for the Eligible Discount Fare by meeting or possessing one of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.

    a. 65 years or older.

    b. 18 years or younger.

    c. Current Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).

    d. Medicare Card.

    e. Regional Transit Connection (RTC) Discount Card, including Clipper cards that are designated as RTC Discount Cards. An RTC Discount Card marked with an attendant symbol indicates that the person with a disability may be accompanied by an attendant, who also will be eligible for the Eligible Discount Fare. Such attendant is not eligible for a discount fare when not accompanying the person with a disability and will not be issued an RTC Discount Card.

f. Valid transit discount card issued by another California transit agency, which is equivalent to the Regional Transit Connection Discount Card.

C. **SWORN PEACE OFFICERS**

Uniformed and non-uniformed, sworn peace officers are allowed to ride any Caltrain trip without paying a fare subject to showing the proper identification.

D. **CHILDREN FOUR YEARS OR YOUNGER**

A child four years old or younger accompanied by a paying adult may ride Caltrain free of charge.

E. **SPECIAL PROMOTIONAL FARES**

From time to time, the Executive Director may authorize the establishment of special or promotional fares.

F. **GROUP TRAVEL DISCOUNT**

A 10 percent discount on regular cash fares will be provided to fare-paying groups of 25 or more that pre-purchase through the Caltrain Group Travel program.

II. TICKET TYPES

Tickets will be honored for transportation on trains operated by the Peninsula Corridor Joint Powers Board (JPB) on the Caltrain service between San Francisco and Gilroy.

A. **ONE-WAY TICKET**

Valid for use within four hours of the date and time sold. One-way tickets will be honored for one-way passage away from the point of origin, including stopovers/transfers, within the zone limits.

B. **DAY PASS**

Valid for use through the last train on the service day on which sold. Day passes will be honored for unlimited travel within zone limits.

C. **MONTHLY PASS**

Valid for use for the calendar month for which issued. Monthly passes will be honored for unlimited weekday trips between zones indicated on the ticket. On Saturdays, Sundays and holidays, the pass will be honored for unlimited trips between all zones. Purchasers of Monthly passes are eligible to purchase a monthly parking permit.

Effective October 1, 2017, the multiplier used for determining the Monthly Pass price will increase from 13.25 to 14 days per month (28 x One-way Ticket fare).

Effective July 1, 2018, the Monthly Pass multiplier will increase from 14 to 15 days per month (30 x One-way Ticket fare).

D. **ZONE UPGRADE TICKET**

Valid for use within four hours of the date and time sold. Zone Upgrade tickets are valid only when accompanying a Monthly Pass or a valid paper One-way Ticket or Day Pass, and cannot be used alone. The Zone Upgrade Ticket will be honored for one-way

passage for additional zones purchased beyond the original ticket's zone limits. The Zone Upgrade Ticket's validity period does not supersede the original ticket's validity period.

E. GO PASS

Valid for use within the calendar year for which issued. The Go Pass is an annual transit pass sold to universities and other employers for all of their students and/or employees that work more than 20 hours per week, with an option to have employees that work 20 hours or less per week and interns participate. The pass also is sold to residential complexes for all residents aged five years and older. The pass is a sticker affixed to a valid university, other employer or residential complex-issued photo identification card. The price of the pass is as follows:

Effective 2017: $190 per year per eligible user with minimum participation amount of $15,960 per university, other employer or residential complex per year.

Effective 2018: $237.50 per year per eligible user with minimum participation amount of $19,950 per university, other employer or residential complex per year.

Effective 2019: $285 per year per eligible user with a minimum participation amount of $23,940 per university, other employer or residential complex per year.

The Go Pass is honored for unlimited trips between all zones. Go Pass participants are eligible to purchase a monthly parking permit

F. CLIPPER®

Valid for use on Caltrain. The Clipper card is a transit fare payment card issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on public transit services throughout the San Francisco Bay Area. There may be fees and a cash minimum associated with the use of a Clipper card. Such fees and cash minimums, if any, will be set by the MTC. Customers paying with Clipper for a one-way ride receive a discount of approximately 15 percent on the first zone travelled compared to paper tickets.

III. DESCRIPTION OF ZONES

The zone designations for Caltrain service are:

Zone 1	Zone 2	Zone 3
San Francisco	Millbrae	Atherton*
22nd Street	Broadway*	Menlo Park
Bayshore	Burlingame	Palo Alto
South San Francisco	San Mateo	Stanford Stadium^
San Bruno	Hayward Park	California Avenue
	Hillsdale	San Antonio
	Belmont	Mountain View
	San Carlos	Sunnyvale
	Redwood City	

Zone 4	Zone 5	Zone 6
Lawrence	Capitol[#]	Morgan Hill[#]
Santa Clara	Blossom Hill[#]	San Martin[#]
College Park[#]		Gilroy[#]
San Jose Diridon		

[*] Weekend service only
[^] Football/Other Select Levy Stadium events only
[#] Weekday service only

IV. RATES OF FARE

The rates of fare for Caltrain service effective October 1, 2017 are shown on Chart "A." The rates of fare for Caltrain service effective July 1, 2018 are shown on Chart "B."

V. GENERAL CONDITIONS

A. CONDITIONS OF USE

Tickets and passes are nontransferable. Tickets mutilated, altered or changed in any way, or used in any other manner than in accordance with the provision of this tariff shall be forfeited.

B. ENFORCEMENT

Passengers must have a valid ticket before boarding to ride Caltrain. Fares will be enforced by a Proof-of-Payment system as adopted and amended from time to time by the JPB. Proof of fare payment must be carried at all times while on Caltrain and must be presented for inspection upon request. Passengers without a valid ticket are subject to written warnings and citations with monetary penalties as authorized by California law.

C. STOPOVERS/TRANSFERS

Stopovers and transfers are permitted within zones indicated on tickets provided travel is completed within the ticket's validity period. For One-way tickets, travel can only continue and be completed in the original direction of travel. One-way tickets cannot be used to reverse direction.

D. DELAYS

When a customer holding a valid ticket is delayed because of washout, wreck or other obstruction to tracks, public calamity, an act of God or of the public enemy so that the validity period of a passenger's ticket has expired, such ticket's validity may be extended by the conductor or fare inspector to the extent of such delay.

E. REFUNDS

1. One-way, Day Pass, and Zone Upgrade Tickets and Parking Permits
   These tickets and parking permits are not subject to refund.

2. Go Passes
   JPB shall refund the pro-rated portion of the fee paid by the participating agency (equivalent to the number of unused months), less an administration fee, within 30 days of the termination date, provided that within 10 working days of the effective

termination date all undistributed Go passes issued to participating agency are returned to JPB and participating agency verifies in writing that it has made every good faith effort to collect or destroy all Go passes that have been distributed.

3. Monthly Passes

Unused Monthly passes returned for refund prior to the date the passes first become valid for passage will be refunded for the full fare paid.

Monthly passes returned for a refund during the validity period will be refunded for the difference between the full fare paid and the value of the transportation furnished. The value of transportation furnished will be considered to be the value of two one-way fares per weekday up to the date the pass is surrendered for refund.

VI. MISCELLANEOUS

A. PARKING AT CALTRAIN STATIONS

1. Fees

Parking fees for automobiles and motorcycles apply at the following stations:

a. Bayshore
b. South San Francisco
c. San Bruno
d. Millbrae
e. Burlingame
f. San Mateo
g. Hayward Park
h. Hillsdale
i. Belmont
j. San Carlos
k. Redwood City
l. Menlo Park
m. Palo Alto
n. California Avenue
o. San Antonio
p. Mountain View
q. Sunnyvale
r. Lawrence
s. Santa Clara
t. San Jose Diridon

The base parking fee is $5.50 for daily parking and $82.50 for a monthly parking pass.

Higher rates are charged at the San Jose Diridon Station during SAP Center events. The Caltrain Executive Director may authorize charging parking fees of up to $25 a day at impacted stations for special events at the San Mateo Event Center and professional sports venues.

From time to time the Executive Director may reduce or increase parking fees at individual stations in response to system needs and patterns, customer demand, and market considerations, provided the fees do not exceed $5.50 per day and $55 per month.

2. Waived Fees

The parking fee will be waived for any person with a disability whose vehicle displays a permanent disabled California license plate or parking placard issued by the California State Department of Motor Vehicles (DMV).

3. Parking Regulations

The use of Caltrain parking facilities shall be in accordance with JPB rules and regulations. Caltrain parking rules are posted in each paid parking lot.

Monthly parking permits must be displayed on the dash board of the parked vehicle.

B. BICYCLE LOCKER FEES

Bicycle lockers are available at certain stations for rent for $5.50 per month paid in six-month increments. A key deposit of $25 is refundable when the key is returned.

C. CHARTER POLICY

1. Minimum Charge

   $5,000 per round-trip in one calendar day (4:00 a.m. to 3:59 a.m.), assuming the use of one crew for up to 12 hours to cover trip planning, staff time, legal agreements, and Base Train service costs.

2. Cost Basis

   Charter sponsors will pay by the train mile for all revenue miles on their trip. The current rate is about $47.50 per train mile and is based on data contained in JPB's National Transit Database (NTD) submittal (formerly Section 15). The rate includes all operating cost items except depreciation and rent. JPB staff will adjust the rates within a +/-10 percent limit annually based on JPB's NTD submittal. The rate is sufficient to cover deadheading costs, if any.

3. Train Size Basis

   The Base Train will be one locomotive and five cars (two cab cars). JPB will charge an additional flat fee of $500 per trailer car, $525 per cab car, $810 per locomotive (use of second engine will be determined between JPB and sponsor depending on scheduling and cost issues.) These fees will be subject to periodic administrative adjustment.

4. Unique Costs

   Any extraordinary costs (such as decorations, security, and Union Pacific Trackage/Pilot fees) will be borne by the sponsor.

5. Insurance

   Charter train arrangements will conform to any changes in JPB's annual insurance program, and trips operated will not exceed JPB's annual program limits.

Chart A - Fare Chart Effective October 1, 2017

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	**$3.75**	$1.75	**$6.00**	$2.75	**$8.25**	$3.75	**$10.50**	$4.75	**$12.75**	$5.75	**$15.00**	$6.75
	Clipper Card	**$3.20**	$1.60	**$5.45**	$2.60	**$7.70**	$3.60	**$9.95**	$4.60	**$12.20**	$5.60	**$14.45**	$6.60
Day Pass	Ticket Machine	**$7.50**	$3.75	**$12.00**	$6.00	**$16.50**	$8.25	**$21.00**	$10.50	**$25.50**	$12.75	**$30.00**	$15.00
Monthly Pass	Clipper Card	**$89.60**	$44.80	**$152.60**	$72.80	**$215.60**	$100.80	**$278.60**	$128.80	**$341.60**	$156.80	**$404.60**	$184.80
Zone Upgrade	Ticket Machine	**$2.25** $1.00 Valid 4 hours from time of purchase, one way when accompanying another valid ticket											

Chart B - Fare Chart Effective July 1, 2018

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	**$3.75**	$1.75	**$6.00**	$2.75	**$8.25**	$3.75	**$10.50**	$4.75	**$12.75**	$5.75	**$15.00**	$6.75
	Clipper Card	**$3.20**	$1.60	**$5.45**	$2.60	**$7.70**	$3.60	**$9.95**	$4.60	**$12.20**	$5.60	**$14.45**	$6.60
Day Pass	Ticket Machine	**$7.50**	$3.75	**$12.00**	$6.00	**$16.50**	$8.25	**$21.00**	$10.50	**$25.50**	$12.75	**$30.00**	$15.00
Monthly Pass	Clipper Card	**$96.00**	$48.00	**$163.50**	$78.00	**$231.00**	$108.00	**$298.50**	$138.00	**$366.00**	$168.00	**$433.50**	$198.00
Zone Upgrade	Ticket Machine	**$2.25** $1.00 Valid 4 hours from time of purchase, one way when accompanying another valid ticket											

☐ Cash ▒ Clipper ▒ Eligible Discount

Adopted – May 6, 1992
Last Revised – August 3, 2017
Effective – October 1, 2017

PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

PENINSULA COMMUTE SERVICE ("CALTRAIN")
CODIFIED TARIFF

This tariff covers the sale of tickets, along with parking and bike locker fees, between San Francisco and Gilroy, California, and the intermediate stations on the Peninsula Commute Service ("Caltrain") right of way. For fares, refer to Charts "A" and "B."

I. FARE CATEGORIES

A. FULL FARE

Full fares will apply to all customers 19 years or older except those who qualify for an Eligible Discount ticket. Fares published in this tariff are Full fares, except as otherwise shown herein for Eligible Discount fares.

B. ELIGIBLE DISCOUNT FARE

1. Qualifying customers for the Eligible Discount Fare shall pay one-half of the Full Fare, rounded to increments of approximately $0.25. A customer may qualify for the Eligible Discount Fare by meeting or possessing one of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.

    a. 65 years or older.

    b. 18 years or younger.

    c. Current Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).

    d. Medicare Card.

    e. Regional Transit Connection (RTC) Discount Card, including Clipper cards that are designated as RTC Discount Cards. An RTC Discount Card marked with an attendant symbol indicates that the person with a disability may be accompanied by an attendant, who also will be eligible for the Eligible Discount Fare. Such attendant is not eligible for a discount fare when not accompanying the person with a disability and will not be issued an RTC Discount Card.

f. Valid transit discount card issued by another California transit agency, which is equivalent to the Regional Transit Connection Discount Card.

C. SWORN PEACE OFFICERS

Uniformed and non-uniformed, sworn peace officers are allowed to ride any Caltrain trip without paying a fare subject to showing the proper identification.

D. CHILDREN FOUR YEARS OR YOUNGER

A child four years old or younger accompanied by a paying adult may ride Caltrain free of charge.

E. SPECIAL PROMOTIONAL FARES

From time to time, the Executive Director may authorize the establishment of special or promotional fares.

F. GROUP TRAVEL DISCOUNT

A 10 percent discount on regular cash fares will be provided to fare-paying groups of 25 or more that pre-purchase through the Caltrain Group Travel program.

II. TICKET TYPES

Tickets will be honored for transportation on trains operated by the Peninsula Corridor Joint Powers Board (JPB) on the Caltrain service between San Francisco and Gilroy.

A. ONE-WAY TICKET

Valid for use within four hours of the date and time sold. One-way tickets will be honored for one-way passage away from the point of origin, including stopovers/transfers, within the zone limits.

B. DAY PASS

Valid for use through the last train on the service day on which sold. Day passes will be honored for unlimited travel within zone limits.

C. MONTHLY PASS

Valid for use for the calendar month for which issued. Monthly passes will be honored for unlimited weekday trips between zones indicated on the ticket. On Saturdays, Sundays and holidays, the pass will be honored for unlimited trips between all zones. Purchasers of Monthly passes are eligible to purchase a monthly parking permit.

Effective October 1, 2017, the multiplier used for determining the Monthly Pass price will increase from 13.25 to 14 days per month (28 x One-way Ticket fare).

Effective July 1, 2018, the Monthly Pass multiplier will increase from 14 to 15 days per month (30 x One-way Ticket fare).

D. ZONE UPGRADE TICKET

Valid for use within four hours of the date and time sold. Zone Upgrade tickets are valid only when accompanying a Monthly Pass or a valid paper One-way Ticket or Day Pass, and cannot be used alone. The Zone Upgrade Ticket will be honored for one-way

passage for additional zones purchased beyond the original ticket's zone limits. The Zone Upgrade Ticket's validity period does not supersede the original ticket's validity period.

E. GO PASS

Valid for use within the calendar year for which issued. The Go Pass is an annual transit pass sold to universities and other employers for all of their students and/or employees that work more than 20 hours per week, with an option to have employees that work 20 hours or less per week and interns participate. The pass also is sold to residential complexes for all residents aged five years and older. The pass is a sticker affixed to a valid university, other employer or residential complex-issued photo identification card. The price of the pass is as follows:

Effective 2017: $190 per year per eligible user with minimum participation amount of $15,960 per university, other employer or residential complex per year.

Effective 2018: $237.50 per year per eligible user with minimum participation amount of $19,950 per university, other employer or residential complex per year.

Effective 2019: $285 per year per eligible user with a minimum participation amount of $23,940 per university, other employer or residential complex per year.

The Go Pass is honored for unlimited trips between all zones. Go Pass participants are eligible to purchase a monthly parking permit

F. CLIPPER®

Valid for use on Caltrain. The Clipper card is a transit fare payment card issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on public transit services throughout the San Francisco Bay Area. There may be fees and a cash minimum associated with the use of a Clipper card. Such fees and cash minimums, if any, will be set by the MTC. Customers paying with Clipper for a one-way ride receive a discount of approximately 15 percent on the first zone travelled compared to paper tickets.

III. DESCRIPTION OF ZONES

The zone designations for Caltrain service are:

Zone 1	Zone 2	Zone 3
San Francisco	Millbrae	Atherton*
22nd Street	Broadway*	Menlo Park
Bayshore	Burlingame	Palo Alto
South San Francisco	San Mateo	Stanford Stadium^
San Bruno	Hayward Park	California Avenue
	Hillsdale	San Antonio
	Belmont	Mountain View
	San Carlos	Sunnyvale
	Redwood City	

Zone 4	Zone 5	Zone 6
Lawrence	Capitol#	Morgan Hill#
Santa Clara	Blossom Hill#	San Martin#
College Park#		Gilroy#
San Jose Diridon		

* Weekend service only
^ Football/Other Select Levy Stadium events only
# Weekday service only

IV. RATES OF FARE

The rates of fare for Caltrain service effective October 1, 2017 are shown on Chart "A." The rates of fare for Caltrain service effective July 1, 2018 are shown on Chart "B."

V. GENERAL CONDITIONS

A. CONDITIONS OF USE

Tickets and passes are nontransferable. Tickets mutilated, altered or changed in any way, or used in any other manner than in accordance with the provision of this tariff shall be forfeited.

B. ENFORCEMENT

Passengers must have a valid ticket before boarding to ride Caltrain. Fares will be enforced by a Proof-of-Payment system as adopted and amended from time to time by the JPB. Proof of fare payment must be carried at all times while on Caltrain and must be presented for inspection upon request. Passengers without a valid ticket are subject to written warnings and citations with monetary penalties as authorized by California law.

C. STOPOVERS/TRANSFERS

Stopovers and transfers are permitted within zones indicated on tickets provided travel is completed within the ticket's validity period. For One-way tickets, travel can only continue and be completed in the original direction of travel. One-way tickets cannot be used to reverse direction.

D. DELAYS

When a customer holding a valid ticket is delayed because of washout, wreck or other obstruction to tracks, public calamity, an act of God or of the public enemy so that the validity period of a passenger's ticket has expired, such ticket's validity may be extended by the conductor or fare inspector to the extent of such delay.

E. REFUNDS

1. One-way, Day Pass, and Zone Upgrade Tickets and Parking Permits
   These tickets and parking permits are not subject to refund.

2. Go Passes
   JPB shall refund the pro-rated portion of the fee paid by the participating agency (equivalent to the number of unused months), less an administration fee, within 30 days of the termination date, provided that within 10 working days of the effective

termination date all undistributed Go passes issued to participating agency are returned to JPB and participating agency verifies in writing that it has made every good faith effort to collect or destroy all Go passes that have been distributed.

3. Monthly Passes

Unused Monthly passes returned for refund prior to the date the passes first become valid for passage will be refunded for the full fare paid.

Monthly passes returned for a refund during the validity period will be refunded for the difference between the full fare paid and the value of the transportation furnished. The value of transportation furnished will be considered to be the value of two one-way fares per weekday up to the date the pass is surrendered for refund.

VI. MISCELLANEOUS

A. PARKING AT CALTRAIN STATIONS

1. Fees

Parking fees for automobiles and motorcycles apply at the following stations:

a. Bayshore
b. South San Francisco
c. San Bruno
d. Millbrae
e. Burlingame
f. San Mateo
g. Hayward Park
h. Hillsdale
i. Belmont
j. San Carlos
k. Redwood City
l. Menlo Park
m. Palo Alto
n. California Avenue
o. San Antonio
p. Mountain View
q. Sunnyvale
r. Lawrence
s. Santa Clara
t. San Jose Diridon

The base parking fee is $5.50 for daily parking and $82.50 for a monthly parking pass.

Higher rates are charged at the San Jose Diridon Station during SAP Center events. The Caltrain Executive Director may authorize charging parking fees of up to $25 a day at impacted stations for special events at the San Mateo Event Center and professional sports venues.

From time to time the Executive Director may reduce or increase parking fees at individual stations in response to system needs and patterns, customer demand, and market considerations, provided the fees do not exceed $5.50 per day and $55 per month.

2. Waived Fees

The parking fee will be waived for any person with a disability whose vehicle displays a permanent disabled California license plate or parking placard issued by the California State Department of Motor Vehicles (DMV).

3. Parking Regulations

The use of Caltrain parking facilities shall be in accordance with JPB rules and regulations. Caltrain parking rules are posted in each paid parking lot.

Monthly parking permits must be displayed on the dash board of the parked vehicle.

B. BICYCLE LOCKER FEES

Bicycle lockers are available at certain stations for rent for $5.50 per month paid in six-month increments. A key deposit of $25 is refundable when the key is returned.

C. CHARTER POLICY

1. Minimum Charge

   $5,000 per round-trip in one calendar day (4:00 a.m. to 3:59 a.m.), assuming the use of one crew for up to 12 hours to cover trip planning, staff time, legal agreements, and Base Train service costs.

2. Cost Basis

   Charter sponsors will pay by the train mile for all revenue miles on their trip. The current rate is about $47.50 per train mile and is based on data contained in JPB's National Transit Database (NTD) submittal (formerly Section 15). The rate includes all operating cost items except depreciation and rent. JPB staff will adjust the rates within a +/-10 percent limit annually based on JPB's NTD submittal. The rate is sufficient to cover deadheading costs, if any.

3. Train Size Basis

   The Base Train will be one locomotive and five cars (two cab cars). JPB will charge an additional flat fee of $500 per trailer car, $525 per cab car, $810 per locomotive (use of second engine will be determined between JPB and sponsor depending on scheduling and cost issues.) These fees will be subject to periodic administrative adjustment.

4. Unique Costs

   Any extraordinary costs (such as decorations, security, and Union Pacific Trackage/Pilot fees) will be borne by the sponsor.

5. Insurance

   Charter train arrangements will conform to any changes in JPB's annual insurance program, and trips operated will not exceed JPB's annual program limits.

Chart A - Fare Chart Effective October 1, 2017

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	**$3.75**	$1.75	**$6.00**	$2.75	**$8.25**	$3.75	**$10.50**	$4.75	**$12.75**	$5.75	**$15.00**	$6.75
	Clipper Card	**$3.20**	$1.60	**$5.45**	$2.60	**$7.70**	$3.60	**$9.95**	$4.60	**$12.20**	$5.60	**$14.45**	$6.60
Day Pass	Ticket Machine	**$7.50**	$3.75	**$12.00**	$6.00	**$16.50**	$8.25	**$21.00**	$10.50	**$25.50**	$12.75	**$30.00**	$15.00
Monthly Pass	Clipper Card	**$89.60**	$44.80	**$152.50**	$72.80	**$215.60**	$100.80	**$278.60**	$128.80	**$341.60**	$156.80	**$404.60**	$184.80
Zone Upgrade	Ticket Machine	**$2.25** $1.00 Valid 4 hours from time of purchase, one way when accompanying another valid ticket											

Chart B - Fare Chart Effective July 1, 2018

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	**$3.75**	$1.75	**$6.00**	$2.75	**$8.25**	$3.75	**$10.50**	$4.75	**$12.75**	$5.75	**$15.00**	$6.75
	Clipper Card	**$3.20**	$1.60	**$5.45**	$2.60	**$7.70**	$3.60	**$9.95**	$4.60	**$12.20**	$5.60	**$14.45**	$6.60
Day Pass	Ticket Machine	**$7.50**	$3.75	**$12.00**	$6.00	**$16.50**	$8.25	**$21.00**	$10.50	**$25.50**	$12.75	**$30.00**	$15.00
Monthly Pass	Clipper Card	**$96.00**	$48.00	**$163.50**	$78.00	**$231.00**	$108.00	**$298.50**	$138.00	**$366.00**	$168.00	**$433.50**	$193.00
Zone Upgrade	Ticket Machine	**$2.25** $1.00 Valid 4 hours from time of purchase, one way when accompanying another valid ticket											

☐ Cash ▒ Clipper ▒ Eligible Discount

PENINSULA CORRIDOR JOINT POWERS BOARD



Title VI
Equity Analysis
Proposed Fare Changes to the
Caltrain Codified Tariff – FY2018
July 2017

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Caltrain
Title VI Equity Analysis
Proposed Fare (Codified Tariff) Changes – Fiscal Year 2018

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Peninsula Joint Powers Board (JPB) operates the Caltrain commuter rail service serving San Francisco, San Mateo, and Santa Clara counties. The service spans 77.3 miles[1]and includes 32 stations, 29 of which are weekday service, 24 which are weekend service (including two weekend-only stations), and one special event service station which serves Stanford Stadium. The JPB has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

As a federal grant recipient, the JPB is required to maintain and provide to the FTA information on Caltrain's compliance with Title VI regulations. At a minimum, the JPB must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally, the JPB performs a self-assessment every three years, or when it undertakes a change in its fares or a significant change in service. This assessment covers Caltrain's proposed fare adjustment which will take place in October 2017, January 2018 and July 2018. Included in this Title VI analysis is a description of the proposed fare adjustments, and an analysis of any potential impacts on minority and low-income passengers.

■ BACKGROUND

CALTRAIN OVERVIEW

Caltrain provides commuter rail service between Santa Clara, San Mateo, and San Francisco Counties. The service area – extending from Gilroy in the south to San Francisco in the north – is geographically and ethnically diverse, containing both dense urban cores and suburban landscape with residents from an array of different backgrounds. These factors make the Caltrain service area unique. To serve the region in Fiscal Year (FY) 2018 (effective July 15, 2017), Caltrain operates 92 weekday trains, 28 Saturday trains, and 24 Sunday trains carrying approximately 19 million passengers per year. **Attachment 1** provides a copy of the Caltrain Service Map. **Attachment 3** contains combined minority demographic maps where the minority population is broken out by block group using US Census 2010-2014 American Community Survey (ACS) Data. Minority census tracts are defined as those in which the minority population exceeds the system-

[1] Source: Caltrain Employee Timetable No. 7 Effective 7/10/16
Caltrain- Physical Characteristics, Table of Key Mile Posts and Geographic Coordinate Data

wide minority average of 58%. **Attachment 3** 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 Caltrain's Title VI Program as those in which more than 13.9% of households have incomes under $25,000.

The JPB's last system-wide fare increase was in February 2016, when the base fare was increased from $3.25 to $3.75 and the Clipper® Card base fare increased from $2.75 to $3.20. The Board also approved a July 2016 increase in the daily parking fee from $5 to $5.50 and an increase in the monthly parking fee from $50 to $55.

■ FARE PROPOSAL

CURRENT FARES

Caltrain fares are based on the number of zones that are partially or wholly traveled through by the passenger. A matrix of Caltrain's existing fare chart is in **Attachment 4**.

Caltrain has a proof of payment system. Passengers must have a valid ticket before boarding the train or be subject to citation. Passengers are required to show a ticket or Clipper card to the conductor or fare inspector upon request and may also be required to show proof of age or other proof of eligibility for a discounted fare product. Full fares apply to all customers 19 years of age or older except those who qualify for an Eligible Discount ticket, which is approximately 50 percent of the full-fare price. A description of all the Fare Payment Types is listed below.

One-way Ticket
Valid for use within four hours of the date and time sold, One-way tickets are honored for one-way passage away from the point of origin, including stopovers/transfers, within the zone limits.

Day Pass
Day passes are honored for unlimited travel within zone limits and are valid for use through the last train on the service day on which the pass is sold.

Caltrain offers a joint adult *Caltrain/VTA Day Pass.* The Caltrain portion is valid to Zone 3 - perfect for customers heading to Levi's® Stadium or Great America – and costs an additional $6 compared to a Caltrain Day Pass. The joint pass is valid on Caltrain through the last train of the night and on VTA local buses and light rail until 3 a.m.

8-ride Ticket
This ticket, available only on the Clipper card, is valid for 30 days from date of purchase within zones indicated on ticket. The validation for each "ride" lasts four hours, and must be completed,

including stopovers, by the end of that validation period. If traveling in zones other than what's on the ticket, Clipper will deduct cash from the card.

The 8-ride Ticket is currently priced at a 7.5 percent discount based on the Clipper cash value. The ticket must be used within 30 days of purchase.

Monthly Pass

The Monthly Pass, available only on the Clipper card, is valid for use for the calendar month for which the pass is issued. Monthly passes are honored for unlimited weekday trips between the zones indicated on the pass. On Saturdays, Sundays and holidays, the pass is honored for unlimited trips between all zones.

The Monthly Pass price is based on the cost of 26.5 trips per month.

Zone Upgrade Ticket

Valid for use within four hours of the date and time sold, Zone Upgrade tickets are valid only when accompanying another valid ticket (One-way, Day Pass or Monthly Pass) and cannot be used alone. The Zone Upgrade ticket will be honored for one-way passage for additional zones purchased beyond the original ticket's zone limits.

The Zone Upgrade ticket's validity period does not extend the original ticket's validity period.

Caltrain service operates across six zones. The current increase in fare between zones is $2.00 for Adult fares, and $1.00 for Eligible Discount fares.

Eligible Discount

Discounted fare products priced at of approximately 50 percent of full fares are available to:

- ***Seniors:*** *customers 65 years of age or older.*

- ***Disabled:*** *customers holding any of the following valid identification: Regional Transit Connection Discount Card; registration for a permanent disabled California license plate or parking placard issued by the Department of Motor Vehicles.*

- ***Youth:*** *customers 18 years old or younger. When one or more children four years old or younger are accompanied by one paying adult, only one child will be transported free of charge. All other children must travel on Youth tickets.*

- ***Medicare cardholder:*** *customers who have a Medicare card.*

Go Pass

Employer/Residential-sponsored annual passes offer unlimited rides on Caltrain through all zones, seven days a week for one low annual cost. Go Passes must be purchased by the sponsor for all employees/residents/students, whether the individuals use Caltrain of not.

The Go Pass fare is based on the cost of a monthly pass for three zones, which is the average distance travelled by a Go Pass customer. Entities participating in the Go Pass program are required to purchase passes for all workers/residents/students at the specified location. A minimum of 84 Go Passes must be purchased.

Group Sales

Groups traveling together (e.g., for school field trips) can purchase tickets at a 10 percent discount over regular fares.

Station Parking

Daily parking is currently $5.50, with monthly parking passes costing $55.00. Passengers that purchase 8 ride and Monthly Passes are eligible to purchase a monthly parking pass.

PROPOSED FARES

This assessment covers several proposed fare changes to the Caltrain Codified Tariff, which is the legal document that outlines the specific fares for the train system.

Proposals that were considered include:

Effective October 1, 2017 (see Table 1 below)

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month, thereby increasing the price from $55 to $82.50
- Increasing the Zone fare by 25 cents

Effective January 1, 2018

- Increasing Go Pass fares by 50 percent from $190 per person to $285, which would increase the minimum cost to participants from $15,960 to $23,940
- Implementing a pilot program to provide discounts for weekend and evening riders using One-way, Day Pass and Clipper cash value fares

Table 1: Caltrain Proposed Fare Adjustment

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	$3.75	$1.75	~~$5.75~~ $6.00	$2.75	~~$7.75~~ $8.25	$3.75	~~$9.75~~ $10.50	$4.75	~~$11.75~~ $12.75	$5.75	~~$13.75~~ $15.00	$6.75
	Clipper Card	$3.20	$1.60	~~$5.20~~ $5.45	$2.60	~~$7.20~~ $7.70	$3.60	~~$9.20~~ $9.95	$4.60	~~$11.20~~ $12.20	$5.60	~~$13.20~~ $14.45	$6.60
8-ride	Clipper Card	~~$23.70~~ Eliminate	~~$11.85~~ Eliminate	~~$38.50~~ Eliminate	~~$19.25~~ Eliminate	~~$53.30~~ Eliminate	~~$26.65~~ Eliminate	~~$68.10~~ Eliminate	~~$34.05~~ Eliminate	~~$82.90~~ Eliminate	~~$41.45~~ Eliminate	~~$97.70~~ Eliminate	~~$48.85~~ Eliminate
Day Pass	Ticket Machine	$7.50	$3.75	~~$11.50~~ $12.00	~~$5.75~~ $6.00	~~$15.50~~ $16.50	~~$7.75~~ $8.25	~~$19.50~~ $21.00	~~$9.75~~ $10.50	~~$23.50~~ $25.50	~~$11.75~~ $12.75	~~$27.50~~ $30.00	~~$13.75~~ $15.00
Monthly Pass	Clipper Card	~~$84.00~~ $96.00	~~$42.40~~ $48.00	~~$137.00~~ $163.50	~~$68.90~~ $78.00	~~$190.00~~ $231.00	~~$95.40~~ $108.00	~~$243.00~~ $298.50	~~$121.90~~ $138.00	~~$296.00~~ $366.00	~~$148.40~~ $168.00	~~$349.00~~ $433.50	~~$174.90~~ $198.00
Zone Upgrade	Ticket Machine					~~$2.00~~ $2.25		$1.00					
		Valid 4 hours from time of purchase, one way when accompanying another valid ticket (not valid with 8-ride Ticket)											

Cash | Clipper | Eligible Discount | Current Fare | Proposed Fare Increase

CALTRAIN TITLE VI POLICIES

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

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

The JPB adopted its policies based on a number of factors, including existing policies already in use, consultation with other transit agencies, and analysis of impacts of past service and fare change decisions. The JPB published its policies for public review in February 2013 and conducted significant public outreach to solicit input. Following public engagement, the JPB revised the policy proposals and the Board of Directors adopted the revised policies at the April 4, 2013 meeting. The adopted policies follow and are included in **Attachment 2**.

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, Caltrain 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, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain 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 Caltrain Disparate Impact Threshold to determine if the adverse impacts of a major service change (as defined in the Major Service Change Policy) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

DISPROPORTIONATE BURDEN POLICY

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

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

The Caltrain Disproportionate Burden Threshold to determine if the adverse impacts of a major service change (as defined in the Major Service Change Policy) or a fare adjustment is established at 10 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 ENGAGMENT OF 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 developed draft policies and requested public input through four community meetings throughout the Caltrain Service area, spanning San Francisco, San Mateo, and Santa Clara Counties. The JPB requested comments be made through mail, telephone, and a dedicated e-mail address (TitleVI@caltrain.com).

The Title VI Policies community meetings were held at the following times and locations:

Tuesday, Feb. 12, 2013 - 6:30 p.m. to 8 p.m.
Gilroy Senior Center, Meeting Room
7371 Hanna St, Gilroy

Thursday, Feb. 21, 2013 - 10:45 a.m. to 11:30 a.m.
Second floor auditorium
Caltrain Administrative Offices
1250 San Carlos Ave, San Carlos

Tuesday, Feb. 26, 2013 - 5:00 p.m. to 6:30 p.m.
Bay Area Opera House
4705 Third St, San Francisco

Wednesday, Feb. 27, 2013 - 6:30 p.m. to 8:00 p.m.
Mountain View City Hall
Plaza Conference Room
500 Castro St, Mountain View

The JPB reached out to the following Community groups and leaders including:

San Francisco County

- Asian Pacific American Community Center
- Bayview Hill Neighborhood Association
- Bayview Merchants Association
- Better Bayview
- Brite/4800 Third St Neighbors
- Dogpatch Neighborhood Association
- Hunters Point Shipyard CAC
- India Basin Neighborhood Association
- Potrero Boosters
- Potrero Hill/Dogpatch Merchants Association
- Visitacion Valley Planning Alliance

San Mateo County

- All City Managers
- All Mayors

Santa Clara County

- All City Managers
- All Mayors
- Postings to City Council member Newsletters:
    - Ken Yeager
    - Ash Kalra
- Public Advocates
- Transform
- Urban Habitat

Although there were several outreach methods used, including Caltrain website postings, Take One prints in English and Spanish, Visual Message Signs at all Stations, Community Meetings, News Releases, Advertisements in several newspapers, and Social media postings (in accordance with the Caltrain Title VI Outreach Plan), there was very limited feedback received by meeting attendees or other community members. Staff revised the proposal for its standards and policies and submitted them for Board approval. They were approved April 4, 2013 (refer to **Attachment 2**).

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

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, JPB staff concluded that the proposed fare increases would not have a disparate impact on minority customers, or impose a disproportionate burden on low-income customers based on the Agency's Policies.

FARE EQUITY METHODOLOGY OVERVIEW

Based on FTA C 4702.1B, for proposed changes that increase fares by payment type or fare media, JPB should analyze any available information generated from ridership surveys that indicates whether minority and low-income passengers are more likely to use the payment types subject to the proposed change and the associated fare changes resulting from the change.

If the difference in the percentage change experienced between minority riders and non-minority riders is greater than 10%, that would suggest that the fare change would result in Disparate Impacts on minority populations. Further, if the percentage difference in the change experienced between low-income riders and non-low income riders is greater than 10%, that would suggest that the fare change would result in a Disproportionate Burden to low-income populations. A difference of less than 0% (any negative percentage) would indicate that the fare change would benefit those populations more than the others.

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

1. Analyzing the percentage of the proposed fare adjustment for each fare payment method compared with the breakdown of the system-wide fare payment method.

2. Defining the term low-income 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 in 2017. Since the Caltrain 2016 Triennial Survey Data does not include information on household size, staff assumed a household size of one. Using the HHS poverty guidelines of $12,060 for a household of one in 2017, those with an annual household income less than $25,000 a year were defined as low-income.

3. Defining the term "minority" to mean those who self-identified as any ethnicity other than "white" alone in the Caltrain 2016 Triennial Survey.

4. Using Caltrain 2016 Triennial Survey Data and current and proposed changes to the codified tariff to determine if the proposed fare changes will have a disparate impact or disproportionate burden on minority or low-income populations, respectively, based on the agency's associated policies.

POTENTIAL ADVERSE EFFECTS

Typically, adverse effects associated with a fare change relate to the cost increase of a transit trip, fare or fare media. However, because this proposed fare structure also proposes to eliminate one of the fare media itself, it is important to anticipate potential impacts.

Such adverse effects of this fare change proposal could include:

- Increased costs of per trip transit fares
- Reduction in discounts resulting in higher per trip fares
- Elimination of fare payment methods that would require a higher per trip fare

DATA USE AND ANALYSIS

For purposes of examining the fare payment behavior, the following data was used:

- Caltrain 2016 Triennial Customer Survey, which contains information on customers' riding behavior including fare usage, ethnicity, income, and other relevant information.

- FY2016 ridership based on most recent reconciliation of ridership numbers (as of July 2017).

The fieldwork for the 2016 Customer Survey was conducted in October 2016. A total of 5,544 surveys were completed by Caltrain riders. Given the size and scope of the 2016 Caltrain system-wide onboard customer survey (5,544 total respondents with a margin of error of +/- 1.30 percent at a confidence level of 95 percent), the data generally can be used to develop cross-tabulations to conduct in-depth analysis regarding the potential impact of the proposal on minority and low-income populations.

Data Assumptions:

- Even though the Customer Survey data is a robust set, some passengers preferred not to reveal either their ethnicity or income. Based on the unavailable data, the useable data set includes those who responded to both questions. While it would have been ideal for all the riders to have responded to all the questions, the data that was excluded from evaluation is not a significant detriment to a comprehensive evaluation.

- Given this data, percentages of minority riders were compared to non-minority riders by fare payment category and system-wide. Out of the 5,544 total survey respondents for the 2016 Caltrain Triennial Survey, 4609 respondents (approximately 83%) provided responses to all questions required for this Fare Equity Analysis.

- Given the numerous fare categories under Caltrain's base-plus-zone fare structure and some passengers' preference not to reveal their race/ethnicity or their income, some of the fare categories have a less than satisfactory number of respondents. While this may present issues on an individual fare category/zone category basis, because the analysis is based on a system-wide review of the fare tariff, this does not appear to present an impediment to analysis.

- Survey responses included the fare category Go Pass, but this category will not be included in the analysis because in most cases the Go Pass is paid by the employer and will not generate rider impacts. Based on the 2016 Onboard Survey data, over 80% of the riders using Go Pass do not pay for the pass. Additionally, because the Go Pass is used as a "flash pass" on board vehicles, there is not sufficient data to understand how often these unique passes are used. Ridership data for each unique pass would allow a more targeted analysis of the program.

ANALYSIS METHODOLOGY

The Fare Equity Analysis uses an "Average Fare Analysis" as the comparative tool to determine the impact to minority and low low-income riders, by analyzing specific ridership and fare payment changes along with the impacts associated with changes in each fare category. The model also uses ridership and survey data to determine "unit fares" for fare products that are not single use such as monthly or day passes. This way, the unit fares can be compared between each fare category to determine percentage increases that each fare product may experience regardless of the fare type. For example, the "unit fare" for a single cash fare would be the stated fare divided by 1. For monthly passes, the "unit fare" would be the monthly pass price divided by the average number of trips used in a month.

Because the fare change proposes to eliminate the 8-ride ticket, staff assumed that riders would shift to using Clipper cash. Using this methodology assumes the greatest level of impacts associated with this change, instead of assuming that some riders would avail themselves of other discounted media. Staff used the most conservative approach to analyze impacts to this proposed change.

Combined with the data contained in the 2016 Onboard Survey, the analysis provides a disaggregation of the fare media by income and ethnicity within each fare category. This includes fare products and fare structures that are currently in use as well as those being proposed to change. The Average Fare Analysis also provides the percentage change between the existing and proposed fare structures by fare type, for ridership income and minority status, to assess whether the proposed fare change will fall within the thresholds established by Caltrain for a Disproportionate Burden and Disparate Impact.

To determine the percentage change for each fare and rider group, the number of survey respondents is multiplied by the ridership in each fare and rider group. This number is then multiplied by both the existing fare as well as the proposed fare so that the difference between the two can be examined. Those totals are then added up respectively and the difference between the total existing fare and the total proposed fare for each group (including minority passengers, non-minority passengers, low-income passengers and non-low-income passengers), is then translated into a percent change. These percent changes are then compared with each passenger type's overall ridership to determine whether the impact of the fare increase is felt proportionally to the overall ridership, or rather, whether a disparate impact and disproportionate burden exists.

Because changes associated with the Monthly Pass multiplier have been proposed to be phased-in over the next couple of years, the Fare Equity Analysis is based upon the final fare change anticipated at "build out" so that compounding impacts can be assessed. This way, the greatest level of change will be compared to the existing fare structure, thereby identifying the greatest level of potential impacts. This will certainly overstate the impacts experienced in the first phase, but represents a conservative approach to identifying cumulative impacts.

RIDERSHIP DEMOGRAPHICS OVERVIEW

Overall, Caltrain riders self-identified as 51.5% minority and 48.5% non-minority. See **Table 2**, **Table 3** and **Figures 1** and **2** below for details.

Table 2. Fare Product Usage Survey Data - Minority vs. Non-Minority Riders

Minority Status	One-Way	Day Pass	Clipper Cash	8-ride	Monthly Pass	Go Pass	Other	Total
Minority	319	220	339	114	855	492	35	2374
Non-Minority	247	250	389	99	759	469	22	2235
Total	566	470	728	213	1614	961	57	**4609**

Table 3. Fare Product Usage By Percentage - Minority vs. Non-Minority Riders

Minority Status	One-Way	Day Pass	Clipper Cash	8-ride	Monthly Pass	Go Pass	Other	Total
Minority	56.4%	46.8%	46.6%	53.5%	53.0%	51.2%	61.4%	**51.5%**
Non-Minority	43.6%	53.2%	53.4%	46.5%	47.0%	48.8%	38.6%	**48.5%**
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Figure 1: Fare Product Usage by Percentage – Minority vs. Non-Minority

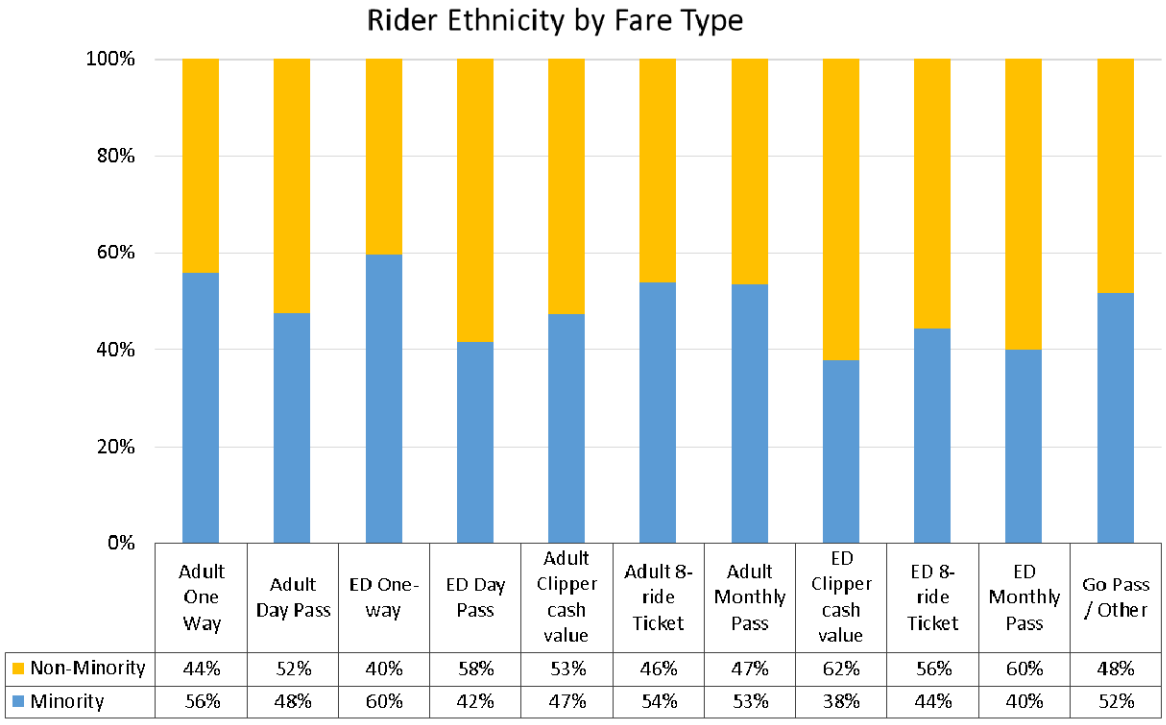
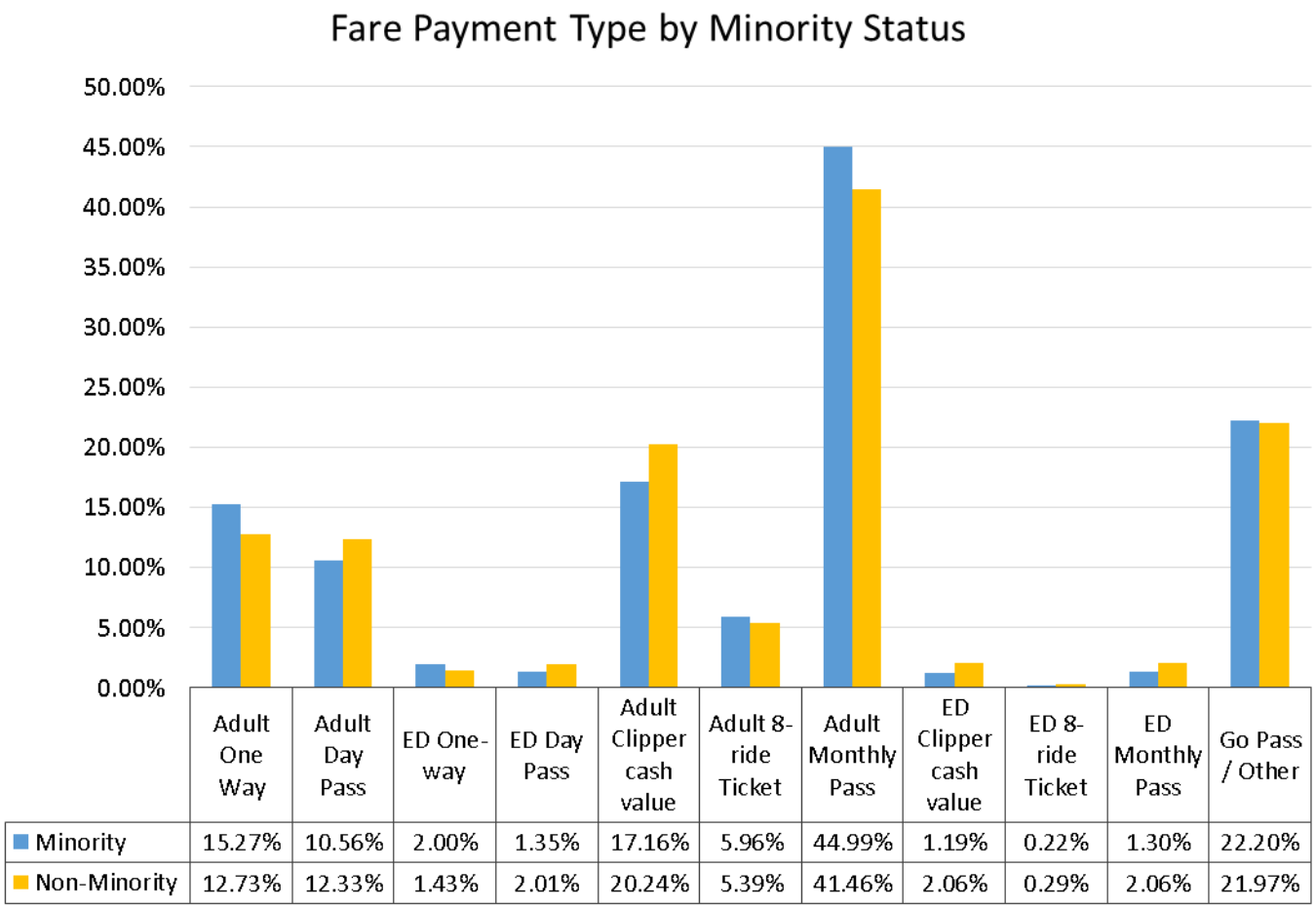


Figure 2: Fare Product Usage by Rider Minority Status



Of the 4,609 survey respondents (83.1% of those surveyed) who provided complete responses, 6.2% were low-income, and 93.8% were non-low-income. See **Table 4**, **Table 5** and **Figures 3** and **4** below for details.

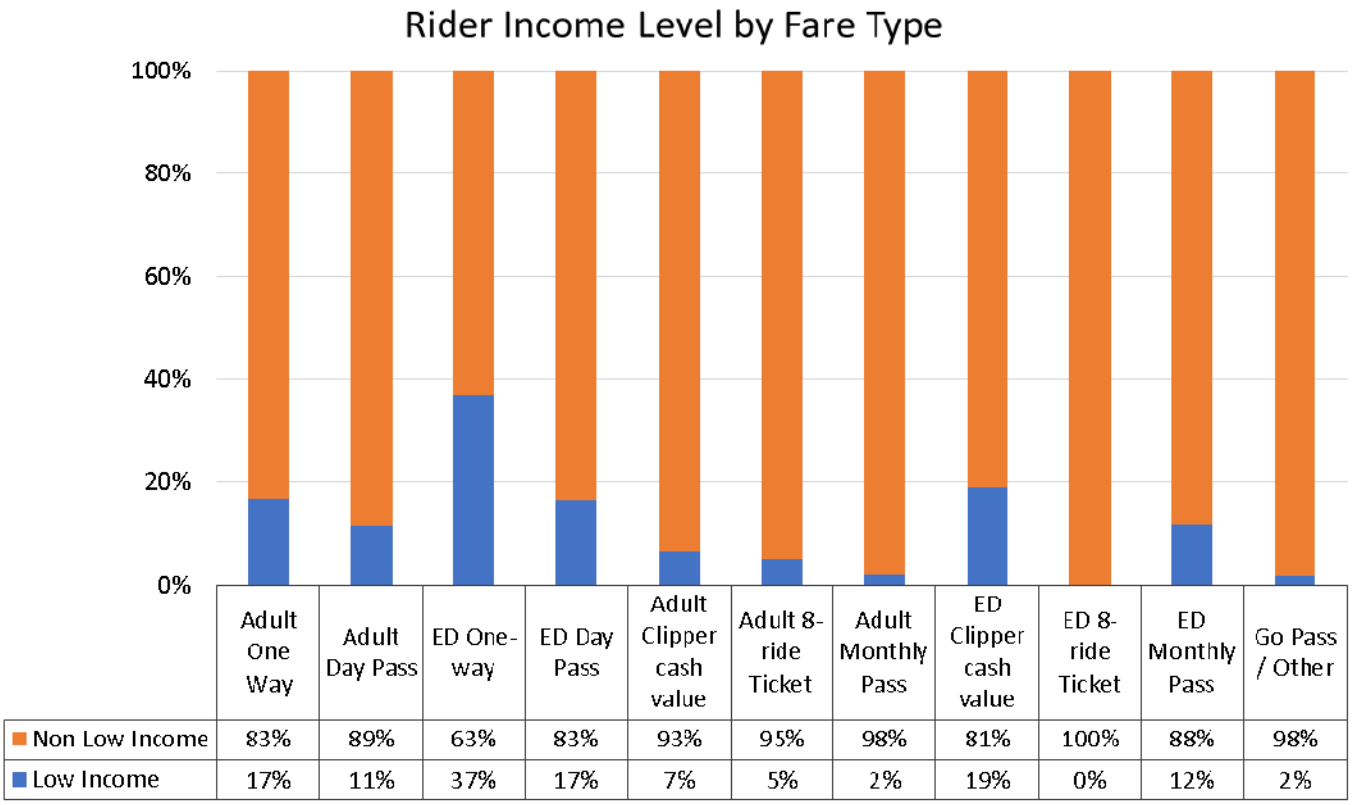
Table 4. Fare Product Usage Survey Data - Low-Income vs. Non-Low-Income Riders

Income Category	One-Way	Day Pass	Clipper Cash	8-ride	Monthly Pass	Go Pass	Other	Total
Low-Income	108	57	55	10	39	9	9	287
Non-Low-Income	458	413	673	203	1575	952	48	4322
Total	566	470	728	213	1614	961	57	**4609**

Table 5. Fare Product Usage By Percentage - Low-Income vs. Non-Low-Income Riders

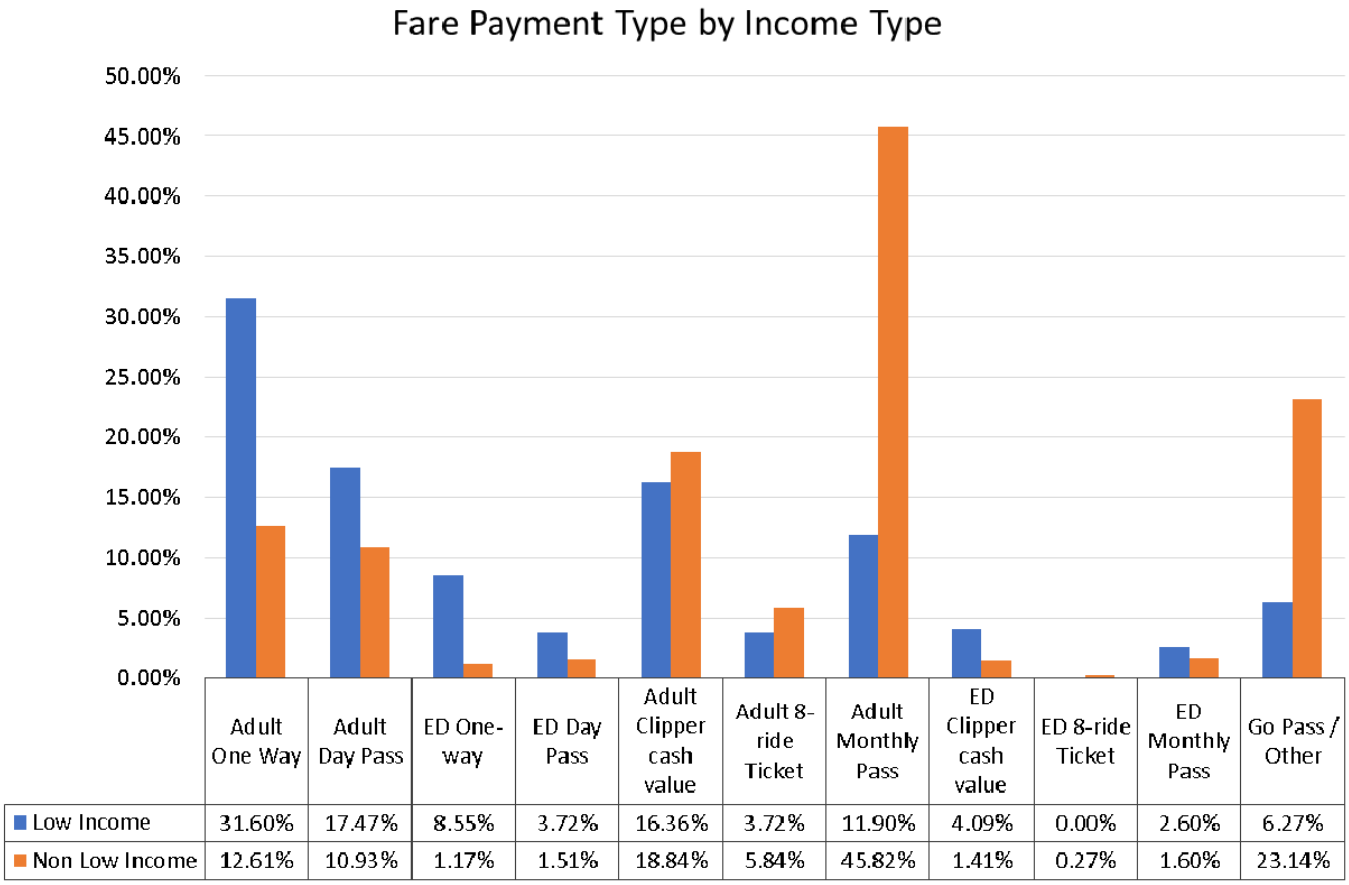
Income Category	One-Way	Day Pass	Clipper Cash	8-ride	Monthly Pass	Go Pass	Other	Total
Low-Income	19.1%	12.1%	7.6%	4.7%	2.4%	0.9%	15.8%	**6.2%**
Non-Low-Income	80.9%	87.9%	92.4%	95.3%	97.6%	99.1%	84.2%	**93.8%**
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Figure 3. Fare Product Usage by Percentage – Low Income vs. Non-Low Income



	Adult One Way	Adult Day Pass	ED One-way	ED Day Pass	Adult Clipper cash value	Adult 8-ride Ticket	Adult Monthly Pass	ED Clipper cash value	ED 8-ride Ticket	ED Monthly Pass	Go Pass / Other
Non Low Income	83%	89%	63%	83%	93%	95%	98%	81%	100%	88%	98%
Low Income	17%	11%	37%	17%	7%	5%	2%	19%	0%	12%	2%

Figure 4: Fare Product Usage by Rider Income Category



	Adult One Way	Adult Day Pass	ED One-way	ED Day Pass	Adult Clipper cash value	Adult 8-ride Ticket	Adult Monthly Pass	ED Clipper cash value	ED 8-ride Ticket	ED Monthly Pass	Go Pass / Other
Low Income	31.60%	17.47%	8.55%	3.72%	16.36%	3.72%	11.90%	4.09%	0.00%	2.60%	6.27%
Non Low Income	12.61%	10.93%	1.17%	1.51%	18.84%	5.84%	45.82%	1.41%	0.27%	1.60%	23.14%

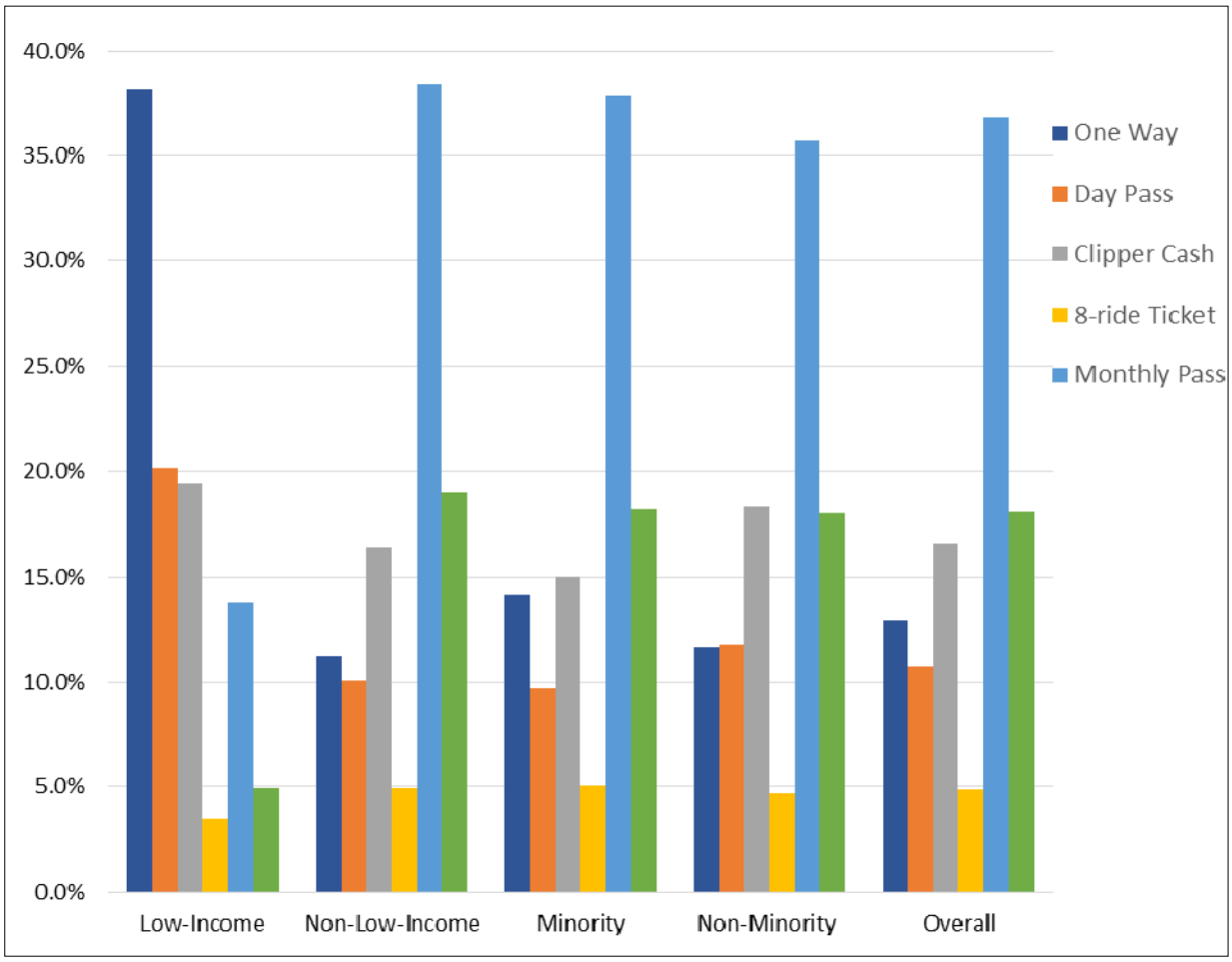
FARE PAYMENT OVERVIEW

Fare payment type usage was also analyzed according to the minority status and income status of survey respondents for all fare products. The data in **Table 6** is also presented visually in **Figure 5**, below.

Table 6: Fare Product Usage Comparison Data

Fare Product	Low-Income	Non-Low-Income	Minority	Non-Minority	Overall
One Way	38.2%	11.2%	14.1%	11.6%	12.9%
Day Pass	20.1%	10.1%	9.7%	11.8%	10.7%
Clipper Cash	19.4%	16.4%	15.0%	18.3%	16.6%
8-ride Ticket	3.5%	4.9%	5.0%	4.7%	4.9%
Monthly Pass	13.8%	38.4%	37.9%	35.7%	36.8%
Go Pass / Other	5.0%	19.0%	18.2%	18.0%	18.1%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

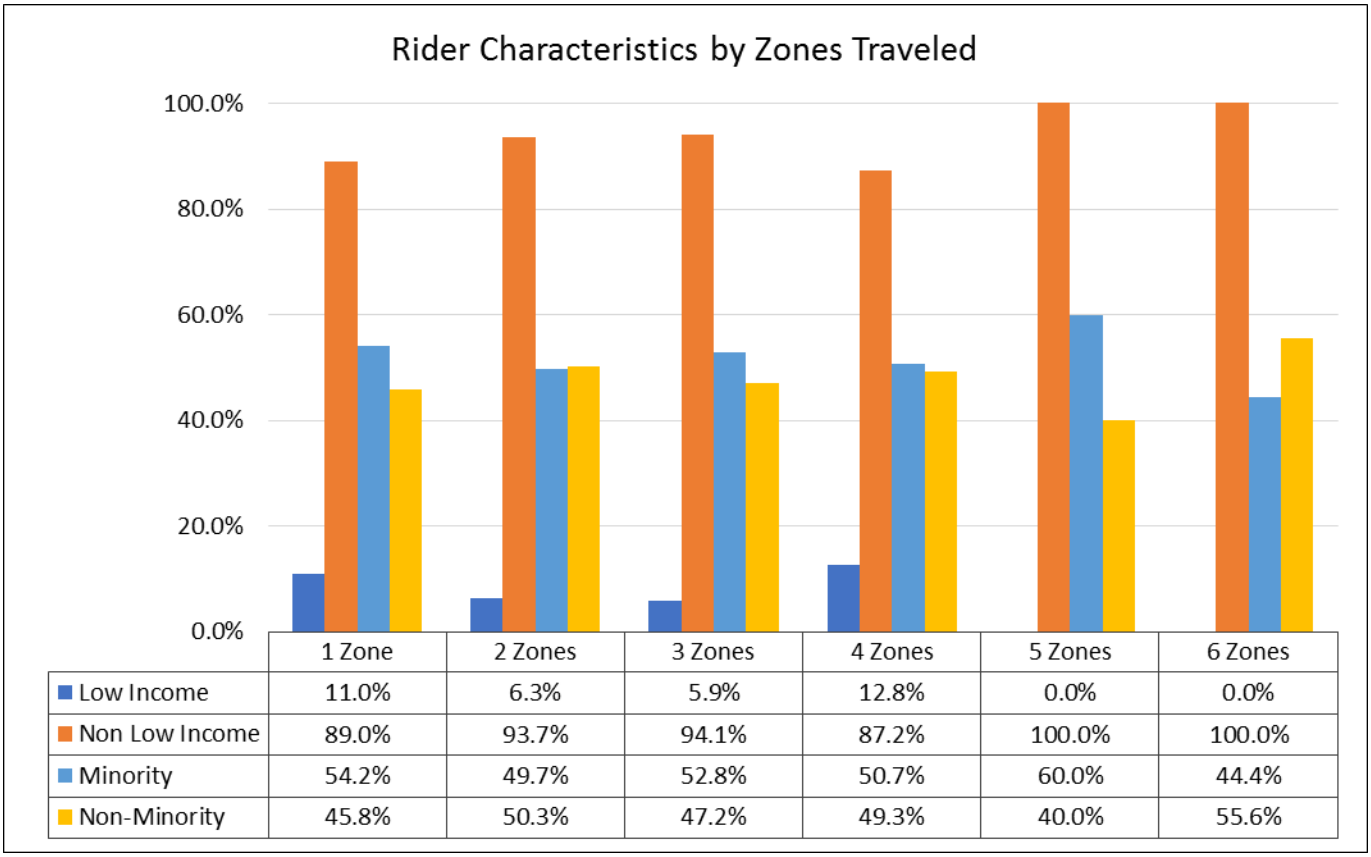
Figure 5: Fare Product Usage Comparison Graph



ZONE DEMOGRAPHICS OVERVIEW

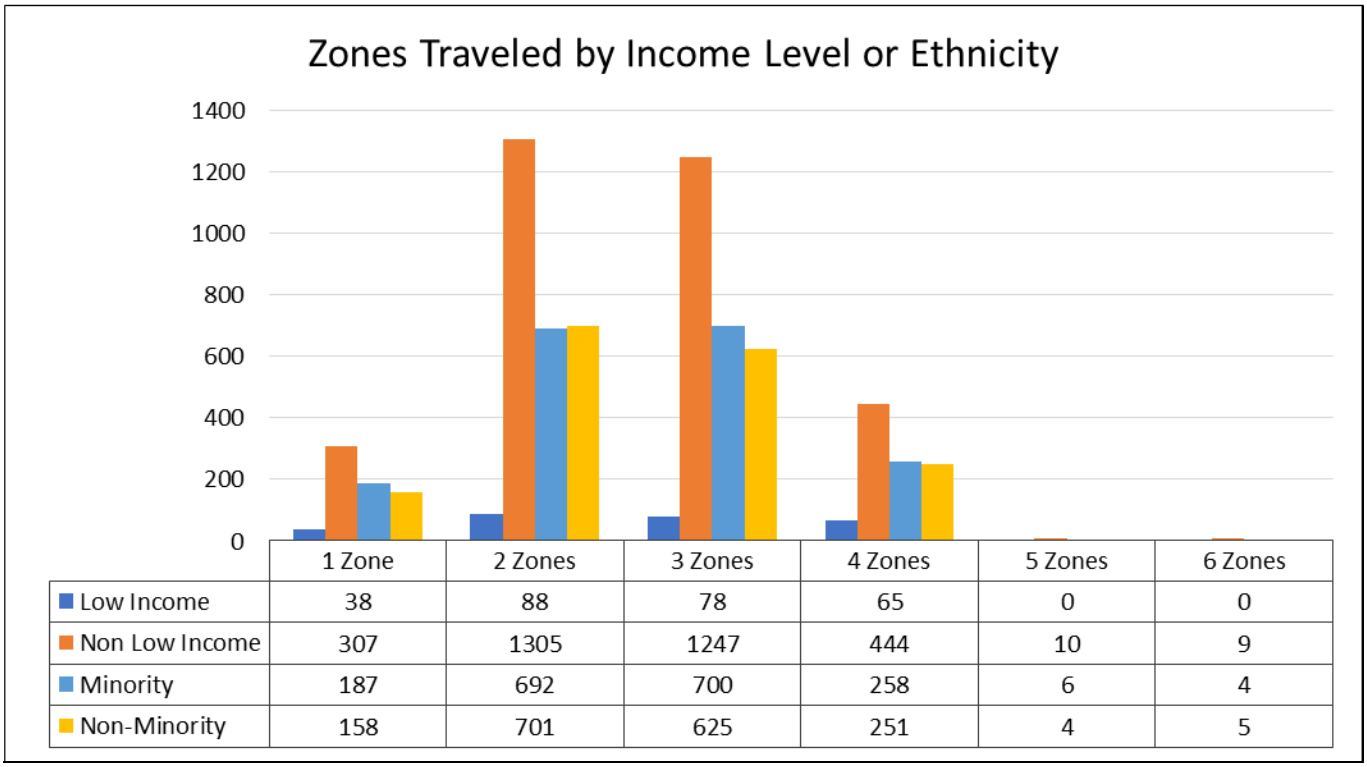
A review of the rider characteristics by zones traveled was also conducted to determine whether zone usage would influence disparate impacts. **Figure 6,** below**,** presents the percentages by zone. However, because the survey data was unavailable for the further zones, we have also presented **Figure 7**, which provides the actual survey responses for context. This is likely a survey/data gap resulting from the need to cut the data into such small segments for the analysis rather than a true reflection of ridership and fare usage patterns.

Figure 6: Rider Characteristics by Zone Traveled (Percentages)



	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
Low Income	11.0%	6.3%	5.9%	12.8%	0.0%	0.0%
Non Low Income	89.0%	93.7%	94.1%	87.2%	100.0%	100.0%
Minority	54.2%	49.7%	52.8%	50.7%	60.0%	44.4%
Non-Minority	45.8%	50.3%	47.2%	49.3%	40.0%	55.6%

Figure 7: Rider Characteristics by Zone Traveled (Survey Responses)



	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
Low Income	38	88	78	65	0	0
Non Low Income	307	1305	1247	444	10	9
Minority	187	692	700	258	6	4
Non-Minority	158	701	625	251	4	5

Based on the charts above, most Caltrain passengers travel within 2 to 3 Zones.

Travel Within	# of 2016 Caltrain Triennial Survey Respondents
1 Zone	345
2 Zones	1,393
3 Zones	1,325
4 Zones	509
5 Zones	10
6 Zones	9

AVERAGE FARE ANALYSIS

For each fare transition proposed, staff disaggregated survey data by income, ethnicity, and fare type by zone in order to view the impacts for changes to each of the fare types. Staff then calculated the percentage change and the absolute change for each of the fare types and alternatives.

Since the JPB Board may pursue one, some or all of the fare proposals, staff analyzed several comprehensive alternatives. The following alternatives were evaluated:

1. Increase Monthly Pass multiplier to 15 days + Zone Increase + Elimination of 8 ride Ticket
2. Increase Monthly Multiplier Pass to 15 days + Zone Increase + No Elimination of 8 ride Ticket
3. Increase Monthly Multiplier to 15 days + No Zone Increase + Elimination of 8-ride Ticket
4. Increase Monthly multiplier to 15 days + No Zone Increase + No Elimination of 8-ride Ticket
5. No Change to Monthly Pass multiplier + Zone Increase + Elimination of 8-ride Ticket
6. No Change to Monthly Pass multiplier + Zone Increase + No Elimination of 8 ride Ticket
7. No Change to Monthly Pass multiplier + No Zone Increase + Elimination of 8 Ride Ticket

All of these alternatives were evaluated against the existing fare tariff to determine impacts on a system wide basis. The spreadsheet analysis for all of the alternatives are presented in **Tables 7a, 7b, 7c, 7d, 7e, 7f, and 7g** below.

The analysis of the alternatives does not include changes proposed for the Go Pass program as over 80% of Go Pass users have their passes paid by the participating employer. The vast majority of the users are not bearing the cost of their own pass and therefore would not generate rider impacts. The analysis also does not include the initially proposed pilot project for reducing evening and weekend fares, as staff has removed it from the fare change proposal package.

FARE EQUITY ANALYSIS FINDINGS

Based on the analysis, and using the Caltrain Title VI policies, none of the alternatives evaluated result in either a Disparate Impact on minority populations, or a Disproportionate Burden on low-income populations. **Table 8**, below, presents an overview based on the Average Fare Analysis for each of the alternatives that were studied, along with the associated findings.

Table 7a : Average Fare Calculations - Increase Monthly Pass multiplier to 15 days + Zone Increase + Elimination of 8 ride Ticket[2]

Caltrain Fare Comparison Chart Alt 1
Last Updated by E. Doudna 20170707 with multiplier of 30 throughout

Cost, Change and Survey Usage by Group - Annual Ridership

Travel Within Any	Payment Method	Ticket Type	Cost: Existing	Unit Existing	Proposed*	Unit Proposed	Change: Absolute	Percent	Low-Income Survey	Non Low-Income Survey	Minority Survey	Non-Minority Survey	Overall Survey
One Zone	TVM	Adult One Way	$3.75	$3.75	$3.75	$3.75	$ -	0.00%	12	51	38	25	63
		Adult Day Pass	$7.50	$3.75	$7.50	$3.75	$ -	0.00%	3	39	23	19	42
		ED One-way	$1.75	$1.75	$1.75	$1.75	$ -	0.00%	6	5	6	5	11
		ED Day Pass	$3.75	$1.88	$3.75	$1.88	$ -	0.00%	2	11	5	8	13
	Clipper	Adult cash value	$3.20	$3.20	$3.20	$3.20	$ -	0.00%	4	60	32	32	64
		Adult 8-ride Ticket	$23.70	$2.96	$25.60	$3.20	$0.24	1.00%	2	14	12	4	16
		Adult Monthly Pass	$84.80	$2.83	$96.00	$3.20	$0.37	0.44%	6	104	63	47	110
		ED Adult cash value	$1.60	$1.60	$1.60	$1.60	$ -	0.00%	1	13	5	9	14
		ED Adult 8-ride Ticket	$11.85	$1.48	$12.80	$1.60	$0.12	1.00%	0	2	0	2	2
		ED Adult Monthly Pass	$42.40	$1.41	$48.00	$1.60	$0.19	0.44%	2	8	3	7	10
Two Zones	TVM	Adult One Way	$5.75	$5.75	$6.00	$6.00	$0.25	4.35%	29	136	96	69	165
		Adult Day Pass	$11.50	$5.75	$12.00	$6.00	$0.25	2.17%	8	103	50	61	111
		ED One-way	$2.75	$2.75	$2.75	$2.75	$ -	0.00%	7	18	19	6	25
		ED Day Pass	$5.75	$2.88	$6.00	$3.00	$0.13	2.17%	4	13	6	11	17
	Clipper	Adult cash value	$5.20	$5.20	$5.45	$5.45	$0.25	4.81%	21	271	131	161	292
		Adult 8-ride Ticket	$38.50	$4.81	$43.60	$5.45	$0.64	1.66%	4	70	33	41	74
		Adult Monthly Pass	$137.80	$4.59	$163.50	$5.45	$0.86	0.62%	9	650	340	319	659
		ED Adult cash value	$2.60	$2.60	$2.60	$2.60	$ -	0.00%	4	23	7	20	27
		ED Adult 8-ride Ticket	$19.25	$2.41	$20.80	$2.60	$0.19	1.01%	0	5	3	2	5
		ED Adult Monthly Pass	$68.90	$2.30	$78.00	$2.60	$0.30	0.44%	2	16	7	11	18
Three Zones	TVM	Adult One Way	$7.75	$7.75	$8.25	$8.25	$0.50	6.45%	21	167	109	79	188
		Adult Day Pass	$15.50	$7.75	$16.50	$8.25	$0.50	3.23%	18	141	66	93	159
		ED One-way	$3.75	$3.75	$3.75	$3.75	$ -	0.00%	6	11	8	9	17
		ED Day Pass	$7.75	$3.88	$8.25	$4.13	$0.25	3.23%	1	19	9	11	20
	Clipper	Adult cash value	$7.20	$7.20	$7.70	$7.70	$0.50	6.94%	11	221	120	112	232
		Adult 8-ride Ticket	$53.30	$6.66	$61.60	$7.70	$1.04	1.95%	1	76	43	34	77
		Adult Monthly Pass	$190.80	$6.36	$231.00	$7.70	$1.34	0.70%	15	582	330	267	597
		ED Adult cash value	$3.60	$3.60	$3.60	$3.60	$ -	0.00%	3	6	5	4	9
		ED Adult 8-ride Ticket	$26.65	$3.33	$28.80	$3.60	$0.27	1.01%	0	1	0	1	1
		ED Adult Monthly Pass	$95.40	$3.18	$108.00	$3.60	$0.42	0.44%	2	23	10	15	25
Four Zones	TVM	Adult One Way	$9.75	$9.75	$10.50	$10.50	$0.75	7.69%	23	62	39	46	85
		Adult Day Pass	$19.50	$9.75	$21.00	$10.50	$0.75	3.85%	18	74	53	39	92
		ED One-way	$4.75	$4.75	$4.75	$4.75	$ -	0.00%	4	5	4	5	9
		ED Day Pass	$9.75	$4.88	$10.50	$5.25	$0.38	3.85%	3	6	4	5	9
	Clipper	Adult cash value	$9.20	$9.20	$9.95	$9.95	$0.75	8.15%	8	71	32	47	79
		Adult 8-ride Ticket	$68.10	$8.51	$79.60	$9.95	$1.44	2.11%	3	33	22	14	36
		Adult Monthly Pass	$243.80	$8.13	$298.50	$9.95	$1.82	0.75%	2	182	95	89	184
		ED Adult cash value	$4.60	$4.60	$4.60	$4.60	$ -	0.00%	3	5	5	3	8
		ED Adult 8-ride Ticket	$34.05	$4.26	$36.80	$4.60	$0.34	1.01%	0	1	1	0	1
		ED Adult Monthly Pass	$121.90	$4.06	$138.00	$4.60	$0.54	0.44%	1	5	3	3	6
Five Zones	TVM	Adult One Way	$11.75	$11.75	$12.75	$12.75	$1.00	8.51%	0	0	0	0	0
		Adult Day Pass	$23.50	$11.75	$25.50	$12.75	$1.00	4.26%	0	2	1	1	2
		ED One-way	$5.75	$5.75	$5.75	$5.75	$ -	0.00%	0	0	0	0	0
		ED Day Pass	$11.75	$5.88	$12.75	$6.38	$0.50	4.26%	0	1	1	0	1
	Clipper	Adult cash value	$11.20	$11.20	$12.20	$12.20	$1.00	8.93%	0	2	1	1	2
		Adult 8-ride Ticket	$82.90	$10.36	$97.60	$12.20	$1.84	2.22%	0	1	0	1	1
		Adult Monthly Pass	$296.80	$9.89	$366.00	$12.20	$2.31	0.78%	0	3	2	1	3
		ED Adult cash value	$5.60	$5.60	$5.60	$5.60	$ -	0.00%	0	0	0	0	0
		ED Adult 8-ride Ticket	$41.45	$5.18	$44.80	$5.60	$0.42	1.01%	0	0	0	0	0
		ED Adult Monthly Pass	$148.40	$4.95	$168.00	$5.60	$0.65	0.44%	0	1	1	0	1
Six Zones	TVM	Adult One Way	$13.75	$13.75	$15.00	$15.00	$1.25	9.09%	0	3	0	3	3
		Adult Day Pass	$27.50	$13.75	$30.00	$15.00	$1.25	4.55%	0	4	2	2	4
		ED One-way	$6.75	$6.75	$6.75	$6.75	$ -	0.00%	0	0	0	0	0
		ED Day Pass	$13.75	$6.88	$15.00	$7.50	$0.63	4.55%	0	0	0	0	0
	Clipper	Adult cash value	$13.20	$13.20	$14.45	$14.45	$1.25	9.47%	0	1	1	0	1
		Adult 8-ride Ticket	$97.70	$12.21	$115.60	$14.45	$2.24	2.29%	0	0	0	0	0
		Adult Monthly Pass	$349.80	$11.66	$433.50	$14.45	$2.79	0.80%	0	1	1	0	1
		ED Adult cash value	$6.60	$6.60	$6.60	$6.60	$ -	0.00%	0	0	0	0	0
		ED Adult 8-ride Ticket	$48.85	$6.11	$52.80	$6.60	$0.49	1.01%	0	0	0	0	0
		ED Adult Monthly Pass	$174.90	$5.83	$198.00	$6.60	$0.77	0.44%	0	0	0	0	0
All Zones		Go Pass/Other							18	1,000	527	491	1,018
Total									287	4,322	2,374	2,236	4,609
									6.2%	93.8%	51.5%	48.5%	
									1,183,305	17,819,664	9,788,034	9,214,935	19,002,969

Usage by Group and Cumulative Annual Current Fare

Travel Within Any	Payment Method	Ticket Type	Low-Income %	Low-Income Number	Non Low-Income %	Non Low-Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number	Current: Low-Income	Non Low-Income	Minority	Non Minority
One Zone	TVM	Adult One Way	4.18%	49,476	1.18%	210,274	1.60%	156,675	1.12%	103,075	$185,536	$788,526	$587,529	$386,533
		Adult Day Pass	1.05%	12,369	0.90%	160,798	0.97%	94,829	0.85%	78,337	$46,384	$602,991	$355,610	$298,765
		ED One-way	2.09%	24,738	0.12%	20,615	0.25%	24,738	0.22%	20,615	$43,292	$36,076	$43,292	$36,076
		ED Day Pass	0.70%	8,246	0.25%	45,353	0.21%	20,615	0.36%	32,984	$15,461	$85,037	$38,653	$61,845
	Clipper	Adult cash value	1.39%	16,492	1.39%	247,381	1.35%	131,986	1.43%	131,986	$52,775	$791,619	$422,197	$422,197
		Adult 8-ride Ticket	0.70%	8,246	0.32%	57,722	0.51%	49,476	0.18%	16,492	$24,429	$171,002	$146,573	$48,858
		Adult Monthly Pass	2.09%	24,738	2.41%	428,793	2.65%	259,750	2.10%	193,782	$69,926	$1,212,056	$734,226	$547,756
		ED Adult cash value	0.35%	4,123	0.30%	53,599	0.21%	20,615	0.40%	37,107	$6,597	$85,759	$32,984	$59,371
		ED Adult 8-ride Ticket	0.00%	-	0.05%	8,246	0.00%	-	0.09%	8,246	$ -	$12,214	$ -	$12,214
		ED Adult Monthly Pass	0.70%	8,246	0.19%	32,984	0.13%	12,369	0.31%	28,861	$11,654	$46,618	$17,482	$40,790
Two Zones	TVM	Adult One Way	10.10%	119,567	3.15%	560,730	4.04%	395,809	3.09%	284,488	$687,512	$3,224,197	$2,275,903	$1,635,806
		Adult Day Pass	2.79%	32,984	2.38%	424,670	2.11%	206,151	2.73%	251,504	$189,659	$2,441,855	$1,185,366	$1,446,147
		ED One-way	2.44%	28,861	0.42%	74,214	0.80%	78,337	0.27%	24,738	$79,368	$204,089	$215,427	$68,030
		ED Day Pass	1.39%	16,492	0.30%	53,599	0.25%	24,738	0.49%	45,353	$47,415	$154,098	$71,122	$130,390
	Clipper	Adult cash value	7.32%	86,583	6.27%	1,117,337	5.52%	540,115	7.20%	663,805	$450,233	$5,810,151	$2,808,597	$3,451,787
		Adult 8-ride Ticket	1.39%	16,492	1.62%	288,611	1.39%	136,059	1.83%	169,044	$79,368	$1,388,940	$654,786	$813,522
		Adult Monthly Pass	3.14%	37,107	15.04%	2,679,959	14.32%	1,401,825	14.27%	1,315,241	$170,445	$12,309,944	$6,439,048	$6,041,342
		ED Adult cash value	1.39%	16,492	0.53%	94,829	0.29%	28,861	0.89%	82,460	$42,879	$246,556	$75,039	$214,397
		ED Adult 8-ride Ticket	0.00%	-	0.12%	20,615	0.13%	12,369	0.09%	8,246	$ -	$49,605	$29,763	$19,842
		ED Adult Monthly Pass	0.70%	8,246	0.37%	65,968	0.29%	28,861	0.49%	45,353	$18,988	$151,507	$66,284	$104,161
Three Zones	TVM	Adult One Way	7.32%	86,583	3.86%	688,543	4.59%	449,408	3.53%	325,718	$671,020	$5,336,210	$3,482,916	$2,524,315
		Adult Day Pass	6.27%	74,214	3.26%	581,345	2.78%	272,119	4.16%	383,440	$575,160	$4,505,423	$2,108,921	$2,971,662
		ED One-way	2.09%	24,738	0.25%	45,353	0.34%	32,984	0.40%	37,107	$92,768	$170,074	$123,690	$139,152
		ED Day Pass	0.35%	4,123	0.44%	78,337	0.38%	37,107	0.49%	45,353	$15,977	$303,557	$143,790	$175,743
	Clipper	Adult cash value	3.83%	45,353	5.11%	911,186	5.05%	494,762	5.01%	461,778	$326,543	$6,560,539	$3,562,284	$3,324,798
		Adult 8-ride Ticket	0.35%	4,123	1.76%	313,349	1.81%	177,290	1.52%	140,182	$27,470	$2,087,688	$1,181,192	$933,966
		Adult Monthly Pass	5.23%	61,845	13.47%	2,399,594	13.90%	1,360,594	11.95%	1,100,845	$393,335	$15,261,417	$8,653,381	$7,001,372
		ED Adult cash value	1.05%	12,369	0.14%	24,738	0.21%	20,615	0.18%	16,492	$44,529	$89,057	$74,214	$59,371
		ED Adult 8-ride Ticket	0.00%	-	0.02%	4,123	0.00%	-	0.04%	4,123	$ -	$13,735	$ -	$13,735
		ED Adult Monthly Pass	0.70%	8,246	0.53%	94,829	0.42%	41,230	0.67%	61,845	$26,222	$301,557	$131,112	$196,668
Four Zones	TVM	Adult One Way	8.01%	94,829	1.43%	255,627	1.64%	160,798	2.06%	189,659	$924,596	$2,492,362	$1,567,776	$1,849,172
		Adult Day Pass	6.27%	74,214	1.71%	305,103	2.23%	218,520	1.74%	160,798	$723,589	$2,974,754	$2,130,567	$1,567,776
		ED One-way	1.39%	16,492	0.12%	20,615	0.17%	16,492	0.22%	20,615	$78,337	$97,922	$78,337	$97,922
		ED Day Pass	1.05%	12,369	0.14%	24,738	0.17%	16,492	0.22%	20,615	$60,299	$120,598	$80,399	$100,498
	Clipper	Adult cash value	2.79%	32,984	1.64%	292,734	1.35%	131,986	2.10%	193,782	$303,454	$2,693,152	$1,213,815	$1,782,791
		Adult 8-ride Ticket	1.05%	12,369	0.76%	136,059	0.93%	90,706	0.63%	57,722	$105,291	$1,158,206	$772,137	$491,360
		Adult Monthly Pass	0.70%	8,246	4.21%	750,388	4.00%	391,686	3.98%	366,948	$67,013	$6,098,157	$3,183,104	$2,982,066
		ED Adult cash value	1.05%	12,369	0.12%	20,615	0.21%	20,615	0.13%	12,369	$56,898	$94,829	$94,829	$56,898
		ED Adult 8-ride Ticket	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	$ -	$17,549	$17,549	$ -
		ED Adult Monthly Pass	0.35%	4,123	0.12%	20,615	0.13%	12,369	0.13%	12,369	$16,753	$83,766	$50,260	$50,260
Five Zones	TVM	Adult One Way	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
		Adult Day Pass	0.00%	-	0.05%	8,246	0.04%	4,123	0.04%	4,123	$ -	$96,891	$48,445	$48,445
		ED One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
		ED Day Pass	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	$ -	$24,223	$24,223	$ -
	Clipper	Adult cash value	0.00%	-	0.05%	8,246	0.04%	4,123	0.04%	4,123	$ -	$92,356	$46,178	$46,178
		Adult 8-ride Ticket	0.00%	-	0.02%	4,123	0.00%	-	0.04%	4,123	$ -	$42,725	$ -	$42,725
		Adult Monthly Pass	0.00%	-	0.07%	12,369	0.08%	8,246	0.04%	4,123	$ -	$122,371	$81,581	$40,790
		ED Adult cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
		ED Adult 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
		ED Adult Monthly Pass	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	$ -	$20,395	$20,395	$ -
Six Zones	TVM	Adult One Way	0.00%	-	0.07%	12,369	0.00%	-	0.13%	12,369	$ -	$170,074	$ -	$170,074
		Adult Day Pass	0.00%	-	0.09%	16,492	0.08%	8,246	0.09%	8,246	$ -	$226,766	$113,383	$113,383
		ED One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
		ED Day Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
	Clipper	Adult cash value	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	$ -	$54,424	$54,424	$ -
		Adult 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
		Adult Monthly Pass	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	$ -	$48,074	$48,074	$ -
		ED Adult cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
		ED Adult 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
		ED Adult Monthly Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
All Zones		Go Pass/Other	6.27%	74,214.24	23.14%	4,123,013	22.20%	2,172,828	21.97%	2,024,400	$ -			
Total			100.00%	1,183,305	100%	17,819,664	100.00%	9,788,034	100.00%	9,214,935	$6,731,115	$81,171,688	$45,286,857	$42,615,946

Cumulative Annual Proposed Fare and Annual Fare Change Experienced by Group

Travel Within Any	Payment Method	Ticket Type	Proposed: Low-Income	Non Low-Income	Minority	Non Minority	Change: Low-Income	Low-Income %	Non Low-Income	Non Low-Income %	Minority	Minority %	Non Minority	Non Minority %
One Zone	TVM	Adult One Way	$185,536	$788,526	$587,529	$386,533	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult Day Pass	$46,384	$602,991	$355,610	$298,765	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED One-way	$43,292	$36,076	$43,292	$36,076	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$15,461	$85,037	$38,653	$61,845	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult cash value	$52,775	$791,619	$422,197	$422,197	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult 8-ride Ticket	$26,387	$184,711	$158,324	$52,775	$1,958	8.0%	$13,709	8.0%	$11,751	8.0%	$3,917	8.0%
		Adult Monthly Pass	$79,162	$1,372,139	$831,200	$620,101	$9,236	13.2%	$160,083	13.2%	$96,973	13.2%	$72,345	13.2%
		ED Adult cash value	$6,597	$85,759	$32,984	$59,371	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	$13,194	$ -	$13,194	$ -	0.0%	$979	8.0%	$ -	0.0%	$979	8.0%
		ED Adult Monthly Pass	$13,194	$52,775	$19,790	$46,178	$1,539	13.2%	$6,157	13.2%	$2,309	13.2%	$5,387	13.2%
Two Zones	TVM	Adult One Way	$717,404	$3,364,379	$2,374,856	$1,706,928	$29,892	4.3%	$140,182	4.3%	$98,952	4.3%	$71,122	4.3%
		Adult Day Pass	$197,905	$2,548,022	$1,236,904	$1,509,023	$8,246	4.3%	$106,168	4.3%	$51,538	4.3%	$62,876	4.3%
		ED One-way	$79,368	$204,089	$215,427	$68,030	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$49,476	$160,798	$74,214	$136,059	$2,062	4.3%	$6,700	4.3%	$3,092	4.3%	$5,669	4.3%
	Clipper	Adult cash value	$471,879	$6,089,485	$2,943,625	$3,617,738	$21,646	4.8%	$279,334	4.8%	$135,029	4.8%	$165,951	4.8%
		Adult 8-ride Ticket	$89,882	$1,572,930	$741,524	$921,287	$10,514	13.2%	$183,989	13.2%	$86,738	13.2%	$107,765	13.2%
		Adult Monthly Pass	$202,234	$14,605,775	$7,639,944	$7,168,065	$31,788	18.7%	$2,295,831	18.7%	$1,200,896	18.7%	$1,126,723	18.7%
		ED Adult cash value	$42,879	$246,556	$75,039	$214,397	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	$53,599	$32,160	$21,440	$ -	0.0%	$3,994	8.1%	$2,397	8.1%	$1,598	8.1%
		ED Adult Monthly Pass	$21,440	$171,517	$75,039	$117,918	$2,501	13.2%	$20,010	13.2%	$8,755	13.2%	$13,757	13.2%
Three Zones	TVM	Adult One Way	$714,312	$5,680,482	$3,707,620	$2,687,174	$43,292	6.5%	$344,272	6.5%	$224,704	6.5%	$162,859	6.5%
		Adult Day Pass	$612,267	$4,796,095	$2,244,981	$3,163,382	$37,107	6.5%	$290,672	6.5%	$136,059	6.5%	$191,720	6.5%
		ED One-way	$92,768	$170,074	$123,690	$139,152	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$17,007	$323,141	$153,067	$187,082	$1,031	6.5%	$19,584	6.5%	$9,277	6.5%	$11,338	6.5%
	Clipper	Adult cash value	$349,219	$7,016,132	$3,809,664	$3,555,687	$22,677	6.9%	$455,593	6.9%	$247,381	6.9%	$230,889	6.9%
		Adult 8-ride Ticket	$31,747	$2,412,787	$1,365,130	$1,079,405	$4,278	15.6%	$325,100	15.6%	$183,938	15.6%	$145,439	15.6%
		Adult Monthly Pass	$476,208	$18,476,872	$10,476,577	$8,476,503	$82,873	21.1%	$3,215,456	21.1%	$1,823,197	21.1%	$1,475,132	21.1%
		ED Adult cash value	$44,529	$89,057	$74,214	$59,371	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	$14,843	$ -	$14,843	$ -	0.0%	$1,108	8.1%	$ -	0.0%	$1,108	8.1%
		ED Adult Monthly Pass	$29,686	$341,386	$148,428	$222,643	$3,463	13.2%	$39,828	13.2%	$17,317	13.2%	$25,975	13.2%
Four Zones	TVM	Adult One Way	$995,708	$2,684,082	$1,688,374	$1,991,415	$71,122	7.7%	$191,720	7.7%	$120,598	7.7%	$142,244	7.7%
		Adult Day Pass	$779,250	$3,203,581	$2,294,457	$1,688,374	$55,661	7.7%	$228,827	7.7%	$163,890	7.7%	$120,598	7.7%
		ED One-way	$78,337	$97,922	$78,337	$97,922	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$64,937	$129,875	$86,583	$108,229	$4,638	7.7%	$9,277	7.7%	$6,185	7.7%	$7,731	7.7%
	Clipper	Adult cash value	$328,192	$2,912,703	$1,312,767	$1,928,127	$24,738	8.2%	$219,550	8.2%	$98,952	8.2%	$145,336	8.2%
		Adult 8-ride Ticket	$123,072	$1,353,791	$902,528	$574,336	$17,780	16.9%	$195,585	16.9%	$130,390	16.9%	$82,976	16.9%
		Adult Monthly Pass	$82,048	$7,466,365	$3,897,278	$3,651,135	$15,035	22.4%	$1,368,208	22.4%	$714,175	22.4%	$669,069	22.4%
		ED Adult cash value	$56,898	$94,829	$94,829	$56,898	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	$18,966	$18,966	$ -	$ -	0.0%	$1,417	8.1%	$1,417	8.1%	$ -	0.0%
		ED Adult Monthly Pass	$18,966	$94,829	$56,898	$56,898	$2,213	13.2%	$11,063	13.2%	$6,638	13.2%	$6,638	13.2%
Five Zones	TVM	Adult One Way	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult Day Pass	$ -	$105,137	$52,568	$52,568	$ -	0.0%	$8,246	8.5%	$4,123	8.5%	$4,123	8.5%
		ED One-way	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ -	$26,284	$26,284	$ -	$ -	0.0%	$2,062	8.5%	$2,062	8.5%	$ -	0.0%
	Clipper	Adult cash value	$ -	$100,602	$50,301	$50,301	$ -	0.0%	$8,246	8.9%	$4,123	8.9%	$4,123	8.9%
		Adult 8-ride Ticket	$ -	$50,301	$ -	$50,301	$ -	0.0%	$7,576	17.7%	$ -	0.0%	$7,576	17.7%
		Adult Monthly Pass	$ -	$150,902	$100,602	$50,301	$ -	0.0%	$28,531	23.3%	$19,021	23.3%	$9,510	23.3%
		ED Adult cash value	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult Monthly Pass	$ -	$23,089	$23,089	$ -	$ -	0.0%	$2,694	13.2%	$2,694	13.2%	$ -	0.0%
Six Zones	TVM	Adult One Way	$ -	$185,536	$ -	$185,536	$ -	0.0%	$15,461	9.1%	$ -	0.0%	$15,461	9.1%
		Adult Day Pass	$ -	$247,381	$123,690	$123,690	$ -	0.0%	$20,615	9.1%	$10,308	9.1%	$10,308	9.1%
		ED One-way	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult cash value	$ -	$59,578	$59,578	$ -	$ -	0.0%	$5,154	9.5%	$5,154	9.5%	$ -	0.0%
		Adult 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult Monthly Pass	$ -	$59,578	$59,578	$ -	$ -	0.0%	$11,503	23.9%	$11,503	23.9%	$ -	0.0%
		ED Adult cash value	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult Monthly Pass	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
All Zones		Go Pass/Other												
Total			$7,236,404	$91,416,176	$50,928,360	$47,724,190	$505,289	7.5%	$10,244,488	12.6%	$5,641,533	12.5%	$5,108,244	12.0%

*Assumes all 8-ride ticket users will instead use Clipper cash for 8 rides

	Low-Income	Non Low-Income	Minority	Non Minority
Total Current Annual Fare	$6,731,115	$81,171,688	$45,286,857	$42,615,946
Average Current Annual Fare	$5.69	$4.56	$4.63	$4.62

	Low-Income	Non Low-Income	Minority	Non Minority
Total Proposed Annual Fare	$7,236,404	$91,416,176	$50,928,360	$47,724,190
Average Annual Proposed Fare	$6.12	$5.13	$5.20	$5.18

Monthly Multiplier @15 days + Zone Increase + Elimination of 8 ride Ticket

	Low-Income Cost Change	Low-Income % Change	Non Low-Income Cost Change	Non Low-Income % Change	Minority Cost Change	Minority % Change	Non-Minority Cost Change	Non-Minority % Change
Total Change In Fare Per Group	$505,289	7.5%	$10,244,488	12.6%	$5,641,533	12.5%	$5,108,244	12.0%
Average Change In Fare Per Group	$0.43		$0.57		$0.58		$0.55	
Change as a percent of entire fare change	4.7%		95.3%		52.5%		47.5%	
Percent Ridership of Each Group (From 2016 survey total)	6.0%		94.0%		52%		48%	
Difference From Exact Proportional Impact of Fare Change	-1.3%		1.3%		1.0%		-1.0%	
Difference between Protected Class and Non Protected		-5.1%				0.5%		
Disparate Impact or Disproportionate Burden Finding	No	No	No		No	No	No	

[2] The greyed row assumes all 8-ride ticket users will shift to the use of Clipper cash for 8 rides

Table 7b : Average Fare Calculations - Increase Monthly Multiplier Pass to 15 days + Zone Increase + No Elimination of 8 ride Ticket

Caltrain Fare Comparison Chart — Alt: 2
Last Updated by E. Doudna 20170707 with multiplier of 30 throughout

Travel Within Any	Payment Method	Ticket Type	Cost: Existing	Cost: Unit Existing	Cost: Proposed*	Cost: Unit Proposed	Change: Absolute	Change: Percent	Survey Usage by Group - Annual Ridership: Low-Income Survey	Non Low-Income Survey	Minority Survey	Non-Minority Survey	Overall Survey	Usage by Group -: Low-Income %	Low-Income Number	Non Low-Income %	Non Low-Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number	Cumulative Annual Current Fare: Low-Income	Non Low-Income	Minority	Non Minority	Cumulative Annual Proposed Fare: Low-Income	Non Low-Income	Minority	Non Minority	Annual Fare Change Experienced by Group: Low-Income	Low-Income %	Non Low-Income	Non Low-Income %	Minority	Minority %	Non Minority	Non Minority %
One Zone	TVM	Adult: One Way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	12	51	38	25	63	4.18%	49,476	1.18%	210,774	1.60%	156,675	1.12%	103,075	$ 185,536	$ 788,526	$ 587,529	$ 386,533	$ 185,536	$ 788,526	$ 587,529	$ 386,533	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: Day Pass	$ 7.50	$ 3.75	$ 7.50	$ 3.75	$ -	0.00%	3	39	23	19	42	1.05%	12,369	0.90%	161,798	0.97%	94,829	0.85%	78,337	$ 46,384	$ 612,991	$ 355,610	$ 298,765	$ 46,384	$ 612,991	$ 355,610	$ 298,765	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED One-way	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ -	0.00%	6	5	6	5	11	2.09%	24,738	0.12%	20,615	0.25%	24,738	0.22%	20,615	$ 43,292	$ 36,076	$ 43,292	$ 36,076	$ 43,292	$ 36,076	$ 43,292	$ 36,076	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ 3.75	$ 1.88	$ 3.75	$ 1.88	$ -	0.00%	2	11	5	8	13	0.70%	8,246	0.25%	45,353	0.21%	20,615	0.36%	32,984	$ 15,461	$ 85,037	$ 38,653	$ 61,845	$ 15,461	$ 85,037	$ 38,653	$ 61,845	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult: cash value	$ 3.20	$ 3.20	$ 3.20	$ 3.20	$ -	0.00%	4	60	32	32	64	1.39%	16,492	1.39%	247,381	1.39%	131,986	1.48%	131,986	$ 52,775	$ 791,619	$ 422,197	$ 422,197	$ 52,775	$ 791,619	$ 422,197	$ 422,197	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: 8-ride Ticket	$ 23.70	$ 2.96	$ 25.60	$ 3.20	$ 0.24	1.03%	2	14	12	4	16	0.70%	8,246	0.32%	57,722	0.51%	49,476	0.18%	16,492	$ 24,459	$ 171,021	$ 146,573	$ 48,858	$ 26,387	$ 184,711	$ 158,324	$ 52,775	$ 1,928	8.0%	$ 13,709	8.0%	$ 11,751	8.0%	$ 3,917	8.0%
		Adult: Monthly Pass	$ 84.80	$ 2.83	$ 96.00	$ 3.20	$ 0.37	0.44%	6	104	63	47	110	2.09%	24,738	2.61%	428,768	2.63%	259,750	2.10%	198,782	$ 69,936	$ 1,212,096	$ 734,226	$ 547,756	$ 79,162	$ 1,372,139	$ 831,200	$ 620,101	$ 9,236	13.2%	$ 160,043	13.2%	$ 96,973	13.2%	$ 72,345	13.2%
		ED Adult: cash value	$ 1.60	$ 1.60	$ 1.60	$ 1.60	$ -	0.00%	1	13	5	9	14	0.35%	4,123	0.30%	53,959	0.21%	20,615	0.40%	37,107	$ 6,987	$ 85,759	$ 32,984	$ 59,371	$ 6,987	$ 85,759	$ 32,984	$ 59,371	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: 8-ride Ticket	$ 11.85	$ 1.48	$ 12.80	$ 1.60	$ 0.12	1.03%	0	2	0	2	2	0.00%	-	0.03%	8,246	0.00%	-	0.09%	8,246	$ -	$ 12,214	$ -	$ 13,194	$ -	$ 12,214	$ -	$ 13,194	$ -	0.0%	$ 979	8.0%	$ -	0.0%	$ 979	8.0%
		ED Adult: Monthly Pass	$ 42.40	$ 1.41	$ 48.00	$ 1.60	$ 0.19	0.44%	2	8	3	7	10	0.70%	8,246	0.19%	32,984	0.13%	12,369	0.31%	28,861	$ 11,654	$ 46,618	$ 17,482	$ 40,750	$ 13,194	$ 52,775	$ 19,790	$ 46,178	$ 1,539	13.2%	$ 6,157	13.2%	$ 2,309	13.2%	$ 5,387	13.2%
Two Zones	TVM	Adult: One Way	$ 5.75	$ 5.75	$ 6.00	$ 6.00	$ 0.25	4.35%	29	136	96	69	165	10.10%	119,567	3.15%	561,730	4.04%	395,809	3.09%	284,488	$ 687,512	$ 3,224,197	$ 2,275,903	$ 1,635,808	$ 717,404	$ 3,364,379	$ 2,374,896	$ 1,706,928	$ 29,892	4.3%	$ 140,182	4.3%	$ 98,992	4.3%	$ 71,122	4.3%
		Adult: Day Pass	$ 11.50	$ 5.75	$ 12.00	$ 6.00	$ 0.25	2.17%	8	103	50	61	111	2.79%	32,984	2.38%	424,670	2.11%	203,151	2.73%	251,504	$ 189,699	$ 2,441,855	$ 1,185,366	$ 1,446,147	$ 197,905	$ 2,548,022	$ 1,236,904	$ 1,509,023	$ 8,246	4.3%	$ 106,168	4.3%	$ 51,538	4.3%	$ 62,876	4.3%
		ED One-way	$ 2.75	$ 2.75	$ 2.75	$ 2.75	$ -	0.00%	7	18	19	6	25	2.44%	28,861	0.42%	74,214	0.80%	78,337	0.27%	24,738	$ 79,308	$ 204,089	$ 215,427	$ 68,030	$ 79,308	$ 204,089	$ 215,427	$ 68,030	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ 5.75	$ 2.88	$ 6.00	$ 3.00	$ 0.13	2.17%	4	13	6	11	17	1.39%	16,492	0.30%	53,959	0.25%	24,738	0.49%	45,353	$ 47,415	$ 154,098	$ 71,122	$ 130,390	$ 49,476	$ 160,798	$ 74,214	$ 136,059	$ 2,062	4.3%	$ 6,700	4.3%	$ 3,092	4.3%	$ 5,669	4.3%
	Clipper	Adult: cash value	$ 5.20	$ 5.20	$ 5.45	$ 5.45	$ 0.25	4.81%	21	271	131	161	292	7.32%	86,583	6.27%	1,117,337	5.52%	540,115	7.20%	693,805	$ 450,233	$ 5,810,151	$ 2,808,597	$ 3,451,787	$ 471,879	$ 6,089,485	$ 2,943,625	$ 3,617,738	$ 21,646	4.8%	$ 279,334	4.8%	$ 135,029	4.8%	$ 165,951	4.8%
		Adult: 8-ride Ticket	$ 38.50	$ 4.81	$ 43.60	$ 5.45	$ 0.64	1.63%	4	70	33	41	74	1.39%	16,492	1.62%	288,611	1.39%	136,059	1.83%	169,044	$ 79,308	$ 1,388,940	$ 634,786	$ 813,522	$ 83,882	$ 1,572,980	$ 741,524	$ 921,287	$ 10,514	13.2%	$ 183,989	13.2%	$ 86,798	13.2%	$ 107,765	13.2%
		Adult: Monthly Pass	$ 137.80	$ 4.59	$ 163.50	$ 5.45	$ 0.86	0.62%	9	630	340	319	659	3.14%	37,107	15.04%	2,679,999	14.32%	1,401,825	14.27%	1,315,241	$ 170,445	$ 12,309,944	$ 6,469,048	$ 6,041,342	$ 202,234	$ 14,635,775	$ 7,693,944	$ 7,188,055	$ 31,788	18.7%	$ 2,295,831	18.7%	$ 1,201,896	18.7%	$ 1,126,723	18.7%
		ED Adult: cash value	$ 2.60	$ 2.60	$ 2.60	$ 2.60	$ -	0.00%	4	23	7	20	27	1.39%	16,492	0.53%	94,829	0.29%	28,861	0.89%	82,460	$ 42,879	$ 246,556	$ 75,039	$ 214,397	$ 42,879	$ 246,556	$ 75,039	$ 214,397	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: 8-ride Ticket	$ 19.25	$ 2.41	$ 21.80	$ 2.73	$ 0.32	1.63%	0	5	3	2	5	0.00%	-	0.12%	20,615	0.13%	12,369	0.09%	8,246	$ -	$ 49,635	$ 29,703	$ 19,842	$ -	$ 56,176	$ 33,706	$ 22,470	$ -	0.0%	$ 6,571	13.2%	$ 3,943	13.2%	$ 2,628	13.2%
		ED Adult: Monthly Pass	$ 68.90	$ 2.30	$ 78.00	$ 2.60	$ 0.30	0.44%	2	16	7	11	18	0.70%	8,246	0.30%	65,908	0.29%	28,861	0.49%	45,353	$ 18,988	$ 151,507	$ 65,284	$ 104,161	$ 21,440	$ 171,517	$ 75,039	$ 117,918	$ 2,501	13.2%	$ 20,010	13.2%	$ 8,755	13.2%	$ 13,757	13.2%
Three Zones	TVM	Adult: One Way	$ 7.75	$ 7.75	$ 8.25	$ 8.25	$ 0.50	6.45%	21	167	109	79	188	7.32%	86,583	3.89%	688,543	4.59%	449,408	3.53%	325,718	$ 671,020	$ 5,336,210	$ 3,482,916	$ 2,524,315	$ 714,312	$ 5,681,482	$ 3,707,620	$ 2,687,174	$ 43,292	6.5%	$ 344,272	6.5%	$ 224,704	6.5%	$ 162,899	6.5%
		Adult: Day Pass	$ 15.50	$ 7.75	$ 16.50	$ 8.25	$ 0.50	3.23%	18	141	66	93	159	6.27%	74,214	3.29%	581,345	2.78%	272,119	4.16%	388,440	$ 575,160	$ 4,505,423	$ 2,108,921	$ 2,971,662	$ 612,267	$ 4,796,095	$ 2,244,981	$ 3,163,382	$ 37,107	6.5%	$ 290,672	6.5%	$ 136,059	6.5%	$ 191,720	6.5%
		ED One-way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	6	11	8	9	17	2.09%	24,738	0.25%	45,353	0.34%	32,984	0.40%	37,107	$ 92,788	$ 170,074	$ 123,690	$ 139,152	$ 92,788	$ 170,074	$ 123,690	$ 139,152	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ 7.75	$ 3.88	$ 8.25	$ 4.13	$ 0.25	3.23%	1	19	9	11	20	0.35%	4,123	0.44%	78,337	0.38%	37,107	0.49%	45,353	$ 15,977	$ 303,557	$ 143,750	$ 175,743	$ 17,037	$ 323,141	$ 153,057	$ 187,082	$ 1,061	6.5%	$ 19,584	6.5%	$ 9,277	6.5%	$ 11,338	6.5%
	Clipper	Adult: cash value	$ 7.20	$ 7.20	$ 7.70	$ 7.70	$ 0.50	6.94%	11	221	120	112	232	3.83%	45,353	5.11%	911,186	5.03%	494,762	5.01%	461,778	$ 326,543	$ 6,561,559	$ 3,562,284	$ 3,324,798	$ 349,219	$ 7,016,132	$ 3,803,664	$ 3,555,687	$ 22,677	6.9%	$ 455,368	6.9%	$ 247,381	6.9%	$ 230,889	6.9%
		Adult: 8-ride Ticket	$ 53.30	$ 6.66	$ 61.60	$ 7.70	$ 1.04	1.95%	1	76	43	34	77	0.35%	4,123	1.76%	313,349	1.81%	177,290	1.52%	140,182	$ 27,470	$ 2,087,688	$ 1,181,192	$ 983,966	$ 31,747	$ 2,412,787	$ 1,365,130	$ 1,079,405	$ 4,278	15.6%	$ 325,100	15.6%	$ 183,988	15.6%	$ 145,439	15.6%
		Adult: Monthly Pass	$ 190.80	$ 6.36	$ 231.00	$ 7.70	$ 1.34	0.70%	15	582	320	267	587	5.23%	61,845	13.47%	2,399,594	13.90%	1,361,594	11.96%	1,101,845	$ 388,335	$ 15,261,417	$ 8,653,381	$ 7,001,372	$ 476,208	$ 18,476,872	$ 10,476,577	$ 8,476,503	$ 82,873	21.1%	$ 3,215,456	21.1%	$ 1,823,197	21.1%	$ 1,475,132	21.1%
		ED Adult: cash value	$ 3.60	$ 3.60	$ 3.60	$ 3.60	$ -	0.00%	3	6	5	4	9	1.05%	12,369	0.14%	24,738	0.21%	20,615	0.18%	16,492	$ 44,529	$ 89,057	$ 74,214	$ 59,371	$ 44,529	$ 89,057	$ 74,214	$ 59,371	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: 8-ride Ticket	$ 26.65	$ 3.33	$ 30.80	$ 3.85	$ 0.52	1.95%	0	1	0	1	1	0.00%	-	0.02%	4,123	0.00%	-	0.04%	4,123	$ -	$ 13,735	$ -	$ 13,735	$ -	$ 15,874	$ -	$ 15,874	$ -	0.0%	$ 2,139	15.6%	$ -	0.0%	$ 2,139	15.6%
		ED Adult: Monthly Pass	$ 99.40	$ 3.18	$ 108.00	$ 3.00	$ 0.42	0.44%	2	23	10	15	25	0.70%	8,246	0.55%	94,829	0.42%	41,230	0.67%	61,845	$ 26,222	$ 301,557	$ 131,112	$ 191,008	$ 29,080	$ 341,380	$ 148,428	$ 222,648	$ 3,403	13.2%	$ 39,823	13.2%	$ 17,317	13.2%	$ 25,975	13.2%
Four Zones	TVM	Adult: One Way	$ 9.75	$ 9.75	$ 10.50	$ 10.50	$ 0.75	7.69%	23	62	39	46	85	8.01%	94,829	1.43%	255,627	1.64%	161,798	2.03%	189,659	$ 924,586	$ 2,492,362	$ 1,567,776	$ 1,849,172	$ 995,708	$ 2,684,082	$ 1,688,374	$ 1,991,415	$ 71,122	7.7%	$ 191,720	7.7%	$ 121,998	7.7%	$ 142,244	7.7%
		Adult: Day Pass	$ 19.50	$ 9.75	$ 21.00	$ 10.50	$ 0.75	3.85%	18	74	53	39	92	6.27%	74,214	1.71%	305,103	2.23%	218,520	1.74%	161,798	$ 723,589	$ 2,974,754	$ 2,130,567	$ 1,567,776	$ 779,250	$ 3,203,581	$ 2,294,457	$ 1,688,374	$ 55,661	7.7%	$ 228,827	7.7%	$ 163,880	7.7%	$ 121,998	7.7%
		ED One-way	$ 4.75	$ 4.75	$ 4.75	$ 4.75	$ -	0.00%	4	5	4	5	9	1.39%	16,492	0.12%	20,615	0.17%	16,492	0.22%	20,615	$ 78,337	$ 97,922	$ 78,337	$ 97,922	$ 78,337	$ 97,922	$ 78,337	$ 97,922	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ 9.75	$ 4.88	$ 10.50	$ 5.25	$ 0.38	3.85%	3	6	4	5	9	1.05%	12,369	0.14%	24,738	0.17%	16,492	0.22%	20,615	$ 60,299	$ 121,988	$ 80,399	$ 101,488	$ 64,987	$ 129,875	$ 86,583	$ 108,229	$ 4,688	7.7%	$ 9,277	7.7%	$ 6,185	7.7%	$ 7,731	7.7%
	Clipper	Adult: cash value	$ 9.20	$ 9.20	$ 9.95	$ 9.95	$ 0.75	8.15%	8	71	32	47	79	2.79%	32,984	1.64%	292,734	1.39%	131,986	2.10%	198,782	$ 303,454	$ 2,698,152	$ 1,213,815	$ 1,782,791	$ 328,192	$ 2,912,703	$ 1,312,767	$ 1,928,127	$ 24,738	8.2%	$ 219,550	8.2%	$ 98,992	8.2%	$ 145,336	8.2%
		Adult: 8-ride Ticket	$ 68.10	$ 8.51	$ 79.60	$ 9.95	$ 1.44	2.11%	3	33	22	14	36	1.05%	12,369	0.76%	196,099	0.98%	90,706	0.63%	57,722	$ 105,291	$ 1,158,206	$ 772,137	$ 491,360	$ 123,072	$ 1,353,791	$ 902,528	$ 574,336	$ 17,780	16.9%	$ 195,585	16.9%	$ 130,390	16.9%	$ 82,976	16.9%
		Adult: Monthly Pass	$ 248.80	$ 8.13	$ 298.50	$ 9.95	$ 1.82	0.75%	2	182	95	89	184	0.70%	8,246	4.21%	750,388	4.03%	381,686	3.98%	366,918	$ 67,013	$ 6,038,157	$ 3,183,104	$ 2,982,036	$ 82,048	$ 7,466,365	$ 3,897,278	$ 3,651,136	$ 15,035	22.4%	$ 1,368,208	22.4%	$ 714,175	22.4%	$ 669,039	22.4%
		ED Adult: cash value	$ 4.60	$ 4.60	$ 4.60	$ 4.60	$ -	0.00%	3	5	5	3	8	1.05%	12,369	0.12%	20,615	0.21%	20,615	0.13%	12,369	$ 56,888	$ 94,829	$ 94,829	$ 56,888	$ 56,888	$ 94,829	$ 94,829	$ 56,888	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: 8-ride Ticket	$ 34.05	$ 4.26	$ 39.80	$ 4.98	$ 0.72	2.11%	0	1	1	0	1	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	$ -	$ 17,549	$ 17,549	$ -	$ -	$ 20,512	$ 20,512	$ -	$ -	0.0%	$ 2,963	16.9%	$ 2,963	16.9%	$ -	0.0%
		ED Adult: Monthly Pass	$ 121.90	$ 4.06	$ 138.00	$ 4.60	$ 0.54	0.44%	1	5	3	3	6	0.35%	4,123	0.12%	20,615	0.13%	12,369	0.13%	12,369	$ 16,753	$ 83,765	$ 50,260	$ 50,260	$ 18,986	$ 94,829	$ 56,898	$ 56,898	$ 2,213	13.2%	$ 11,063	13.2%	$ 6,638	13.2%	$ 6,638	13.2%
Five Zones	TVM	Adult: One Way	$ 11.75	$ 11.75	$ 12.75	$ 12.75	$ 1.00	8.51%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: Day Pass	$ 23.50	$ 11.75	$ 25.50	$ 12.75	$ 1.00	4.26%	0	2	1	1	2	0.00%	-	0.03%	8,246	0.04%	4,123	0.04%	4,123	$ -	$ 96,891	$ 48,445	$ 48,445	$ -	$ 105,137	$ 52,568	$ 52,568	$ -	0.0%	$ 8,246	8.5%	$ 4,123	8.5%	$ 4,123	8.5%
		ED One-way	$ 5.75	$ 5.75	$ 5.75	$ 5.75	$ -	0.00%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ 11.75	$ 5.88	$ 12.75	$ 6.38	$ 0.50	4.26%	0	1	1	0	1	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	$ -	$ 24,223	$ 24,223	$ -	$ -	$ 26,284	$ 26,284	$ -	$ -	0.0%	$ 2,062	8.5%	$ 2,062	8.5%	$ -	0.0%
	Clipper	Adult: cash value	$ 11.20	$ 11.20	$ 12.20	$ 12.20	$ 1.00	8.98%	0	2	1	1	2	0.00%	-	0.03%	8,246	0.04%	4,123	0.04%	4,123	$ -	$ 92,366	$ 46,178	$ 46,178	$ -	$ 100,612	$ 50,301	$ 50,301	$ -	0.0%	$ 8,246	8.9%	$ 4,123	8.9%	$ 4,123	8.9%
		Adult: 8-ride Ticket	$ 82.90	$ 10.36	$ 97.60	$ 12.20	$ 1.84	2.22%	0	1	0	1	1	0.00%	-	0.02%	4,123	0.00%	-	0.04%	4,123	$ -	$ 42,725	$ -	$ 42,725	$ -	$ 50,301	$ -	$ 50,301	$ -	0.0%	$ 7,576	17.7%	$ -	0.0%	$ 7,576	17.7%
		Adult: Monthly Pass	$ 296.80	$ 9.89	$ 366.00	$ 12.20	$ 2.31	0.78%	0	3	2	1	3	0.00%	-	0.07%	12,369	0.08%	8,246	0.04%	4,123	$ -	$ 122,371	$ 81,581	$ 40,790	$ -	$ 150,912	$ 100,612	$ 50,301	$ -	0.0%	$ 28,531	23.3%	$ 19,021	23.3%	$ 9,510	23.3%
		ED Adult: cash value	$ 5.60	$ 5.60	$ 5.60	$ 5.60	$ -	0.00%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: 8-ride Ticket	$ 41.45	$ 5.18	$ 48.80	$ 6.10	$ 0.92	2.22%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: Monthly Pass	$ 148.40	$ 4.95	$ 168.00	$ 5.60	$ 0.65	0.44%	0	1	1	0	1	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	$ -	$ 20,395	$ 20,395	$ -	$ -	$ 23,089	$ 23,089	$ -	$ -	0.0%	$ 2,694	13.2%	$ 2,694	13.2%	$ -	0.0%
Six Zones	TVM	Adult: One Way	$ 13.75	$ 13.75	$ 15.00	$ 15.00	$ 1.25	9.09%	0	3	0	3	3	0.00%	-	0.07%	12,369	0.00%	-	0.13%	12,369	$ -	$ 170,074	$ -	$ 170,074	$ -	$ 185,536	$ -	$ 185,536	$ -	0.0%	$ 15,461	9.1%	$ -	0.0%	$ 15,461	9.1%
		Adult: Day Pass	$ 27.50	$ 13.75	$ 30.00	$ 15.00	$ 1.25	4.55%	0	4	2	4	4	0.00%	-	0.09%	16,492	0.08%	8,246	0.09%	8,246	$ -	$ 226,766	$ 113,383	$ 113,383	$ -	$ 247,381	$ 123,690	$ 123,690	$ -	0.0%	$ 20,615	9.1%	$ 10,308	9.1%	$ 10,308	9.1%
		ED One-way	$ 6.75	$ 6.75	$ 6.75	$ 6.75	$ -	0.00%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ 13.75	$ 6.88	$ 15.00	$ 7.50	$ 0.63	4.55%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult: cash value	$ 13.20	$ 13.20	$ 14.45	$ 14.45	$ 1.25	9.47%	0	1	1	0	1	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	$ -	$ 54,424	$ 54,424	$ -	$ -	$ 59,578	$ 59,578	$ -	$ -	0.0%	$ 5,154	9.5%	$ 5,154	9.5%	$ -	0.0%
		Adult: 8-ride Ticket	$ 97.70	$ 12.21	$ 115.60	$ 14.45	$ 2.24	2.29%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: Monthly Pass	$ 349.80	$ 11.66	$ 413.50	$ 14.45	$ 2.79	0.80%	0	1	1	0	1	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	$ -	$ 48,074	$ 48,074	$ -	$ -	$ 59,578	$ 59,578	$ -	$ -	0.0%	$ 11,503	23.9%	$ 11,503	23.9%	$ -	0.0%
		ED Adult: cash value	$ 6.60	$ 6.60	$ 6.60	$ 6.60	$ -	0.00%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: 8-ride Ticket	$ 48.85	$ 6.11	$ 57.80	$ 7.23	$ 1.12	2.29%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: Monthly Pass	$ 174.90	$ 5.83	$ 198.00	$ 6.60	$ 0.77	0.44%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
All Zones		Go Pass/Other							18	1,000	527	491	1,018	6.27%	74,214	23.14%	4,123,013	22.20%	2,172,828	21.97%	2,024,400	$ -																
Total									287	4,322	2,374	2,235	4,609	100.00%	1,188,305	100.00%	17,819,664	100.00%	9,788,094	100.00%	9,214,935	$ 6,731,115	$ 81,171,688	$ 45,286,857	$ 42,615,946	$ 7,296,404	$ 91,421,330	$ 50,981,482	$ 47,726,251	$ 505,289	7.5%	$ 10,249,641	12.8%	$ 5,644,625	12.5%	$ 5,110,305	12.0%
									6%	94%	52%	48%										Low-Income	Non Low-Income	Minority	Non Minority										
									1,188,305	17,819,664	9,788,094	9,214,935	19,002,999																							
																						Total Current Annual Fare				$ 6,731,115	$ 81,171,688	$ 45,286,857	$ 42,615,946										
																						Average Current Annual Fare				$ 5.69	$ 4.56	$ 4.63	$ 4.62										
																										Total Proposed Annual Fare				$ 7,296,404	$ 91,421,330	$ 50,981,482	$ 47,726,251										
																										Average Annual Proposed Fare				$ 6.12	$ 5.13	$ 5.20	$ 5.18										

Monthly Multiplier @ 15 days + Zone Increase + No Elimination of 8 ride Ticket

	Low-Income Cost Change	Low-Income % Change	Non Low-Income Cost Change	Non Low-Income % Change	Minority Cost Change	Minority % Change	Non-Minority Cost Change	Non-Minority % Change
Total Change In Fare Per Group	$ 505,289	7.5%	$ 10,249,641	12.8%	$ 5,644,625	12.5%	$ 5,110,305	12.0%
Average Change In Fare Per Group	$ 0.43		$ 0.58		$ 0.58		$ 0.55	
Change as a percent of entire fare change	4.7%		95.3%		52.5%		47.5%	
Percent Ridership of Each Group (From 2016 survey total)	6.0%		94.0%		47.0%		53.0%	
Difference From Exact Proportional Impact of Fare Change	-1.3%		1.3%		5.5%		-5.5%	
Difference between Protected Class and Non Protected		-5.1%				0.5%		
Disparate Impact or Disproportionate Burden Finding	No	No	No		No	No	No	

Table 7c : Average Fare Calculations - Increase Monthly Multiplier to 15 days + No Zone Increase + Elimination of 8-ride Ticket[3]

Caltrain Fare Comparison Chart — Alt 3

Last Updated by T. Spencer No Zone increase

Travel Within Any	Payment Method	Ticket Type	Cost: Existing	Cost: Unit Existing	Cost: Proposed*	Cost: Unit Proposed	Change: Absolute	Change: Percent	Survey Usage by Group - Annual Ridership: Low-Income Survey	Non Low-Income Survey	Minority Survey	Non-Minority Survey	Overall Survey
One Zone	TVM	Adult One Way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	12	51	38	25	63
		Adult Day Pass	$ 7.50	$ 3.75	$ 7.50	$ 3.75	$ -	0.00%	3	39	23	19	42
		ED One-way	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ -	0.00%	6	5	6	5	11
		ED Day Pass	$ 3.75	$ 1.88	$ 3.75	$ 1.88	$ -	0.00%	2	11	5	8	13
	Clipper	Adult cash value	$ 3.20	$ 3.20	$ 3.20	$ 3.20	$ -	0.00%	4	60	32	32	64
		Adult 8-ride Ticket	$ 23.70	$ 2.96	$ 25.60	$ 3.20	$ 0.24	1.00%	2	14	12	4	16
		Adult Monthly Pass	$ 84.80	$ 2.83	$ 96.00	$ 3.20	$ 0.37	0.44%	6	104	63	47	110
		ED Adult cash value	$ 1.60	$ 1.60	$ 1.60	$ 1.60	$ -	0.00%	1	13	5	9	14
		ED Adult 8-ride Ticket	$ 11.85	$ 1.48	$ 12.80	$ 1.60	$ 0.12	1.00%	0	2	0	2	2
		ED Adult Monthly Pass	$ 42.40	$ 1.41	$ 48.00	$ 1.60	$ 0.19	0.44%	2	8	3	7	10
Two Zones	TVM	Adult One Way	$ 5.75	$ 5.75	$ 5.75	$ 5.75	$ -	0.00%	29	136	96	69	165
		Adult Day Pass	$ 11.50	$ 5.75	$ 11.50	$ 5.75	$ -	0.00%	8	103	50	61	111
		ED One-way	$ 2.75	$ 2.75	$ 2.75	$ 2.75	$ -	0.00%	7	18	19	6	25
		ED Day Pass	$ 5.75	$ 2.88	$ 5.75	$ 2.88	$ -	0.00%	4	13	6	11	17
	Clipper	Adult cash value	$ 5.20	$ 5.20	$ 5.20	$ 5.20	$ -	0.00%	21	271	131	161	292
		Adult 8-ride Ticket	$ 38.50	$ 4.81	$ 41.60	$ 5.20	$ 0.39	1.01%	4	70	33	41	74
		Adult Monthly Pass	$ 137.80	$ 4.59	$ 163.50	$ 5.45	$ 0.86	0.62%	9	650	340	319	659
		ED Adult cash value	$ 2.60	$ 2.60	$ 2.60	$ 2.60	$ -	0.00%	4	23	7	20	27
		ED Adult 8-ride Ticket	$ 19.25	$ 2.41	$ 20.80	$ 2.60	$ 0.19	1.01%	0	5	3	2	5
		ED Adult Monthly Pass	$ 68.90	$ 2.30	$ 78.00	$ 2.60	$ 0.30	0.44%	2	16	7	11	18
Three Zones	TVM	Adult One Way	$ 7.75	$ 7.75	$ 7.75	$ 7.75	$ -	0.00%	21	167	109	79	188
		Adult Day Pass	$ 15.50	$ 7.75	$ 15.50	$ 7.75	$ -	0.00%	18	141	66	93	159
		ED One-way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	6	11	8	9	17
		ED Day Pass	$ 7.75	$ 3.88	$ 7.75	$ 3.88	$ -	0.00%	1	19	9	11	20
	Clipper	Adult cash value	$ 7.20	$ 7.20	$ 7.20	$ 7.20	$ -	0.00%	11	221	120	112	232
		Adult 8-ride Ticket	$ 53.30	$ 6.66	$ 57.60	$ 7.20	$ 0.54	1.01%	1	76	43	34	77
		Adult Monthly Pass	$ 190.80	$ 6.36	$ 231.00	$ 7.70	$ 1.34	0.70%	15	582	330	267	597
		ED Adult cash value	$ 3.60	$ 3.60	$ 3.60	$ 3.60	$ -	0.00%	3	6	5	4	9
		ED Adult 8-ride Ticket	$ 26.65	$ 3.33	$ 28.80	$ 3.60	$ 0.27	1.01%	0	1	0	1	1
		ED Adult Monthly Pass	$ 95.40	$ 3.18	$ 108.00	$ 3.60	$ 0.42	0.44%	2	23	10	15	25
Four Zones	TVM	Adult One Way	$ 9.75	$ 9.75	$ 9.75	$ 9.75	$ -	0.00%	23	62	39	46	85
		Adult Day Pass	$ 19.50	$ 9.75	$ 19.50	$ 9.75	$ -	0.00%	18	74	53	39	92
		ED One-way	$ 4.75	$ 4.75	$ 4.75	$ 4.75	$ -	0.00%	4	5	4	5	9
		ED Day Pass	$ 9.75	$ 4.88	$ 9.75	$ 4.88	$ -	0.00%	3	6	4	5	9
	Clipper	Adult cash value	$ 9.20	$ 9.20	$ 9.20	$ 9.20	$ -	0.00%	8	71	32	47	79
		Adult 8-ride Ticket	$ 68.10	$ 8.51	$ 73.60	$ 9.20	$ 0.69	1.01%	3	33	22	14	36
		Adult Monthly Pass	$ 243.80	$ 8.13	$ 298.50	$ 9.95	$ 1.82	0.75%	2	182	95	89	184
		ED Adult cash value	$ 4.60	$ 4.60	$ 4.60	$ 4.60	$ -	0.00%	3	5	5	3	8
		ED Adult 8-ride Ticket	$ 34.05	$ 4.26	$ 36.80	$ 4.60	$ 0.34	1.01%	0	1	1	0	1
		ED Adult Monthly Pass	$ 121.90	$ 4.06	$ 138.00	$ 4.60	$ 0.54	0.44%	1	5	3	3	6
Five Zones	TVM	Adult One Way	$ 11.75	$ 11.75	$ 11.75	$ 11.75	$ -	0.00%	0	0	0	0	0
		Adult Day Pass	$ 23.50	$ 11.75	$ 23.50	$ 11.75	$ -	0.00%	0	2	1	1	2
		ED One-way	$ 5.75	$ 5.75	$ 5.75	$ 5.75	$ -	0.00%	0	0	0	0	0
		ED Day Pass	$ 11.75	$ 5.88	$ 11.75	$ 5.88	$ -	0.00%	0	1	1	0	1
	Clipper	Adult cash value	$ 11.20	$ 11.20	$ 11.20	$ 11.20	$ -	0.00%	0	2	1	1	2
		Adult 8-ride Ticket	$ 82.90	$ 10.36	$ 89.60	$ 11.20	$ 0.84	1.01%	0	1	0	1	1
		Adult Monthly Pass	$ 296.80	$ 9.89	$ 366.00	$ 12.20	$ 2.31	0.78%	0	3	2	1	3
		ED Adult cash value	$ 5.60	$ 5.60	$ 5.60	$ 5.60	$ -	0.00%	0	0	0	0	0
		ED Adult 8-ride Ticket	$ 41.45	$ 5.18	$ 44.80	$ 5.60	$ 0.42	1.01%	0	0	0	0	0
		ED Adult Monthly Pass	$ 148.40	$ 4.95	$ 168.00	$ 5.60	$ 0.65	0.44%	0	1	1	0	1
Six Zones	TVM	Adult One Way	$ 13.75	$ 13.75	$ 13.75	$ 13.75	$ -	0.00%	0	3	0	3	3
		Adult Day Pass	$ 27.50	$ 13.75	$ 27.50	$ 13.75	$ -	0.00%	0	4	2	2	4
		ED One-way	$ 6.75	$ 6.75	$ 6.75	$ 6.75	$ -	0.00%	0	0	0	0	0
		ED Day Pass	$ 13.75	$ 6.88	$ 13.75	$ 6.88	$ -	0.00%	0	0	0	0	0
	Clipper	Adult cash value	$ 13.20	$ 13.20	$ 13.20	$ 13.20	$ -	0.00%	0	1	1	0	1
		Adult 8-ride Ticket	$ 97.70	$ 12.21	$ 105.60	$ 13.20	$ 0.99	1.01%	0	0	0	0	0
		Adult Monthly Pass	$ 349.80	$ 11.66	$ 433.50	$ 14.45	$ 2.79	0.80%	0	1	1	0	1
		ED Adult cash value	$ 6.60	$ 6.60	$ 6.60	$ 6.60	$ -	0.00%	0	0	0	0	0
		ED Adult 8-ride Ticket	$ 48.85	$ 6.11	$ 52.80	$ 6.60	$ 0.49	1.01%	0	0	0	0	0
		ED Adult Monthly Pass	$ 174.90	$ 5.83	$ 198.00	$ 6.60	$ 0.77	0.44%	0	0	0	0	0
All Zones		Go Pass/Other							18	1,000	527	491	1,018
Total									287	4,322	2,374	2,235	4,609
									6%	94%	52%	48%	
									1,183,305	17,819,664	9,788,034	9,214,935	19,002,969

Travel Within Any	Payment Method	Ticket Type	Usage by Group: Low-Income %	Low Income Number	Non Low-Income %	Non Low-Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number
One Zone	TVM	Adult One Way	4.18%	49,476	1.18%	210,274	1.60%	156,675	1.12%	103,075
		Adult Day Pass	1.05%	12,369	0.90%	160,798	0.97%	94,829	0.85%	78,337
		ED One-way	2.09%	24,738	0.12%	20,615	0.25%	24,738	0.22%	20,615
		ED Day Pass	0.70%	8,246	0.25%	45,353	0.21%	20,615	0.36%	32,984
	Clipper	Adult cash value	1.39%	16,492	1.39%	247,381	1.35%	131,986	1.43%	131,986
		Adult 8-ride Ticket	0.70%	8,246	0.32%	57,722	0.51%	49,476	0.18%	16,492
		Adult Monthly Pass	2.09%	24,738	2.41%	428,793	2.65%	259,750	2.10%	193,782
		ED Adult cash value	0.35%	4,123	0.30%	53,599	0.21%	20,615	0.40%	37,107
		ED Adult 8-ride Ticket	0.00%	-	0.05%	8,246	0.00%	-	0.09%	8,246
		ED Adult Monthly Pass	0.70%	8,246	0.19%	32,984	0.13%	12,369	0.31%	28,861
Two Zones	TVM	Adult One Way	10.10%	119,567	3.15%	560,730	4.04%	395,809	3.09%	284,488
		Adult Day Pass	2.79%	32,984	2.38%	424,670	2.11%	206,151	2.73%	251,504
		ED One-way	2.44%	28,861	0.42%	74,214	0.80%	78,337	0.27%	24,738
		ED Day Pass	1.39%	16,492	0.30%	53,599	0.25%	24,738	0.49%	45,353
	Clipper	Adult cash value	7.32%	86,583	6.27%	1,117,337	5.52%	540,115	7.20%	663,805
		Adult 8-ride Ticket	1.39%	16,492	1.62%	288,611	1.39%	136,059	1.83%	169,044
		Adult Monthly Pass	3.14%	37,107	15.04%	2,679,959	14.32%	1,401,825	14.27%	1,315,241
		ED Adult cash value	1.39%	16,492	0.53%	94,829	0.29%	28,861	0.89%	82,460
		ED Adult 8-ride Ticket	0.00%	-	0.12%	20,615	0.13%	12,369	0.09%	8,246
		ED Adult Monthly Pass	0.70%	8,246	0.37%	65,968	0.29%	28,861	0.49%	45,353
Three Zones	TVM	Adult One Way	7.32%	86,583	3.86%	688,543	4.59%	449,408	3.53%	325,718
		Adult Day Pass	6.27%	74,214	3.26%	581,345	2.78%	272,119	4.16%	383,440
		ED One-way	2.09%	24,738	0.25%	45,353	0.34%	32,984	0.40%	37,107
		ED Day Pass	0.35%	4,123	0.44%	78,337	0.38%	37,107	0.49%	45,353
	Clipper	Adult cash value	3.83%	45,353	5.11%	911,186	5.05%	494,762	5.01%	461,778
		Adult 8-ride Ticket	0.35%	4,123	1.76%	313,349	1.81%	177,290	1.52%	140,182
		Adult Monthly Pass	5.23%	61,845	13.47%	2,399,594	13.90%	1,360,594	11.95%	1,100,845
		ED Adult cash value	1.05%	12,369	0.14%	24,738	0.21%	20,615	0.18%	16,492
		ED Adult 8-ride Ticket	0.00%	-	0.02%	4,123	0.00%	-	0.04%	4,123
		ED Adult Monthly Pass	0.70%	8,246	0.53%	94,829	0.42%	41,230	0.67%	61,845
Four Zones	TVM	Adult One Way	8.01%	94,829	1.43%	255,627	1.64%	160,798	2.06%	189,659
		Adult Day Pass	6.27%	74,214	1.71%	305,103	2.23%	218,520	1.74%	160,798
		ED One-way	1.39%	16,492	0.12%	20,615	0.17%	16,492	0.22%	20,615
		ED Day Pass	1.05%	12,369	0.14%	24,738	0.17%	16,492	0.22%	20,615
	Clipper	Adult cash value	2.79%	32,984	1.64%	292,734	1.35%	131,986	2.10%	193,782
		Adult 8-ride Ticket	1.05%	12,369	0.76%	136,059	0.93%	90,706	0.63%	57,722
		Adult Monthly Pass	0.70%	8,246	4.21%	750,388	4.00%	391,686	3.98%	366,948
		ED Adult cash value	1.05%	12,369	0.12%	20,615	0.21%	20,615	0.13%	12,369
		ED Adult 8-ride Ticket	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-
		ED Adult Monthly Pass	0.35%	4,123	0.12%	20,615	0.13%	12,369	0.13%	12,369
Five Zones	TVM	Adult One Way	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		Adult Day Pass	0.00%	-	0.05%	8,246	0.04%	4,123	0.04%	4,123
		ED One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Day Pass	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-
	Clipper	Adult cash value	0.00%	-	0.05%	8,246	0.04%	4,123	0.04%	4,123
		Adult 8-ride Ticket	0.00%	-	0.02%	4,123	0.00%	-	0.04%	4,123
		Adult Monthly Pass	0.00%	-	0.07%	12,369	0.08%	8,246	0.04%	4,123
		ED Adult cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult Monthly Pass	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-
Six Zones	TVM	Adult One Way	0.00%	-	0.07%	12,369	0.00%	-	0.13%	12,369
		Adult Day Pass	0.00%	-	0.09%	16,492	0.08%	8,246	0.09%	8,246
		ED One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Day Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-
	Clipper	Adult cash value	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-
		Adult 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		Adult Monthly Pass	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-
		ED Adult cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult Monthly Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-
All Zones		Go Pass/Other	6.27%	74,214.24	23.14%	4,123,013	22.20%	2,172,828	21.97%	2,024,400
Total			93.73%	1,103,091	76.86%	13,696,651	77.80%	7,615,206	78.03%	7,190,535

Travel Within Any	Payment Method	Ticket Type	Cumulative Annual Current Fare: Low-Income	Non Low-Income	Minority	Non Minority	Cumulative Annual Proposed Fare: Low-Income	Non Low-Income	Minority	Non Minority
One Zone	TVM	Adult One Way	$ 185,536	$ 788,526	$ 587,529	$ 386,533	$ 185,536	$ 788,526	$ 587,529	$ 386,533
		Adult Day Pass	$ 46,384	$ 602,991	$ 355,610	$ 298,765	$ 46,384	$ 602,991	$ 355,610	$ 298,765
		ED One-way	$ 43,292	$ 36,076	$ 43,292	$ 36,076	$ 43,292	$ 36,076	$ 43,292	$ 36,076
		ED Day Pass	$ 15,461	$ 85,037	$ 38,653	$ 61,845	$ 15,461	$ 85,037	$ 38,653	$ 61,845
	Clipper	Adult cash value	$ 52,775	$ 791,619	$ 422,197	$ 422,197	$ 52,775	$ 791,619	$ 422,197	$ 422,197
		Adult 8-ride Ticket	$ 24,429	$ 171,002	$ 146,573	$ 48,858	$ 26,387	$ 184,711	$ 158,324	$ 52,775
		Adult Monthly Pass	$ 69,926	$ 1,212,056	$ 734,226	$ 547,756	$ 79,162	$ 1,372,139	$ 831,200	$ 620,101
		ED Adult cash value	$ 6,597	$ 85,759	$ 32,984	$ 59,371	$ 6,597	$ 85,759	$ 32,984	$ 59,371
		ED Adult 8-ride Ticket	$ -	$ 12,214	$ -	$ 12,214	$ -	$ 13,194	$ -	$ 13,194
		ED Adult Monthly Pass	$ 11,654	$ 46,618	$ 17,482	$ 40,790	$ 13,194	$ 52,775	$ 19,790	$ 46,178
Two Zones	TVM	Adult One Way	$ 687,512	$ 3,224,197	$ 2,275,903	$ 1,635,806	$ 687,512	$ 3,224,197	$ 2,275,903	$ 1,635,806
		Adult Day Pass	$ 189,659	$ 2,441,855	$ 1,185,366	$ 1,446,147	$ 189,659	$ 2,441,855	$ 1,185,366	$ 1,446,147
		ED One-way	$ 79,368	$ 204,089	$ 215,427	$ 68,030	$ 79,368	$ 204,089	$ 215,427	$ 68,030
		ED Day Pass	$ 47,415	$ 154,098	$ 71,122	$ 130,390	$ 47,415	$ 154,098	$ 71,122	$ 130,390
	Clipper	Adult cash value	$ 450,233	$ 5,810,151	$ 2,808,597	$ 3,451,787	$ 450,233	$ 5,810,151	$ 2,808,597	$ 3,451,787
		Adult 8-ride Ticket	$ 79,368	$ 1,388,940	$ 654,786	$ 813,522	$ 85,759	$ 1,500,777	$ 707,509	$ 879,026
		Adult Monthly Pass	$ 170,445	$ 12,309,944	$ 6,439,048	$ 6,041,342	$ 202,234	$ 14,605,775	$ 7,639,944	$ 7,168,065
		ED Adult cash value	$ 42,879	$ 246,556	$ 75,039	$ 214,397	$ 42,879	$ 246,556	$ 75,039	$ 214,397
		ED Adult 8-ride Ticket	$ -	$ 49,605	$ 29,763	$ 19,842	$ -	$ 53,599	$ 32,160	$ 21,440
		ED Adult Monthly Pass	$ 18,938	$ 151,507	$ 66,284	$ 104,161	$ 21,440	$ 171,517	$ 75,039	$ 117,918
Three Zones	TVM	Adult One Way	$ 671,020	$ 5,336,210	$ 3,482,916	$ 2,524,315	$ 671,020	$ 5,336,210	$ 3,482,916	$ 2,524,315
		Adult Day Pass	$ 575,160	$ 4,505,423	$ 2,108,921	$ 2,971,662	$ 575,160	$ 4,505,423	$ 2,108,921	$ 2,971,662
		ED One-way	$ 92,768	$ 170,074	$ 123,690	$ 139,152	$ 92,768	$ 170,074	$ 123,690	$ 139,152
		ED Day Pass	$ 15,977	$ 303,557	$ 143,790	$ 175,743	$ 15,977	$ 303,557	$ 143,790	$ 175,743
	Clipper	Adult cash value	$ 326,543	$ 6,560,539	$ 3,562,284	$ 3,324,798	$ 326,543	$ 6,560,539	$ 3,562,284	$ 3,324,798
		Adult 8-ride Ticket	$ 27,470	$ 2,087,688	$ 1,181,192	$ 933,966	$ 29,686	$ 2,256,113	$ 1,276,485	$ 1,009,314
		Adult Monthly Pass	$ 393,335	$ 15,261,417	$ 8,653,381	$ 7,001,372	$ 476,208	$ 18,476,872	$ 10,476,577	$ 8,476,503
		ED Adult cash value	$ 44,529	$ 89,057	$ 74,214	$ 59,371	$ 44,529	$ 89,057	$ 74,214	$ 59,371
		ED Adult 8-ride Ticket	$ -	$ 13,735	$ -	$ 13,735	$ -	$ 14,843	$ -	$ 14,843
		ED Adult Monthly Pass	$ 26,222	$ 301,557	$ 131,112	$ 196,668	$ 29,686	$ 341,386	$ 148,428	$ 222,643
Four Zones	TVM	Adult One Way	$ 924,586	$ 2,492,362	$ 1,567,776	$ 1,849,172	$ 924,586	$ 2,492,362	$ 1,567,776	$ 1,849,172
		Adult Day Pass	$ 723,589	$ 2,974,754	$ 2,130,567	$ 1,567,776	$ 723,589	$ 2,974,754	$ 2,130,567	$ 1,567,776
		ED One-way	$ 78,337	$ 97,922	$ 78,337	$ 97,922	$ 78,337	$ 97,922	$ 78,337	$ 97,922
		ED Day Pass	$ 60,299	$ 120,598	$ 80,399	$ 100,498	$ 60,299	$ 120,598	$ 80,399	$ 100,498
	Clipper	Adult cash value	$ 303,454	$ 2,698,152	$ 1,213,815	$ 1,782,791	$ 303,454	$ 2,698,152	$ 1,213,815	$ 1,782,791
		Adult 8-ride Ticket	$ 105,291	$ 1,158,206	$ 772,137	$ 491,360	$ 113,795	$ 1,251,747	$ 834,498	$ 531,044
		Adult Monthly Pass	$ 67,013	$ 6,098,157	$ 3,183,104	$ 2,982,066	$ 82,048	$ 7,466,365	$ 3,897,278	$ 3,651,135
		ED Adult cash value	$ 56,898	$ 94,829	$ 94,829	$ 56,898	$ 56,898	$ 94,829	$ 94,829	$ 56,898
		ED Adult 8-ride Ticket	$ -	$ 17,549	$ 17,549	$ -	$ -	$ 18,966	$ 18,966	$ -
		ED Adult Monthly Pass	$ 16,753	$ 83,766	$ 50,260	$ 50,260	$ 18,966	$ 94,829	$ 56,898	$ 56,898
Five Zones	TVM	Adult One Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Adult Day Pass	$ -	$ 96,891	$ 48,445	$ 48,445	$ -	$ 96,891	$ 48,445	$ 48,445
		ED One-way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Day Pass	$ -	$ 24,223	$ 24,223	$ -	$ -	$ 24,223	$ 24,223	$ -
	Clipper	Adult cash value	$ -	$ 92,356	$ 46,178	$ 46,178	$ -	$ 92,356	$ 46,178	$ 46,178
		Adult 8-ride Ticket	$ -	$ 42,725	$ -	$ 42,725	$ -	$ 46,178	$ -	$ 46,178
		Adult Monthly Pass	$ -	$ 122,371	$ 81,581	$ 40,790	$ -	$ 150,902	$ 100,602	$ 50,301
		ED Adult cash value	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult Monthly Pass	$ -	$ 20,395	$ 20,395	$ -	$ -	$ 23,089	$ 23,089	$ -
Six Zones	TVM	Adult One Way	$ -	$ 170,074	$ -	$ 170,074	$ -	$ 170,074	$ -	$ 170,074
		Adult Day Pass	$ -	$ 226,766	$ 113,383	$ 113,383	$ -	$ 226,766	$ 113,383	$ 113,383
		ED One-way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Day Pass	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Clipper	Adult cash value	$ -	$ 54,424	$ 54,424	$ -	$ -	$ 54,424	$ 54,424	$ -
		Adult 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Adult Monthly Pass	$ -	$ 48,074	$ 48,074	$ -	$ -	$ 59,578	$ 59,578	$ -
		ED Adult cash value	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult Monthly Pass	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
All Zones		Go Pass/Other	$ -	$ -	$ -	$ -				
Total			$ 6,731,115	$ 81,171,688	$ 45,286,857	$ 42,615,946	$ 6,898,832	$ 88,729,517	$ 49,416,275	$ 46,212,075

Travel Within Any	Payment Method	Ticket Type	Annual Fare Change Experienced by Group: Low-Income	Low Income %	Non Low-Income	Non Low-Income %	Minority	Minority %	Non Minority	Non Minority %
One Zone	TVM	Adult One Way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED One-way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult 8-ride Ticket	$ 1,958	8.0%	$ 13,709	8.0%	$ 11,751	8.0%	$ 3,917	8.0%
		Adult Monthly Pass	$ 9,236	13.2%	$ 160,083	13.2%	$ 96,973	13.2%	$ 72,345	13.2%
		ED Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	0.0%	$ 979	8.0%	$ -	0.0%	$ 979	8.0%
		ED Adult Monthly Pass	$ 1,539	13.2%	$ 6,157	13.2%	$ 2,309	13.2%	$ 5,387	13.2%
Two Zones	TVM	Adult One Way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED One-way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult 8-ride Ticket	$ 6,391	8.1%	$ 111,837	8.1%	$ 52,723	8.1%	$ 65,504	8.1%
		Adult Monthly Pass	$ 31,788	18.7%	$ 2,295,831	18.7%	$ 1,200,896	18.7%	$ 1,126,723	18.7%
		ED Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	0.0%	$ 3,994	8.1%	$ 2,397	8.1%	$ 1,598	8.1%
		ED Adult Monthly Pass	$ 2,501	13.2%	$ 20,010	13.2%	$ 8,755	13.2%	$ 13,757	13.2%
Three Zones	TVM	Adult One Way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED One-way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult 8-ride Ticket	$ 2,216	8.1%	$ 168,425	8.1%	$ 95,293	8.1%	$ 75,348	8.1%
		Adult Monthly Pass	$ 82,873	21.1%	$ 3,215,456	21.1%	$ 1,823,197	21.1%	$ 1,475,132	21.1%
		ED Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	0.0%	$ 1,108	8.1%	$ -	0.0%	$ 1,108	8.1%
		ED Adult Monthly Pass	$ 3,463	13.2%	$ 39,828	13.2%	$ 17,317	13.2%	$ 25,975	13.2%
Four Zones	TVM	Adult One Way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED One-way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult 8-ride Ticket	$ 8,504	8.1%	$ 93,541	8.1%	$ 62,361	8.1%	$ 39,684	8.1%
		Adult Monthly Pass	$ 15,035	22.4%	$ 1,368,208	22.4%	$ 714,175	22.4%	$ 669,069	22.4%
		ED Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	0.0%	$ 1,417	8.1%	$ 1,417	8.1%	$ -	0.0%
		ED Adult Monthly Pass	$ 2,213	13.2%	$ 11,063	13.2%	$ 6,638	13.2%	$ 6,638	13.2%
Five Zones	TVM	Adult One Way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED One-way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult 8-ride Ticket	$ -	0.0%	$ 3,453	8.1%	$ -	0.0%	$ 3,453	8.1%
		Adult Monthly Pass	$ -	0.0%	$ 28,531	23.3%	$ 19,021	23.3%	$ 9,510	23.3%
		ED Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult Monthly Pass	$ -	0.0%	$ 2,694	13.2%	$ 2,694	13.2%	$ -	0.0%
Six Zones	TVM	Adult One Way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED One-way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult 8-ride Ticket	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult Monthly Pass	$ -	0.0%	$ 11,503	23.9%	$ 11,503	23.9%	$ -	0.0%
		ED Adult cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult 8-ride Ticket	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult Monthly Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
All Zones		Go Pass/Other								
Total			$ 167,717	2.5%	$ 7,557,829	9.3%	$ 4,129,418	9.1%	$ 3,596,128	8.4%

*Assumes all 8-ride ticket users will instead use Clipper cash for 8 rides

	Low-Income	Non Low-Income	Minority	Non Minority
Total Current Annual Fare	$ 6,731,115	$ 81,171,688	$ 45,286,857	$ 42,615,946
Average Current Annual Fare	$ 6.07	$ 5.93	$ 5.95	$ 5.93

	Low-Income	Non Low-Income	Minority	Non Minority
Total Proposed Annual Fare	$ 6,898,832	$ 88,729,517	$ 49,416,275	$ 46,212,075
Average Annual Proposed Fare	$ 6.22	$ 6.48	$ 6.49	$ 6.43

Monthly Multiplier @ 15 days + No Zone Increase + Elimination of 8-ride Ticket

	Low-Income Cost Change	Low Income % Change	Non Low-Income Cost Change	Non Low-Income % Change	Minority Cost Change	Minority % Change	Non-Minority Cost Change	Non-Minority % Change
Total Change In Fare Per Group	$ 167,717	2.5%	$ 7,557,829	9.3%	$ 4,129,418	9.1%	$ 3,596,128	8.4%
Average Change In Fare Per Group	$ 0.15		$ 0.55		$ 0.54		$ 0.50	
Change as a percent of entire fare change	2.2%		97.8%		53.5%		46.5%	
Percent Ridership of Each Group (From 2016 survey total)	6.0%		94.0%		47.0%		53.0%	
Difference From Exact Proportional Impact of Fare Change	-3.8%		3.8%		6.5%		-6.5%	
Difference between Protected Class and Non Protected		-6.8%				0.7%		
Disparate Impact or Disproportionate Burden Finding	No	No	No		No	No	No	

[3] The greyed row assumes all 8-ride ticket users will shift to the use of Clipper cash for 8 rides

Table 7d : Average Fare Calculations - Increase Monthly multiplier to 15 days + No Zone Increase + No Elimination of 8-ride Ticket

Caltrain Fare Comparison Chart — Alt 4
Last Updated by T. Spanner No Zone increase

Travel Within Any	Payment Method	Ticket Type	Cost: Existing	Cost: Unit Existing	Cost: Proposed*	Cost: Unit Proposed	Change: Absolute	Change: Percent	Survey Usage by Group - Annual Ridership: Low Income Survey	Non-Low Income Survey	Minority Survey	Non-Minority Survey	Overall Survey
One Zone	TVM	Adult: One-Way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	12	51	38	25	63
		Adult: Day Pass	$ 7.50	$ 3.75	$ 7.50	$ 3.75	$ -	0.00%	3	39	23	19	42
		ED One-way	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ -	0.00%	6	5	6	5	11
		ED Day Pass	$ 3.75	$ 1.88	$ 3.75	$ 1.88	$ -	0.00%	2	11	5	8	13
	Clipper	Adult: cash value	$ 3.20	$ 3.20	$ 3.20	$ 3.20	$ -	0.00%	4	60	32	32	64
		Adult: 8-ride Ticket	$ 23.70	$ 2.96	$ 23.70	$ 2.96	$ -	0.00%	2	14	12	4	16
		Adult: Monthly Pass	$ 84.80	$ 2.83	$ 96.00	$ 3.20	$ 0.37	0.44%	6	104	63	47	110
		ED Adult: cash value	$ 1.60	$ 1.60	$ 1.60	$ 1.60	$ -	0.00%	1	13	5	9	14
		ED Adult: 8-ride Ticket	$ 11.85	$ 1.48	$ 11.85	$ 1.48	$ -	0.00%	0	2	0	2	2
		ED Adult: Monthly Pass	$ 42.40	$ 1.41	$ 48.00	$ 1.60	$ 0.19	0.44%	2	8	3	7	10
Two Zones	TVM	Adult: One-Way	$ 5.75	$ 5.75	$ 5.75	$ 5.75	$ -	0.00%	29	136	96	69	165
		Adult: Day Pass	$ 11.50	$ 5.75	$ 11.50	$ 5.75	$ -	0.00%	8	103	50	61	111
		ED One-way	$ 2.75	$ 2.75	$ 2.75	$ 2.75	$ -	0.00%	7	18	19	6	25
		ED Day Pass	$ 5.75	$ 2.88	$ 5.75	$ 2.88	$ -	0.00%	4	13	6	11	17
	Clipper	Adult: cash value	$ 5.20	$ 5.20	$ 5.20	$ 5.20	$ -	0.00%	21	271	131	161	292
		Adult: 8-ride Ticket	$ 38.50	$ 4.81	$ 38.50	$ 4.81	$ -	0.00%	4	70	33	41	74
		Adult: Monthly Pass	$ 137.80	$ 4.59	$ 163.50	$ 5.45	$ 0.86	0.62%	9	630	340	319	659
		ED Adult: cash value	$ 2.60	$ 2.60	$ 2.60	$ 2.60	$ -	0.00%	4	23	7	20	27
		ED Adult: 8-ride Ticket	$ 19.25	$ 2.41	$ 19.25	$ 2.41	$ -	0.00%	0	5	3	2	5
		ED Adult: Monthly Pass	$ 68.90	$ 2.30	$ 78.00	$ 2.60	$ 0.30	0.44%	2	16	7	11	18
Three Zones	TVM	Adult: One-Way	$ 7.75	$ 7.75	$ 7.75	$ 7.75	$ -	0.00%	21	167	109	79	188
		Adult: Day Pass	$ 15.50	$ 7.75	$ 15.50	$ 7.75	$ -	0.00%	18	141	66	93	159
		ED One-way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	6	11	8	9	17
		ED Day Pass	$ 7.75	$ 3.88	$ 7.75	$ 3.88	$ -	0.00%	1	19	9	11	20
	Clipper	Adult: cash value	$ 7.20	$ 7.20	$ 7.20	$ 7.20	$ -	0.00%	11	221	120	112	232
		Adult: 8-ride Ticket	$ 59.30	$ 6.66	$ 59.30	$ 6.66	$ -	0.00%	1	76	43	34	77
		Adult: Monthly Pass	$ 190.80	$ 6.36	$ 231.00	$ 7.70	$ 1.34	0.70%	15	582	330	267	597
		ED Adult: cash value	$ 3.60	$ 3.60	$ 3.60	$ 3.60	$ -	0.00%	3	6	5	4	9
		ED Adult: 8-ride Ticket	$ 26.65	$ 3.33	$ 26.65	$ 3.33	$ -	0.00%	0	1	0	1	1
		ED Adult: Monthly Pass	$ 95.40	$ 3.18	$ 108.00	$ 3.60	$ 0.42	0.44%	2	23	10	15	25
Four Zones	TVM	Adult: One-Way	$ 9.75	$ 9.75	$ 9.75	$ 9.75	$ -	0.00%	23	62	39	46	85
		Adult: Day Pass	$ 19.50	$ 9.75	$ 19.50	$ 9.75	$ -	0.00%	18	74	53	39	92
		ED One-way	$ 4.75	$ 4.75	$ 4.75	$ 4.75	$ -	0.00%	4	5	4	5	9
		ED Day Pass	$ 9.75	$ 4.88	$ 9.75	$ 4.88	$ -	0.00%	3	6	4	5	9
	Clipper	Adult: cash value	$ 9.20	$ 9.20	$ 9.20	$ 9.20	$ -	0.00%	8	71	32	47	79
		Adult: 8-ride Ticket	$ 68.10	$ 8.51	$ 68.10	$ 8.51	$ -	0.00%	3	33	22	14	36
		Adult: Monthly Pass	$ 243.80	$ 8.13	$ 298.50	$ 9.95	$ 1.82	0.79%	2	182	95	89	184
		ED Adult: cash value	$ 4.60	$ 4.60	$ 4.60	$ 4.60	$ -	0.00%	3	5	5	3	8
		ED Adult: 8-ride Ticket	$ 34.05	$ 4.26	$ 34.05	$ 4.26	$ -	0.00%	0	1	1	0	1
		ED Adult: Monthly Pass	$ 121.90	$ 4.06	$ 138.00	$ 4.60	$ 0.54	0.44%	1	5	3	3	6
Five Zones	TVM	Adult: One-Way	$ 11.75	$ 11.75	$ 11.75	$ 11.75	$ -	0.00%	0	0	0	0	0
		Adult: Day Pass	$ 23.50	$ 11.75	$ 23.50	$ 11.75	$ -	0.00%	0	2	1	1	2
		ED One-way	$ 5.75	$ 5.75	$ 5.75	$ 5.75	$ -	0.00%	0	0	0	0	0
		ED Day Pass	$ 11.75	$ 5.88	$ 11.75	$ 5.88	$ -	0.00%	0	1	1	0	1
	Clipper	Adult: cash value	$ 11.20	$ 11.20	$ 11.20	$ 11.20	$ -	0.00%	0	2	1	1	2
		Adult: 8-ride Ticket	$ 82.90	$ 10.36	$ 82.90	$ 10.36	$ -	0.00%	0	1	0	1	1
		Adult: Monthly Pass	$ 296.80	$ 9.89	$ 360.60	$ 12.20	$ 2.31	0.78%	0	3	2	1	3
		ED Adult: cash value	$ 5.60	$ 5.60	$ 5.60	$ 5.60	$ -	0.00%	0	0	0	0	0
		ED Adult: 8-ride Ticket	$ 41.45	$ 5.18	$ 41.45	$ 5.18	$ -	0.00%	0	0	0	0	0
		ED Adult: Monthly Pass	$ 148.40	$ 4.95	$ 168.00	$ 5.60	$ 0.65	0.44%	0	1	1	0	1
Six Zones	TVM	Adult: One-Way	$ 13.75	$ 13.75	$ 13.75	$ 13.75	$ -	0.00%	0	3	0	3	3
		Adult: Day Pass	$ 27.50	$ 13.75	$ 27.50	$ 13.75	$ -	0.00%	0	4	2	2	4
		ED One-way	$ 6.75	$ 6.75	$ 6.75	$ 6.75	$ -	0.00%	0	0	0	0	0
		ED Day Pass	$ 13.75	$ 6.88	$ 13.75	$ 6.88	$ -	0.00%	0	0	0	0	0
	Clipper	Adult: cash value	$ 13.20	$ 13.20	$ 13.20	$ 13.20	$ -	0.00%	0	1	1	0	1
		Adult: 8-ride Ticket	$ 97.70	$ 12.21	$ 97.70	$ 12.21	$ -	0.00%	0	0	0	0	0
		Adult: Monthly Pass	$ 349.80	$ 11.66	$ 433.50	$ 14.45	$ 2.79	0.80%	0	1	1	0	1
		ED Adult: cash value	$ 6.60	$ 6.60	$ 6.60	$ 6.60	$ -	0.00%	0	0	0	0	0
		ED Adult: 8-ride Ticket	$ 48.85	$ 6.11	$ 48.85	$ 6.11	$ -	0.00%	0	0	0	0	0
		ED Adult: Monthly Pass	$ 174.90	$ 5.83	$ 198.00	$ 6.60	$ 0.77	0.44%	0	0	0	0	0
All Zones		Go Pass/Other							18	1,000	527	491	1,018
Total									287	4,322	2,304	2,286	4,609
									6%	94%	52%	48%	
									1,188,905	17,819,664	9,788,084	9,214,985	19,002,989

Travel Within Any	Payment Method	Ticket Type	Usage by Group: Low-Income %	Low-Income Number	Non Low-Income %	Non Low-Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number	Overall Survey %	Overall Number
One Zone	TVM	Adult: One-Way	4.19%	49,476	1.18%	210,274	1.45%	154,675	1.12%	103,075	1.30%	258,750
		Adult: Day Pass	1.05%	12,369	0.92%	163,798	0.97%	94,829	0.85%	78,337	0.91%	173,167
		ED One-way	2.09%	24,738	0.12%	20,615	0.25%	24,738	0.22%	20,615	0.24%	45,353
		ED Day Pass	0.70%	8,246	0.29%	46,353	0.21%	20,615	0.36%	32,984	0.26%	53,599
	Clipper	Adult: cash value	1.39%	16,492	1.39%	247,381	1.39%	131,996	1.48%	131,996	1.39%	263,873
		Adult: 8-ride Ticket	0.70%	8,246	0.32%	57,722	0.51%	49,476	0.18%	16,492	0.33%	65,968
		Adult: Monthly Pass	2.09%	24,738	2.41%	428,298	2.69%	296,750	2.10%	159,282	2.39%	456,531
		ED Adult: cash value	0.35%	4,123	0.30%	53,599	0.21%	20,615	0.40%	37,107	0.30%	57,722
		ED Adult: 8-ride Ticket	0.00%	-	0.03%	8,246	0.01%	-	0.03%	8,246	0.01%	8,246
		ED Adult: Monthly Pass	0.70%	8,246	0.19%	32,984	0.13%	12,369	0.31%	28,861	0.22%	41,230
Two Zones	TVM	Adult: One-Way	10.10%	119,567	3.15%	561,730	4.08%	395,829	3.08%	284,488	3.58%	680,317
		Adult: Day Pass	2.79%	32,984	2.38%	424,630	2.11%	205,151	2.78%	257,504	2.41%	457,654
		ED One-way	2.44%	28,861	0.42%	74,214	0.80%	78,337	0.27%	24,738	0.54%	103,075
		ED Day Pass	1.39%	16,492	0.30%	53,599	0.25%	24,738	0.49%	45,353	0.30%	70,091
	Clipper	Adult: cash value	7.32%	86,583	6.27%	1,117,337	5.52%	542,115	7.20%	663,805	6.34%	1,205,920
		Adult: 8-ride Ticket	1.39%	16,492	1.62%	288,611	1.39%	136,609	1.88%	169,094	1.61%	305,703
		Adult: Monthly Pass	3.14%	37,107	15.04%	2,679,999	14.32%	1,401,825	14.77%	1,315,241	14.31%	2,717,066
		ED Adult: cash value	1.39%	16,492	0.53%	94,829	0.29%	28,861	0.80%	82,460	0.59%	111,321
		ED Adult: 8-ride Ticket	0.00%	-	0.12%	20,615	0.13%	12,369	0.09%	8,246	0.11%	20,615
		ED Adult: Monthly Pass	0.70%	8,246	0.32%	65,968	0.29%	28,861	0.49%	45,353	0.39%	74,214
Three Zones	TVM	Adult: One-Way	7.32%	86,583	3.81%	688,543	4.59%	449,408	3.53%	325,718	4.08%	775,127
		Adult: Day Pass	6.27%	74,214	3.26%	581,345	2.78%	272,119	4.16%	383,440	3.49%	655,559
		ED One-way	2.09%	24,738	0.25%	45,353	0.34%	32,984	0.40%	37,107	0.37%	70,091
		ED Day Pass	0.35%	4,123	0.44%	78,337	0.38%	37,107	0.49%	45,353	0.48%	82,460
	Clipper	Adult: cash value	3.83%	45,353	5.13%	911,186	5.03%	494,762	5.01%	461,778	5.03%	956,539
		Adult: 8-ride Ticket	0.35%	4,123	1.70%	313,349	1.81%	177,290	1.52%	140,182	1.67%	317,472
		Adult: Monthly Pass	5.23%	61,845	13.47%	2,391,594	13.93%	1,361,594	11.99%	1,101,845	12.98%	2,463,439
		ED Adult: cash value	1.05%	12,369	0.14%	24,738	0.21%	20,615	0.18%	16,492	0.20%	37,107
		ED Adult: 8-ride Ticket	0.00%	-	0.02%	4,123	0.03%	-	0.04%	4,123	0.02%	4,123
		ED Adult: Monthly Pass	0.70%	8,246	0.28%	94,829	0.42%	41,230	0.47%	61,845	0.44%	103,075
Four Zones	TVM	Adult: One-Way	8.01%	94,829	1.43%	255,627	1.69%	161,798	2.03%	188,658	1.84%	350,456
		Adult: Day Pass	6.27%	74,214	1.71%	305,103	2.23%	218,520	1.74%	161,798	2.03%	379,317
		ED One-way	1.39%	16,492	0.12%	20,615	0.17%	16,492	0.22%	20,615	0.20%	37,107
		ED Day Pass	1.05%	12,369	0.14%	24,738	0.17%	16,492	0.22%	20,615	0.20%	37,107
	Clipper	Adult: cash value	2.79%	32,984	1.64%	292,734	1.38%	131,996	2.10%	193,782	1.71%	325,718
		Adult: 8-ride Ticket	1.05%	12,369	0.76%	136,099	0.98%	90,706	0.68%	57,722	0.78%	148,428
		Adult: Monthly Pass	0.70%	8,246	4.21%	751,388	4.03%	391,686	3.98%	368,948	3.99%	758,634
		ED Adult: cash value	1.05%	12,369	0.12%	20,615	0.21%	20,615	0.13%	12,369	0.17%	32,984
		ED Adult: 8-ride Ticket	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	0.02%	4,123
		ED Adult: Monthly Pass	0.35%	4,123	0.12%	20,615	0.13%	12,369	0.13%	12,369	0.13%	24,738
Five Zones	TVM	Adult: One-Way	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		Adult: Day Pass	0.00%	-	0.09%	8,246	0.04%	4,123	0.09%	8,246	0.06%	12,369
		ED One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Day Pass	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-	0.02%	4,123
	Clipper	Adult: cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		Adult: 8-ride Ticket	0.00%	-	0.02%	4,123	0.00%	-	0.02%	4,123	0.01%	4,123
		Adult: Monthly Pass	0.00%	-	0.02%	4,123	0.00%	-	0.02%	4,123	0.01%	4,123
		ED Adult: cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult: 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult: Monthly Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
Six Zones	TVM	Adult: One-Way	0.00%	-	0.02%	12,369	0.00%	-	0.13%	12,369	0.02%	12,369
		Adult: Day Pass	0.00%	-	0.09%	16,492	0.00%	-	0.09%	8,246	0.09%	16,492
		ED One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Day Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
	Clipper	Adult: cash value	0.00%	-	0.02%	4,123	0.00%	-	0.02%	4,123	0.02%	4,123
		Adult: 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		Adult: Monthly Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult: cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult: 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult: Monthly Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-
All Zones		Go Pass/Other	74,214.24		23.14%	4,123,013	22.20%	2,172,828	21.97%	2,024,400	22.03%	4,197,228
Total			93.73%	1,101,031	76.88%	13,695,651	77.80%	7,615,205	78.03%	7,193,585	77.91%	14,805,241

Travel Within Any	Payment Method	Ticket Type	Cumulative Annual Current Fare: Low-Income	Non Low-Income	Minority	Non Minority	Cumulative Annual Proposed Fare: Low-Income	Non Low-Income	Minority	Non Minority
One Zone	TVM	Adult: One-Way	$ 185,536	$ 788,526	$ 587,529	$ 386,533	$ 185,536	$ 788,526	$ 587,529	$ 386,533
		Adult: Day Pass	$ 46,384	$ 612,991	$ 366,610	$ 292,765	$ 46,384	$ 612,991	$ 366,610	$ 292,765
		ED One-way	$ 43,292	$ 36,076	$ 43,292	$ 36,076	$ 43,292	$ 36,076	$ 43,292	$ 36,076
		ED Day Pass	$ 15,461	$ 85,037	$ 38,653	$ 61,845	$ 15,461	$ 85,037	$ 38,653	$ 61,845
	Clipper	Adult: cash value	$ 52,775	$ 791,619	$ 422,197	$ 422,197	$ 52,775	$ 791,619	$ 422,197	$ 422,197
		Adult: 8-ride Ticket	$ 24,429	$ 171,022	$ 146,573	$ 48,858	$ 24,429	$ 171,022	$ 146,573	$ 48,858
		Adult: Monthly Pass	$ 69,906	$ 1,212,096	$ 734,226	$ 547,776	$ 71,162	$ 1,372,139	$ 881,201	$ 621,101
		ED Adult: cash value	$ 6,597	$ 85,739	$ 32,984	$ 59,371	$ 6,597	$ 85,739	$ 32,984	$ 59,371
		ED Adult: 8-ride Ticket	$ -	$ 12,214	$ -	$ 12,214	$ -	$ 12,214	$ -	$ 12,214
		ED Adult: Monthly Pass	$ 11,654	$ 46,618	$ 17,482	$ 40,790	$ 13,194	$ 52,775	$ 19,700	$ 46,178
Two Zones	TVM	Adult: One-Way	$ 687,512	$ 3,234,197	$ 2,275,503	$ 1,635,805	$ 687,512	$ 3,234,197	$ 2,275,503	$ 1,635,805
		Adult: Day Pass	$ 389,639	$ 2,441,865	$ 1,185,306	$ 1,446,147	$ 389,639	$ 2,441,865	$ 1,185,306	$ 1,446,147
		ED One-way	$ 79,308	$ 204,089	$ 215,427	$ 68,030	$ 79,308	$ 204,089	$ 215,427	$ 68,030
		ED Day Pass	$ 47,415	$ 154,088	$ 71,122	$ 130,380	$ 47,415	$ 154,088	$ 71,122	$ 130,380
	Clipper	Adult: cash value	$ 480,233	$ 5,810,151	$ 2,808,597	$ 3,481,787	$ 480,233	$ 5,810,151	$ 2,808,597	$ 3,481,787
		Adult: 8-ride Ticket	$ 79,308	$ 1,388,940	$ 654,786	$ 813,522	$ 79,308	$ 1,388,940	$ 654,786	$ 813,522
		Adult: Monthly Pass	$ 170,445	$ 12,301,944	$ 6,488,088	$ 6,031,342	$ 202,734	$ 14,615,775	$ 7,689,944	$ 7,168,035
		ED Adult: cash value	$ 42,809	$ 346,596	$ 75,039	$ 314,367	$ 42,809	$ 346,596	$ 75,039	$ 314,367
		ED Adult: 8-ride Ticket	$ -	$ 49,405	$ 29,783	$ 19,842	$ -	$ 49,405	$ 29,783	$ 19,842
		ED Adult: Monthly Pass	$ 21,440	$ 171,517	$ 75,039	$ 117,918	$ 21,440	$ 171,517	$ 75,039	$ 117,918
Three Zones	TVM	Adult: One-Way	$ 671,020	$ 5,336,210	$ 3,482,916	$ 2,524,315	$ 671,020	$ 5,336,210	$ 3,482,916	$ 2,524,315
		Adult: Day Pass	$ 575,193	$ 4,926,423	$ 2,108,921	$ 2,991,692	$ 575,193	$ 4,926,423	$ 2,108,921	$ 2,991,692
		ED One-way	$ 92,708	$ 170,074	$ 123,690	$ 139,152	$ 92,708	$ 170,074	$ 123,690	$ 139,152
		ED Day Pass	$ 15,977	$ 303,557	$ 143,790	$ 175,743	$ 15,977	$ 303,557	$ 143,790	$ 175,743
	Clipper	Adult: cash value	$ 326,543	$ 6,901,539	$ 3,952,284	$ 3,324,798	$ 326,543	$ 6,901,539	$ 3,952,284	$ 3,324,798
		Adult: 8-ride Ticket	$ 77,400	$ 2,092,688	$ 1,181,192	$ 988,906	$ 77,400	$ 2,092,688	$ 1,181,192	$ 988,906
		Adult: Monthly Pass	$ 388,335	$ 15,265,417	$ 8,653,381	$ 7,031,372	$ 476,208	$ 18,476,872	$ 10,476,577	$ 8,476,503
		ED Adult: cash value	$ 44,529	$ 88,057	$ 74,214	$ 58,371	$ 44,529	$ 88,057	$ 74,214	$ 58,371
		ED Adult: 8-ride Ticket	$ -	$ 13,735	$ -	$ 13,735	$ -	$ 13,735	$ -	$ 13,735
		ED Adult: Monthly Pass	$ 29,088	$ 341,288	$ 148,428	$ 222,948	$ 29,088	$ 341,288	$ 148,428	$ 222,948
Four Zones	TVM	Adult: One-Way	$ 594,386	$ 2,492,362	$ 1,567,776	$ 1,898,172	$ 594,386	$ 2,492,362	$ 1,567,776	$ 1,898,172
		Adult: Day Pass	$ 723,589	$ 2,974,754	$ 2,130,567	$ 1,567,776	$ 723,589	$ 2,974,754	$ 2,130,567	$ 1,567,776
		ED One-way	$ 78,337	$ 97,922	$ 78,337	$ 97,922	$ 78,337	$ 97,922	$ 78,337	$ 97,922
		ED Day Pass	$ 61,299	$ 121,988	$ 81,399	$ 101,488	$ 61,299	$ 121,988	$ 81,399	$ 101,488
	Clipper	Adult: cash value	$ 303,454	$ 2,680,152	$ 1,213,815	$ 1,782,791	$ 303,454	$ 2,680,152	$ 1,213,815	$ 1,782,791
		Adult: 8-ride Ticket	$ 101,291	$ 1,198,206	$ 772,137	$ 491,360	$ 101,291	$ 1,198,206	$ 772,137	$ 491,360
		Adult: Monthly Pass	$ 82,088	$ 7,493,365	$ 3,897,278	$ 3,651,135	$ 95,035	$ 8,491,813	$ 4,497,053	$ 4,089,795
		ED Adult: cash value	$ 56,888	$ 94,829	$ 56,888	$ 94,829	$ 56,888	$ 94,829	$ 56,888	$ 94,829
		ED Adult: 8-ride Ticket	$ -	$ 17,589	$ 17,589	$ -	$ -	$ 17,589	$ 17,589	$ -
		ED Adult: Monthly Pass	$ 2,213	$ 89,906	$ 51,200	$ 40,919	$ 2,213	$ 91,119	$ 51,200	$ 42,132
Five Zones	TVM	Adult: One-Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Adult: Day Pass	$ -	$ -	$ -	$ -	$ -	$ 98,891	$ 48,445	$ 48,445
		ED One-way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Day Pass	$ -	$ -	$ -	$ -	$ -	$ 24,223	$ 24,223	$ -
	Clipper	Adult: cash value	$ -	$ -	$ -	$ -	$ -	$ 92,356	$ 46,178	$ 46,178
		Adult: 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ 42,725	$ -	$ 42,725
		Adult: Monthly Pass	$ -	$ -	$ -	$ -	$ -	$ 122,371	$ 81,581	$ 41,790
		ED Adult: cash value	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult: 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult: Monthly Pass	$ -	$ -	$ -	$ -	$ -	$ 23,089	$ 23,089	$ -
Six Zones	TVM	Adult: One-Way	$ -	$ -	$ -	$ -	$ -	$ 171,074	$ -	$ 171,074
		Adult: Day Pass	$ -	$ -	$ -	$ -	$ -	$ 226,765	$ 113,383	$ 113,383
		ED One-way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Day Pass	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Clipper	Adult: cash value	$ -	$ -	$ -	$ -	$ -	$ 54,424	$ 54,424	$ -
		Adult: 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Adult: Monthly Pass	$ -	$ -	$ -	$ -	$ -	$ 59,528	$ 59,528	$ -
		ED Adult: cash value	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult: 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult: Monthly Pass	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
All Zones		Go Pass/Other	$ -							
Total			$ 6,731,115	$ 81,171,688	$ 46,286,857	$ 42,615,946	$ 6,829,763	$ 88,381,064	$ 49,190,394	$ 46,020,488

Travel Within Any	Payment Method	Ticket Type	Annual Fare Change Experienced by Group: Low-Income	Low-Income %	Non Low-Income	Non Low-Income %	Minority	Minority %	Non Minority	Non Minority %
One Zone	TVM	Adult: One-Way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED One-way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult: cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: 8-ride Ticket	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: Monthly Pass	$ 2,227	13.2%	$ 91,973	13.2%	$ 72,345	13.2%	$ 72,345	13.2%
		ED Adult: cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: 8-ride Ticket	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: Monthly Pass	$ 1,539	13.2%	$ 6,157	13.2%	$ 2,309	13.2%	$ 5,387	13.2%
Two Zones	TVM	Adult: One-Way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED One-way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult: cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: 8-ride Ticket	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: Monthly Pass	$ 31,788	18.7%	$ 2,295,881	18.7%	$ 1,201,896	18.7%	$ 1,126,723	18.7%
		ED Adult: cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: 8-ride Ticket	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult: Monthly Pass	$ 2,501	13.2%	$ 20,010	13.2%	$ 8,755	13.2%	$ 13,757	13.2%
Three Zones	TVM	Adult: One-Way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED One-way	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult: cash value	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: 8-ride Ticket	$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult: Monthly Pass	$ 87,813	18.5%	$ 1,773,738	16.1%	$ 1,020,258	22.0%	$ 841,293	11.9%
		ED Adult: cash value

Table 7e : Average Fare Calculations - No Change to Monthly Pass multiplier + Zone Increase + Elimination of 8-ride Ticket[4]

Caltrain Fare Comparison Chart — Alt 5
Last Updated by E. Deubra 20170707 With multiplier of 30 throughout

Travel Within Any	Payment Method	Ticket Type	Cost: Existing	Cost: Unit Existing	Cost: Proposed*	Cost: Unit Proposed	Change: Absolute	Change: Percent	Survey Usage by Group - Annual Ridership: Low-Income Survey	Non Low-Income Survey	Minority Survey	Non-Minority Survey	Overall Survey
One Zone	TVM	Adult: One-Way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	12	51	38	25	63
		Adult: Day Pass	$ 7.50	$ 3.75	$ 7.50	$ 3.75	$ -	0.00%	3	39	23	19	42
		ED One-way	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ -	0.00%	6	5	6	5	11
		ED Day Pass	$ 3.75	$ 1.88	$ 3.75	$ 1.88	$ -	0.00%	2	11	5	8	13
	Clipper	Adult: cash value	$ 3.20	$ 3.20	$ 3.20	$ 3.20	$ -	0.00%	4	60	32	32	64
		Adult: 8-ride Ticket	$ 23.70	$ 2.96	$ 25.60	$ 3.20	$ 0.84	3.00%	2	14	12	4	16
		Adult: Monthly Pass	$ 84.80	$ 2.83	$ 84.80	$ 2.83	$ -	0.00%	6	104	68	47	110
		ED Adult: cash value	$ 1.40	$ 1.40	$ 1.40	$ 1.40	$ -	0.00%	1	13	5	9	14
		ED Adult: 8-ride Ticket	$ 11.85	$ 1.48	$ 12.80	$ 1.60	$ 0.12	1.00%	0	2	0	2	2
		ED Adult: Monthly Pass	$ 42.40	$ 1.41	$ 42.40	$ 1.41	$ -	0.00%	2	8	3	7	10
Two Zones	TVM	Adult: One-Way	$ 5.75	$ 5.75	$ 6.00	$ 6.00	$ 0.25	4.35%	29	136	96	69	165
		Adult: Day Pass	$ 11.50	$ 5.75	$ 12.00	$ 6.00	$ 0.25	2.17%	8	103	50	61	111
		ED One-way	$ 2.75	$ 2.75	$ 2.75	$ 2.75	$ -	0.00%	7	18	19	6	25
		ED Day Pass	$ 5.75	$ 2.88	$ 6.00	$ 3.00	$ 0.13	2.17%	4	13	6	11	17
	Clipper	Adult: cash value	$ 5.20	$ 5.20	$ 5.45	$ 5.45	$ 0.25	4.81%	21	271	131	161	292
		Adult: 8-ride Ticket	$ 38.50	$ 4.81	$ 43.60	$ 5.45	$ 0.64	1.63%	4	70	33	41	74
		Adult: Monthly Pass	$ 137.80	$ 4.59	$ 137.80	$ 4.59	$ -	0.00%	9	610	340	309	649
		ED Adult: cash value	$ 2.40	$ 2.40	$ 2.40	$ 2.40	$ -	0.00%	4	23	7	20	27
		ED Adult: 8-ride Ticket	$ 19.25	$ 2.41	$ 20.85	$ 2.61	$ 0.19	1.01%	0	5	3	2	5
		ED Adult: Monthly Pass	$ 68.90	$ 2.30	$ 68.90	$ 2.30	$ -	0.00%	2	16	7	11	18
Three Zones	TVM	Adult: One-Way	$ 7.75	$ 7.75	$ 8.25	$ 8.25	$ 0.50	6.48%	21	167	109	79	188
		Adult: Day Pass	$ 15.50	$ 7.75	$ 16.50	$ 8.25	$ 0.50	3.23%	18	141	66	93	159
		ED One-way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	6	11	8	9	17
		ED Day Pass	$ 7.75	$ 3.88	$ 8.25	$ 4.13	$ 0.25	3.23%	1	19	9	11	20
	Clipper	Adult: cash value	$ 7.20	$ 7.20	$ 7.70	$ 7.70	$ 0.50	6.94%	11	221	120	112	232
		Adult: 8-ride Ticket	$ 54.80	$ 6.85	$ 61.60	$ 7.70	$ 1.04	1.90%	1	70	43	34	77
		Adult: Monthly Pass	$ 192.80	$ 6.43	$ 192.80	$ 6.43	$ -	0.00%	15	582	330	267	597
		ED Adult: cash value	$ 3.60	$ 3.60	$ 3.60	$ 3.60	$ -	0.00%	3	6	5	4	9
		ED Adult: 8-ride Ticket	$ 26.65	$ 3.33	$ 28.80	$ 3.60	$ 0.27	1.01%	0	1	0	1	1
		ED Adult: Monthly Pass	$ 95.40	$ 3.18	$ 95.40	$ 3.18	$ -	0.00%	2	23	10	15	25
Four Zones	TVM	Adult: One-Way	$ 9.75	$ 9.75	$ 10.50	$ 10.50	$ 0.75	7.69%	23	62	39	46	85
		Adult: Day Pass	$ 19.50	$ 9.75	$ 21.00	$ 10.50	$ 0.75	3.85%	18	74	53	39	92
		ED One-way	$ 4.75	$ 4.75	$ 4.75	$ 4.75	$ -	0.00%	4	5	4	5	9
		ED Day Pass	$ 9.75	$ 4.88	$ 10.50	$ 5.25	$ 0.38	3.85%	3	6	4	5	9
	Clipper	Adult: cash value	$ 9.20	$ 9.20	$ 9.95	$ 9.95	$ 0.75	8.15%	8	71	32	47	79
		Adult: 8-ride Ticket	$ 68.10	$ 8.51	$ 79.60	$ 9.95	$ 1.44	2.11%	3	33	22	14	36
		Adult: Monthly Pass	$ 240.80	$ 8.13	$ 240.80	$ 8.13	$ -	0.00%	2	182	96	89	184
		ED Adult: cash value	$ 4.60	$ 4.60	$ 4.60	$ 4.60	$ -	0.00%	3	5	5	3	8
		ED Adult: 8-ride Ticket	$ 34.05	$ 4.26	$ 36.80	$ 4.60	$ 0.34	1.01%	0	1	1	0	1
		ED Adult: Monthly Pass	$ 121.90	$ 4.06	$ 121.90	$ 4.06	$ -	0.00%	1	5	3	3	6
Five Zones	TVM	Adult: One-Way	$ 11.75	$ 11.75	$ 12.75	$ 12.75	$ 1.00	8.51%	0	0	0	0	0
		Adult: Day Pass	$ 23.50	$ 11.75	$ 25.50	$ 12.75	$ 1.00	4.26%	0	2	1	1	2
		ED One-way	$ 5.75	$ 5.75	$ 5.75	$ 5.75	$ -	0.00%	0	0	0	0	0
		ED Day Pass	$ 11.75	$ 5.88	$ 12.75	$ 6.38	$ 0.50	4.26%	0	1	1	0	1
	Clipper	Adult: cash value	$ 11.20	$ 11.20	$ 12.20	$ 12.20	$ 1.00	8.98%	0	2	1	1	2
		Adult: 8-ride Ticket	$ 82.90	$ 10.36	$ 97.60	$ 12.20	$ 1.84	2.22%	0	1	0	1	1
		Adult: Monthly Pass	$ 296.80	$ 9.89	$ 296.80	$ 9.89	$ -	0.00%	0	3	2	1	3
		ED Adult: cash value	$ 5.60	$ 5.60	$ 5.60	$ 5.60	$ -	0.00%	0	0	0	0	0
		ED Adult: 8-ride Ticket	$ 41.45	$ 5.18	$ 44.80	$ 5.60	$ 0.42	1.01%	0	0	0	0	0
		ED Adult: Monthly Pass	$ 148.40	$ 4.95	$ 148.40	$ 4.95	$ -	0.00%	0	1	1	0	1
Six Zones	TVM	Adult: One-Way	$ 13.75	$ 13.75	$ 15.00	$ 15.00	$ 1.25	9.09%	0	3	0	3	3
		Adult: Day Pass	$ 27.50	$ 13.75	$ 30.00	$ 15.00	$ 1.25	4.55%	0	4	2	2	4
		ED One-way	$ 6.75	$ 6.75	$ 6.75	$ 6.75	$ -	0.00%	0	0	0	0	0
		ED Day Pass	$ 13.75	$ 6.88	$ 15.00	$ 7.50	$ 0.63	4.58%	0	0	0	0	0
	Clipper	Adult: cash value	$ 13.20	$ 13.20	$ 14.45	$ 14.45	$ 1.25	9.47%	0	1	1	0	1
		Adult: 8-ride Ticket	$ 97.70	$ 12.21	$ 115.60	$ 14.45	$ 2.24	2.29%	0	0	0	0	0
		Adult: Monthly Pass	$ 349.80	$ 11.66	$ 349.80	$ 11.66	$ -	0.00%	0	1	1	0	1
		ED Adult: cash value	$ 6.60	$ 6.60	$ 6.60	$ 6.60	$ -	0.00%	0	0	0	0	0
		ED Adult: 8-ride Ticket	$ 48.85	$ 6.11	$ 52.80	$ 6.60	$ 0.49	1.01%	0	0	0	0	0
		ED Adult: Monthly Pass	$ 174.90	$ 5.83	$ 174.90	$ 5.83	$ -	0.00%	0	0	0	0	0
All Zones		Go Pass/Other							18	1,011	527	491	1,018
Total									287	4,322	2,344	2,235	4,609
									6%	94%	52%	48%	
									1,188,305	17,833,654	9,788,094	9,234,985	19,032,989

| Usage by Group - | | | | | | | | |

Table 7f : Average Fare Calculations - No Change to Monthly Pass multiplier + Zone Increase + No Elimination of 8 ride Ticket

Caltrain Fare Comparison Chart Alt 6

Last Updated by E. Doudna 20170707 with multiplier of 30 throughout

Travel Within Any	Payment Method	Ticket Type	Cost: Existing	Cost: Unit Existing	Cost: Proposed*	Cost: Unit Proposed	Change: Absolute	Change: Percent	Survey Usage by Group - Annual Ridership: Low-Income Survey	Non Low-Income Survey	Minority Survey	Non-Minority Survey	Overall Survey
One zone	TVM	Adult One Way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	12	51	38	25	63
		Adult Day Pass	$ 7.50	$ 3.75	$ 7.50	$ 3.75	$ -	0.00%	3	39	23	19	42
		ED One-way	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ -	0.00%	6	5	6	5	11
		ED Day Pass	$ 3.75	$ 1.88	$ 3.75	$ 1.88	$ -	0.00%	2	11	5	8	13
	Clipper	Adult cash value	$ 3.20	$ 3.20	$ 3.20	$ 3.20	$ -	0.00%	4	60	32	32	64
		Adult 8-ride Ticket	$ 23.70	$ 2.96	$ 25.60	$ 3.20	$ 0.24	1.00%	2	14	12	4	16
		Adult Monthly Pass	$ 84.80	$ 2.83	$ 84.80	$ 2.83	$ -	0.00%	6	104	63	47	110
		ED Adult cash value	$ 1.60	$ 1.60	$ 1.60	$ 1.60	$ -	0.00%	1	13	5	9	14
		ED Adult 8-ride Ticket	$ 11.85	$ 1.48	$ 12.80	$ 1.60	$ 0.12	1.00%	0	2	0	2	2
		ED Adult Monthly Pass	$ 42.40	$ 1.41	$ 42.40	$ 1.41	$ -	0.00%	2	8	3	7	10
Two Zones	TVM	Adult One Way	$ 5.75	$ 5.75	$ 6.00	$ 6.00	$ 0.25	4.35%	29	136	96	69	165
		Adult Day Pass	$ 11.50	$ 5.75	$ 12.00	$ 6.00	$ 0.25	2.17%	8	103	50	61	111
		ED One-way	$ 2.75	$ 2.75	$ 2.75	$ 2.75	$ -	0.00%	7	18	19	6	25
		ED Day Pass	$ 5.75	$ 2.88	$ 6.00	$ 3.00	$ 0.13	2.17%	4	13	6	11	17
	Clipper	Adult cash value	$ 5.20	$ 5.20	$ 5.45	$ 5.45	$ 0.25	4.81%	21	271	131	161	292
		Adult 8-ride Ticket	$ 38.50	$ 4.81	$ 43.60	$ 5.45	$ 0.64	1.66%	4	70	33	41	74
		Adult Monthly Pass	$ 137.80	$ 4.59	$ 137.80	$ 4.59	$ -	0.00%	9	650	340	319	659
		ED Adult cash value	$ 2.60	$ 2.60	$ 2.60	$ 2.60	$ -	0.00%	4	23	7	20	27
		ED Adult 8-ride Ticket	$ 19.25	$ 2.41	$ 21.80	$ 2.73	$ 0.32	1.66%	0	5	3	2	5
		ED Adult Monthly Pass	$ 68.90	$ 2.30	$ 68.90	$ 2.30	$ -	0.00%	2	16	7	11	18
Three Zones	TVM	Adult One Way	$ 7.75	$ 7.75	$ 8.25	$ 8.25	$ 0.50	6.45%	21	167	109	79	188
		Adult Day Pass	$ 15.50	$ 7.75	$ 16.50	$ 8.25	$ 0.50	3.23%	18	141	66	93	159
		ED One-way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	6	11	8	9	17
		ED Day Pass	$ 7.75	$ 3.88	$ 8.25	$ 4.13	$ 0.25	3.23%	1	19	9	11	20
	Clipper	Adult cash value	$ 7.20	$ 7.20	$ 7.70	$ 7.70	$ 0.50	6.94%	11	221	120	112	232
		Adult 8-ride Ticket	$ 53.30	$ 6.66	$ 61.60	$ 7.70	$ 1.04	1.95%	1	76	43	34	77
		Adult Monthly Pass	$ 190.80	$ 6.36	$ 190.80	$ 6.36	$ -	0.00%	15	582	330	267	597
		ED Adult cash value	$ 3.60	$ 3.60	$ 3.60	$ 3.60	$ -	0.00%	3	6	5	4	9
		ED Adult 8-ride Ticket	$ 26.65	$ 3.33	$ 30.80	$ 3.85	$ 0.52	1.95%	0	1	0	1	1
		ED Adult Monthly Pass	$ 95.40	$ 3.18	$ 95.40	$ 3.18	$ -	0.00%	2	23	10	15	25
Four Zones	TVM	Adult One Way	$ 9.75	$ 9.75	$ 10.50	$ 10.50	$ 0.75	7.69%	23	62	39	46	85
		Adult Day Pass	$ 19.50	$ 9.75	$ 21.00	$ 10.50	$ 0.75	3.85%	18	74	53	39	92
		ED One-way	$ 4.75	$ 4.75	$ 4.75	$ 4.75	$ -	0.00%	4	5	4	5	9
		ED Day Pass	$ 9.75	$ 4.88	$ 10.50	$ 5.25	$ 0.38	3.85%	3	6	4	5	9
	Clipper	Adult cash value	$ 9.20	$ 9.20	$ 9.95	$ 9.95	$ 0.75	8.15%	8	71	32	47	79
		Adult 8-ride Ticket	$ 68.10	$ 8.51	$ 73.60	$ 9.95	$ 1.44	2.11%	3	33	22	14	36
		Adult Monthly Pass	$ 243.80	$ 8.13	$ 243.80	$ 8.13	$ -	0.00%	2	182	95	89	184
		ED Adult cash value	$ 4.60	$ 4.60	$ 4.60	$ 4.60	$ -	0.00%	3	5	5	3	8
		ED Adult 8-ride Ticket	$ 34.05	$ 4.26	$ 39.80	$ 4.98	$ 0.72	2.11%	0	1	1	0	1
		ED Adult Monthly Pass	$ 121.90	$ 4.06	$ 121.90	$ 4.06	$ -	0.00%	1	5	3	3	6
Five Zones	TVM	Adult One Way	$ 11.75	$ 11.75	$ 12.75	$ 12.75	$ 1.00	8.51%	0	0	0	0	0
		Adult Day Pass	$ 23.50	$ 11.75	$ 25.50	$ 12.75	$ 1.00	4.26%	0	2	1	1	2
		ED One-way	$ 5.75	$ 5.75	$ 5.75	$ 5.75	$ -	0.00%	0	0	0	0	0
		ED Day Pass	$ 11.75	$ 5.88	$ 12.75	$ 6.38	$ 0.50	4.26%	0	1	1	0	1
	Clipper	Adult cash value	$ 11.20	$ 11.20	$ 12.20	$ 12.20	$ 1.00	8.93%	0	2	1	1	2
		Adult 8-ride Ticket	$ 82.90	$ 10.36	$ 97.60	$ 12.20	$ 1.84	2.22%	0	1	0	1	1
		Adult Monthly Pass	$ 296.80	$ 9.89	$ 296.80	$ 9.89	$ -	0.00%	0	3	2	1	3
		ED Adult cash value	$ 5.60	$ 5.60	$ 5.60	$ 5.60	$ -	0.00%	0	0	0	0	0
		ED Adult 8-ride Ticket	$ 41.45	$ 5.18	$ 48.80	$ 6.10	$ 0.92	2.22%	0	0	0	0	0
		ED Adult Monthly Pass	$ 148.40	$ 4.95	$ 148.40	$ 4.95	$ -	0.00%	0	1	1	0	1
Six Zones	TVM	Adult One Way	$ 13.75	$ 13.75	$ 15.00	$ 15.00	$ 1.25	9.09%	0	3	0	3	3
		Adult Day Pass	$ 27.50	$ 13.75	$ 30.00	$ 15.00	$ 1.25	4.55%	0	4	2	2	4
		ED One-way	$ 6.75	$ 6.75	$ 6.75	$ 6.75	$ -	0.00%	0	0	0	0	0
		ED Day Pass	$ 13.75	$ 6.88	$ 15.00	$ 7.50	$ 0.63	4.55%	0	0	0	0	0
	Clipper	Adult cash value	$ 13.20	$ 13.20	$ 14.45	$ 14.45	$ 1.25	9.47%	0	1	1	0	1
		Adult 8-ride Ticket	$ 97.70	$ 12.21	$ 115.60	$ 14.45	$ 2.24	2.29%	0	0	0	0	0
		Adult Monthly Pass	$ 349.80	$ 11.66	$ 349.80	$ 11.66	$ -	0.00%	0	1	1	0	1
		ED Adult cash value	$ 6.60	$ 6.60	$ 6.60	$ 6.60	$ -	0.00%	0	0	0	0	0
		ED Adult 8-ride Ticket	$ 48.85	$ 6.11	$ 57.80	$ 7.23	$ 1.12	2.29%	0	0	0	0	0
		ED Adult Monthly Pass	$ 174.90	$ 5.83	$ 174.90	$ 5.83	$ -	0.00%	0	0	0	0	0
All Zones		Go Pass/Other							18	1,000	527	491	1,018
Total									**287**	**4,322**	**2,374**	**2,235**	**4,609**
									6.2%	93.8%	51.5%	48.5%	
									1,183,305	17,819,664	9,788,034	9,214,935	19,002,969

Travel Within Any	Payment Method	Ticket Type	Usage by Group - Low-Income %	Low Income Number	Non Low-Income %	Non Low-Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number
One zone	TVM	Adult One Way	4.18%	49,476	1.18%	210,274	1.60%	156,675	1.12%	103,075
		Adult Day Pass	1.05%	12,369	0.90%	160,798	0.97%	94,829	0.85%	78,337
		ED One-way	2.09%	24,738	0.12%	20,615	0.25%	24,738	0.22%	20,615
		ED Day Pass	0.70%	8,246	0.25%	45,353	0.21%	20,615	0.36%	32,984
	Clipper	Adult cash value	1.39%	16,492	1.39%	247,381	1.35%	131,936	1.43%	131,936
		Adult 8-ride Ticket	0.70%	8,246	0.32%	57,722	0.51%	49,476	0.18%	16,492
		Adult Monthly Pass	2.09%	24,738	2.41%	428,793	2.65%	259,750	2.10%	193,782
		ED Adult cash value	0.35%	4,123	0.30%	53,599	0.21%	20,615	0.40%	37,107
		ED Adult 8-ride Ticket	0.00%	-	0.05%	8,246	0.00%	-	0.09%	8,246
		ED Adult Monthly Pass	0.70%	8,246	0.19%	32,984	0.13%	12,369	0.31%	28,861
Two Zones	TVM	Adult One Way	10.10%	119,567	3.15%	560,730	4.04%	395,809	3.09%	284,488
		Adult Day Pass	2.79%	32,984	2.38%	424,670	2.11%	206,151	2.73%	251,504
		ED One-way	2.44%	28,861	0.42%	74,214	0.80%	78,337	0.27%	24,738
		ED Day Pass	1.39%	16,492	0.30%	53,599	0.25%	24,738	0.49%	45,353
	Clipper	Adult cash value	7.32%	86,583	6.27%	1,117,337	5.52%	540,115	7.20%	663,805
		Adult 8-ride Ticket	1.39%	16,492	1.62%	288,611	1.39%	136,059	1.83%	169,044
		Adult Monthly Pass	3.14%	37,107	15.04%	2,679,959	14.37%	1,401,825	14.27%	1,315,241
		ED Adult cash value	1.39%	16,492	0.53%	94,829	0.29%	28,861	0.89%	82,460
		ED Adult 8-ride Ticket	0.00%	-	0.12%	20,615	0.13%	12,369	0.09%	8,246
		ED Adult Monthly Pass	0.70%	8,246	0.37%	65,968	0.29%	28,861	0.49%	45,353
Three Zones	TVM	Adult One Way	7.32%	86,583	3.86%	688,543	4.59%	449,408	3.53%	325,718
		Adult Day Pass	6.27%	74,214	3.26%	581,345	2.78%	272,119	4.16%	383,440
		ED One-way	2.09%	24,738	0.25%	45,353	0.34%	32,984	0.40%	37,107
		ED Day Pass	0.35%	4,123	0.44%	78,337	0.38%	37,107	0.49%	45,353
	Clipper	Adult cash value	3.83%	45,353	5.11%	911,186	5.05%	494,762	5.01%	461,778
		Adult 8-ride Ticket	0.35%	4,123	1.76%	313,349	1.81%	177,290	1.52%	140,182
		Adult Monthly Pass	5.23%	61,845	13.47%	2,399,594	13.90%	1,360,594	11.95%	1,100,845
		ED Adult cash value	1.05%	12,369	0.14%	24,738	0.21%	20,615	0.18%	16,492
		ED Adult 8-ride Ticket	0.00%	-	0.02%	4,123	0.00%	-	0.04%	4,123
		ED Adult Monthly Pass	0.70%	8,246	0.53%	94,829	0.42%	41,230	0.67%	61,845
Four Zones	TVM	Adult One Way	8.01%	94,829	1.43%	255,627	1.64%	160,798	2.06%	189,659
		Adult Day Pass	6.27%	74,214	1.71%	305,103	2.23%	218,520	1.74%	160,798
		ED One-way	1.39%	16,492	0.12%	20,615	0.17%	16,492	0.22%	20,615
		ED Day Pass	1.05%	12,369	0.14%	24,738	0.17%	16,492	0.22%	20,615
	Clipper	Adult cash value	2.79%	32,984	1.64%	292,734	1.35%	131,936	2.10%	193,782
		Adult 8-ride Ticket	1.05%	12,369	0.76%	136,059	0.93%	90,706	0.63%	57,722
		Adult Monthly Pass	0.70%	8,246	4.21%	750,388	4.00%	391,686	3.98%	366,948
		ED Adult cash value	1.05%	12,369	0.12%	20,615	0.21%	20,615	0.13%	12,369
		ED Adult 8-ride Ticket	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-
		ED Adult Monthly Pass	0.35%	4,123	0.12%	20,615	0.13%	12,369	0.13%	12,369
Five Zones	TVM	Adult One Way	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		Adult Day Pass	0.00%	-	0.05%	8,246	0.04%	4,123	0.04%	4,123
		ED One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Day Pass	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-
	Clipper	Adult cash value	0.00%	-	0.05%	8,246	0.04%	4,123	0.04%	4,123
		Adult 8-ride Ticket	0.00%	-	0.02%	4,123	0.00%	-	0.04%	4,123
		Adult Monthly Pass	0.00%	-	0.07%	12,369	0.08%	8,246	0.04%	4,123
		ED Adult cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult Monthly Pass	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-
Six Zones	TVM	Adult One Way	0.00%	-	0.07%	12,369	0.00%	-	0.13%	12,369
		Adult Day Pass	0.00%	-	0.09%	16,492	0.08%	8,246	0.09%	8,246
		ED One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Day Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-
	Clipper	Adult cash value	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-
		Adult 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		Adult Monthly Pass	0.00%	-	0.02%	4,123	0.04%	4,123	0.00%	-
		ED Adult cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED Adult Monthly Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-
All Zones		Go Pass/Other	6.27%	74,214.24	23.14%	4,123,013	22.26%	2,172,828	21.97%	2,024,400
Total			**93.73%**	**1,109,091**	**76.86%**	**13,696,651**	**77.80%**	**7,615,206**	**78.03%**	**7,190,535**

Travel Within Any	Payment Method	Ticket Type	Cumulative Annual Current Fare: Low-Income	Non Low-Income	Minority	Non Minority	Cumulative Annual Proposed Fare: Low-Income	Non Low-Income	Minority	Non Minority
One zone	TVM	Adult One Way	$ 185,536	$ 788,526	$ 587,529	$ 386,533	$ 185,536	$ 788,526	$ 587,529	$ 386,533
		Adult Day Pass	$ 46,384	$ 602,991	$ 355,610	$ 293,765	$ 46,384	$ 602,991	$ 355,610	$ 293,765
		ED One-way	$ 43,292	$ 36,076	$ 43,292	$ 36,076	$ 43,292	$ 36,076	$ 43,292	$ 36,076
		ED Day Pass	$ 15,461	$ 85,037	$ 38,653	$ 61,845	$ 15,461	$ 85,037	$ 38,653	$ 61,845
	Clipper	Adult cash value	$ 52,775	$ 791,619	$ 422,197	$ 422,197	$ 52,775	$ 791,619	$ 422,197	$ 422,197
		Adult 8-ride Ticket	$ 24,429	$ 171,002	$ 146,573	$ 48,858	$ 26,387	$ 184,711	$ 158,324	$ 52,775
		Adult Monthly Pass	$ 69,926	$ 1,212,056	$ 734,226	$ 547,756	$ 69,926	$ 1,212,056	$ 734,226	$ 547,756
		ED Adult cash value	$ 6,597	$ 85,759	$ 32,984	$ 59,371	$ 6,597	$ 85,759	$ 32,984	$ 59,371
		ED Adult 8-ride Ticket	$ -	$ 12,214	$ -	$ 12,214	$ -	$ 13,194	$ -	$ 13,194
		ED Adult Monthly Pass	$ 11,654	$ 46,618	$ 17,482	$ 40,790	$ 11,654	$ 46,618	$ 17,482	$ 40,790
Two Zones	TVM	Adult One Way	$ 687,512	$ 3,224,197	$ 2,275,303	$ 1,635,806	$ 717,404	$ 3,364,379	$ 2,374,856	$ 1,706,928
		Adult Day Pass	$ 189,659	$ 2,441,855	$ 1,185,366	$ 1,446,147	$ 197,905	$ 2,548,022	$ 1,236,904	$ 1,509,023
		ED One-way	$ 79,368	$ 204,089	$ 215,427	$ 68,030	$ 79,368	$ 204,089	$ 215,427	$ 68,030
		ED Day Pass	$ 47,415	$ 154,098	$ 71,122	$ 130,390	$ 49,476	$ 160,798	$ 74,214	$ 136,059
	Clipper	Adult cash value	$ 450,233	$ 5,810,151	$ 2,808,597	$ 3,451,787	$ 471,879	$ 6,089,485	$ 2,943,625	$ 3,617,738
		Adult 8-ride Ticket	$ 79,368	$ 1,388,940	$ 654,786	$ 813,522	$ 89,882	$ 1,572,930	$ 741,524	$ 921,287
		Adult Monthly Pass	$ 170,445	$ 12,309,944	$ 6,439,048	$ 6,041,342	$ 170,445	$ 12,309,944	$ 6,439,048	$ 6,041,342
		ED Adult cash value	$ 42,879	$ 246,556	$ 75,039	$ 214,397	$ 42,879	$ 246,556	$ 75,039	$ 214,397
		ED Adult 8-ride Ticket	$ -	$ 49,605	$ 29,763	$ 19,842	$ -	$ 56,176	$ 33,706	$ 22,470
		ED Adult Monthly Pass	$ 18,938	$ 151,507	$ 66,284	$ 104,161	$ 18,938	$ 151,507	$ 66,284	$ 104,161
Three Zones	TVM	Adult One Way	$ 671,020	$ 5,336,210	$ 3,482,916	$ 2,524,315	$ 714,312	$ 5,680,482	$ 3,707,620	$ 2,687,174
		Adult Day Pass	$ 575,160	$ 4,505,423	$ 2,108,921	$ 2,971,662	$ 612,267	$ 4,796,095	$ 2,244,981	$ 3,163,382
		ED One-way	$ 92,768	$ 170,074	$ 123,690	$ 139,152	$ 92,768	$ 170,074	$ 123,690	$ 139,152
		ED Day Pass	$ 15,977	$ 303,557	$ 133,780	$ 175,754	$ 17,007	$ 323,141	$ 153,067	$ 187,982
	Clipper	Adult cash value	$ 326,543	$ 6,560,539	$ 3,562,284	$ 3,324,798	$ 349,219	$ 7,016,132	$ 3,809,664	$ 3,555,687
		Adult 8-ride Ticket	$ 27,470	$ 2,087,688	$ 1,181,192	$ 933,966	$ 31,747	$ 2,412,787	$ 1,365,130	$ 1,079,405
		Adult Monthly Pass	$ 393,335	$ 15,261,417	$ 8,653,381	$ 7,001,372	$ 393,335	$ 15,261,417	$ 8,653,381	$ 7,001,372
		ED Adult cash value	$ 44,529	$ 89,057	$ 74,214	$ 59,371	$ 44,529	$ 89,057	$ 74,214	$ 59,371
		ED Adult 8-ride Ticket	$ -	$ 13,735	$ -	$ 13,735	$ -	$ 15,874	$ -	$ 15,874
		ED Adult Monthly Pass	$ 26,222	$ 301,557	$ 131,112	$ 196,668	$ 26,222	$ 301,557	$ 131,112	$ 196,668
Four Zones	TVM	Adult One Way	$ 924,586	$ 2,492,362	$ 1,567,776	$ 1,849,172	$ 995,708	$ 2,684,082	$ 1,688,374	$ 1,991,415
		Adult Day Pass	$ 723,589	$ 2,974,754	$ 2,130,567	$ 1,567,776	$ 779,250	$ 3,203,581	$ 2,294,457	$ 1,688,374
		ED One-way	$ 78,337	$ 97,922	$ 78,337	$ 97,922	$ 78,337	$ 97,922	$ 78,337	$ 97,922
		ED Day Pass	$ 60,299	$ 120,598	$ 80,399	$ 100,498	$ 64,937	$ 129,875	$ 86,583	$ 108,229
	Clipper	Adult cash value	$ 303,454	$ 2,693,152	$ 1,213,815	$ 1,782,791	$ 328,192	$ 2,912,703	$ 1,312,767	$ 1,928,127
		Adult 8-ride Ticket	$ 105,291	$ 1,158,206	$ 772,137	$ 491,360	$ 123,072	$ 1,353,791	$ 902,528	$ 574,336
		Adult Monthly Pass	$ 67,013	$ 6,090,157	$ 3,183,104	$ 2,982,066	$ 67,013	$ 6,090,157	$ 3,183,104	$ 2,982,066
		ED Adult cash value	$ 56,898	$ 94,829	$ 94,829	$ 56,898	$ 56,898	$ 94,829	$ 94,829	$ 56,898
		ED Adult 8-ride Ticket	$ -	$ 17,549	$ 17,549	$ -	$ -	$ 20,512	$ 20,512	$ -
		ED Adult Monthly Pass	$ 16,753	$ 83,766	$ 50,260	$ 50,260	$ 16,753	$ 83,766	$ 50,260	$ 50,260
Five Zones	TVM	Adult One Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Adult Day Pass	$ -	$ 96,891	$ 48,445	$ 48,445	$ -	$ 105,137	$ 52,568	$ 52,568
		ED One-way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Day Pass	$ -	$ 24,223	$ 24,223	$ -	$ -	$ 26,284	$ 26,284	$ -
	Clipper	Adult cash value	$ -	$ 92,356	$ 46,178	$ 46,178	$ -	$ 100,602	$ 50,301	$ 50,301
		Adult 8-ride Ticket	$ -	$ 42,725	$ -	$ 42,725	$ -	$ 50,301	$ -	$ 50,301
		Adult Monthly Pass	$ -	$ 122,371	$ 81,581	$ 40,790	$ -	$ 122,371	$ 81,581	$ 40,790
		ED Adult cash value	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult Monthly Pass	$ -	$ 20,395	$ 20,395	$ -	$ -	$ 20,395	$ 20,395	$ -
Six Zones	TVM	Adult One Way	$ -	$ 170,074	$ -	$ 170,074	$ -	$ 185,536	$ -	$ 185,536
		Adult Day Pass	$ -	$ 226,766	$ 113,383	$ 113,383	$ -	$ 247,381	$ 123,690	$ 123,690
		ED One-way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Day Pass	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Clipper	Adult cash value	$ -	$ 54,424	$ 54,424	$ -	$ -	$ 59,578	$ 59,578	$ -
		Adult 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Adult Monthly Pass	$ -	$ 48,074	$ 48,074	$ -	$ -	$ 48,074	$ 48,074	$ -
		ED Adult cash value	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED Adult Monthly Pass	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
All Zones		Go Pass/Other	$ -							
Total			**$ 6,731,115**	**$ 81,171,688**	**$ 45,286,857**	**$ 42,615,946**	**$ 7,087,756**	**$ 84,261,964**	**$ 47,028,005**	**$ 44,321,714**

	Low-Income	Non Low-Income	Minority	Non Minority
Total Current Annual Fare	$ 6,731,115	$ 81,171,688	$ 45,286,857	$ 42,615,946
Average Current Annual Fare	$ 6.07	$ 5.93	$ 5.95	$ 5.93
Total Proposed Annual Fare FY2016	$ 7,087,756	$ 84,261,964	$ 47,028,005	$ 44,321,714
Average Annual Proposed Fare FY2016	$ 6.39	$ 6.15	$ 6.18	$ 6.16

Annual Fare Change Experienced by Group: Low-Income	Low Income %	Non Low-Income	Non Low-Income %	Minority	Minority %	Non Minority	Non Minority %
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ 1,958	8.0%	$ 13,709	8.0%	$ 11,751	8.0%	$ 3,917	8.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ 979	8.0%	$ -	0.0%	$ 979	8.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ 29,892	4.2%	$ 140,182	4.3%	$ 98,952	4.3%	$ 71,122	4.3%
$ 8,246	4.3%	$ 106,168	4.3%	$ 51,538	4.3%	$ 62,876	4.3%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ 2,062	4.3%	$ 6,700	4.3%	$ 3,092	4.3%	$ 5,669	4.3%
$ 21,646	4.8%	$ 279,334	4.8%	$ 135,029	4.8%	$ 165,951	4.8%
$ 10,514	13.2%	$ 183,989	13.2%	$ 86,738	13.2%	$ 107,765	13.2%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ 6,571	13.2%	$ 3,943	13.2%	$ 2,628	13.2%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ 43,292	6.5%	$ 344,272	6.5%	$ 224,704	6.5%	$ 162,859	6.5%
$ 37,107	6.5%	$ 290,672	6.5%	$ 136,059	6.5%	$ 191,720	6.5%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ 1,031	6.5%	$ 19,584	6.5%	$ 9,277	6.5%	$ 11,338	6.5%
$ 22,677	6.9%	$ 455,593	6.9%	$ 247,381	6.9%	$ 230,889	6.9%
$ 4,278	15.6%	$ 325,100	15.6%	$ 183,938	15.6%	$ 145,439	15.6%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ 2,139	15.6%	$ -	0.0%	$ 2,139	15.6%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ 71,122	7.7%	$ 191,720	7.7%	$ 120,598	7.7%	$ 142,244	7.7%
$ 55,661	7.7%	$ 228,927	7.7%	$ 163,890	7.7%	$ 120,598	7.7%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ 4,638	7.7%	$ 9,277	7.7%	$ 6,185	7.7%	$ 7,731	7.7%
$ 24,738	8.2%	$ 219,550	8.2%	$ 98,952	8.2%	$ 145,336	8.2%
$ 17,780	16.9%	$ 195,585	16.9%	$ 130,390	16.9%	$ 82,976	16.9%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -	0.0%	$ 2,963	16.9%	$ 2,963	16.9%	$ -	0.0%
$ -	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
$ -

Table 7g : Average Fare Calculations - No Change to Monthly Pass multiplier + No Zone Increase + Elimination of 8 Ride Ticket[5]

Caltrain Fare Comparison Chart — Alt 7
Last Updated by E. Doudna 2017.07.07 No monthly increase no zone increase

Travel Within Any	Payment Method	Ticket Type	Cost: Existing	Cost: Unit Existing	Cost: Proposed*	Cost: Unit Proposed	Change: Absolute	Change: Percent	Survey Usage by Group - Annual Ridership: Low Income Survey	Non Low Income Survey	Minority Survey	Non-Minority Survey	Overall Survey
One Zone	TVM	Adult: One Way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	12	51	38	25	63
		Adult: Day Pass	$ 7.50	$ 3.75	$ 7.50	$ 3.75	$ -	0.00%	3	39	23	19	42
		ED: One-way	$ 1.75	$ 1.75	$ 1.75	$ 1.75	$ -	0.00%	6	5	6	5	11
		ED: Day Pass	$ 3.75	$ 1.88	$ 3.75	$ 1.88	$ -	0.00%	2	11	5	8	13
	Clipper	Adult: cash value	$ 3.20	$ 3.20	$ 3.20	$ 3.20	$ -	0.00%	4	60	32	32	64
		Adult: 8-ride Ticket	$ 23.70	$ 2.96	$ 25.60	$ 3.20	$ 0.24	1.00%	2	14	12	4	16
		Adult: 1 Monthly Pass	$ 84.80	$ 2.83	$ 84.80	$ 2.83	$ -	0.00%	6	104	63	47	110
		ED: Adult: cash value	$ 1.60	$ 1.60	$ 1.60	$ 1.60	$ -	0.00%	1	13	5	9	14
		ED: Adult: 8-ride Ticket	$ 11.85	$ 1.48	$ 12.80	$ 1.60	$ 0.12	1.00%	0	2	0	2	2
		ED: Adult: 1 Monthly Pass	$ 42.40	$ 1.41	$ 42.40	$ 1.41	$ -	0.00%	2	8	3	7	10
Two Zones	TVM	Adult: One Way	$ 5.75	$ 5.75	$ 5.75	$ 5.75	$ -	0.00%	29	136	96	69	165
		Adult: Day Pass	$ 11.50	$ 5.75	$ 11.50	$ 5.75	$ -	0.00%	8	103	50	61	111
		ED: One-way	$ 2.75	$ 2.75	$ 2.75	$ 2.75	$ -	0.00%	7	18	19	6	25
		ED: Day Pass	$ 5.75	$ 2.88	$ 5.75	$ 2.88	$ -	0.00%	4	13	6	11	17
	Clipper	Adult: cash value	$ 5.20	$ 5.20	$ 5.20	$ 5.20	$ -	0.00%	21	271	131	161	292
		Adult: 8-ride Ticket	$ 38.50	$ 4.81	$ 41.60	$ 5.20	$ 0.39	1.01%	4	70	33	41	74
		Adult: 1 Monthly Pass	$ 137.80	$ 4.59	$ 137.80	$ 4.59	$ -	0.00%	9	630	340	319	659
		ED: Adult: cash value	$ 2.60	$ 2.60	$ 2.60	$ 2.60	$ -	0.00%	4	23	7	20	27
		ED: Adult: 8-ride Ticket	$ 19.25	$ 2.41	$ 20.80	$ 2.60	$ 0.19	1.01%	0	5	3	2	5
		ED: Adult: 1 Monthly Pass	$ 68.90	$ 2.30	$ 68.90	$ 2.30	$ -	0.00%	2	16	7	11	18
Three Zones	TVM	Adult: One Way	$ 7.75	$ 7.75	$ 7.75	$ 7.75	$ -	0.00%	21	167	109	79	188
		Adult: Day Pass	$ 15.50	$ 7.75	$ 15.50	$ 7.75	$ -	0.00%	18	141	66	93	159
		ED: One-way	$ 3.75	$ 3.75	$ 3.75	$ 3.75	$ -	0.00%	6	11	8	9	17
		ED: Day Pass	$ 7.75	$ 3.88	$ 7.75	$ 3.88	$ -	0.00%	1	19	9	11	20
	Clipper	Adult: cash value	$ 7.20	$ 7.20	$ 7.20	$ 7.20	$ -	0.00%	11	221	120	112	232
		Adult: 8-ride Ticket	$ 53.30	$ 6.66	$ 57.60	$ 7.20	$ 0.54	1.01%	1	76	43	34	77
		Adult: 1 Monthly Pass	$ 190.80	$ 6.36	$ 190.80	$ 6.36	$ -	0.00%	15	582	330	267	597
		ED: Adult: cash value	$ 3.60	$ 3.60	$ 3.60	$ 3.60	$ -	0.00%	3	6	5	4	9
		ED: Adult: 8-ride Ticket	$ 26.65	$ 3.33	$ 28.80	$ 3.60	$ 0.27	1.01%	0	1	0	1	1
		ED: Adult: 1 Monthly Pass	$ 95.40	$ 3.18	$ 95.40	$ 3.18	$ -	0.00%	2	23	10	15	25
Four Zones	TVM	Adult: One Way	$ 9.75	$ 9.75	$ 9.75	$ 9.75	$ -	0.00%	23	62	39	46	85
		Adult: Day Pass	$ 19.50	$ 9.75	$ 19.50	$ 9.75	$ -	0.00%	18	74	53	39	92
		ED: One-way	$ 4.75	$ 4.75	$ 4.75	$ 4.75	$ -	0.00%	4	5	4	5	9
		ED: Day Pass	$ 9.75	$ 4.88	$ 9.75	$ 4.88	$ -	0.00%	3	6	4	5	9
	Clipper	Adult: cash value	$ 9.20	$ 9.20	$ 9.20	$ 9.20	$ -	0.00%	8	71	32	47	79
		Adult: 8-ride Ticket	$ 68.10	$ 8.51	$ 73.60	$ 9.20	$ 0.69	1.01%	3	33	22	14	36
		Adult: 1 Monthly Pass	$ 243.80	$ 8.13	$ 243.80	$ 8.13	$ -	0.00%	2	182	95	89	184
		ED: Adult: cash value	$ 4.60	$ 4.60	$ 4.60	$ 4.60	$ -	0.00%	3	5	5	3	8
		ED: Adult: 8-ride Ticket	$ 34.05	$ 4.26	$ 36.80	$ 4.60	$ 0.34	1.01%	0	1	1	0	1
		ED: Adult: 1 Monthly Pass	$ 121.90	$ 4.06	$ 121.90	$ 4.06	$ -	0.00%	1	5	3	3	6
Five Zones	TVM	Adult: One Way	$ 11.75	$ 11.75	$ 11.75	$ 11.75	$ -	0.00%	0	0	0	0	0
		Adult: Day Pass	$ 23.50	$ 11.75	$ 23.50	$ 11.75	$ -	0.00%	0	2	1	1	2
		ED: One-way	$ 5.75	$ 5.75	$ 5.75	$ 5.75	$ -	0.00%	0	0	0	0	0
		ED: Day Pass	$ 11.75	$ 5.88	$ 11.75	$ 5.88	$ -	0.00%	0	1	1	0	1
	Clipper	Adult: cash value	$ 11.20	$ 11.20	$ 11.20	$ 11.20	$ -	0.00%	0	2	1	1	2
		Adult: 8-ride Ticket	$ 82.50	$ 10.31	$ 88.80	$ 11.20	$ 0.84	1.01%	0	1	0	1	1
		Adult: 1 Monthly Pass	$ 295.80	$ 9.89	$ 295.80	$ 9.89	$ -	0.00%	0	3	2	1	3
		ED: Adult: cash value	$ 5.60	$ 5.60	$ 5.60	$ 5.60	$ -	0.00%	0	0	0	0	0
		ED: Adult: 8-ride Ticket	$ 41.45	$ 5.18	$ 44.80	$ 5.60	$ 0.42	1.01%	0	0	0	0	0
		ED: Adult: 1 Monthly Pass	$ 148.40	$ 4.95	$ 148.40	$ 4.95	$ -	0.00%	0	1	1	0	1
Six Zones	TVM	Adult: One Way	$ 13.75	$ 13.75	$ 13.75	$ 13.75	$ -	0.00%	0	3	0	3	3
		Adult: Day Pass	$ 27.50	$ 13.75	$ 27.50	$ 13.75	$ -	0.00%	0	4	2	2	4
		ED: One-way	$ 6.75	$ 6.75	$ 6.75	$ 6.75	$ -	0.00%	0	0	0	0	0
		ED: Day Pass	$ 13.75	$ 6.88	$ 13.75	$ 6.88	$ -	0.00%	0	0	0	0	0
	Clipper	Adult: cash value	$ 13.20	$ 13.20	$ 13.20	$ 13.20	$ -	0.00%	0	1	1	0	1
		Adult: 8-ride Ticket	$ 97.70	$ 12.21	$ 105.60	$ 13.20	$ 0.99	1.01%	0	0	0	0	0
		Adult: 1 Monthly Pass	$ 349.80	$ 11.66	$ 349.80	$ 11.66	$ -	0.00%	0	1	1	0	1
		ED: Adult: cash value	$ 6.60	$ 6.60	$ 6.60	$ 6.60	$ -	0.00%	0	0	0	0	0
		ED: Adult: 8-ride Ticket	$ 48.85	$ 6.11	$ 52.80	$ 6.60	$ 0.49	1.01%	0	0	0	0	0
		ED: Adult: 1 Monthly Pass	$ 174.90	$ 5.83	$ 174.90	$ 5.83	$ -	0.00%	0	0	0	0	0
All Zones		Go Pass/Other							18	1,000	527	491	1,018
Total									287	4,322	2,324	2,285	4,609
									6%	94%	52%	48%	
									1,190,759	17,981,921	9,841,695	9,272,985	19,122,680

*Assumes all 8-ride ticket users will instead use Clipper cash for 8 rides

Travel Within Any	Payment Method	Ticket Type	Usage by Group - Low Income %	Low Income Number	Non Low Income %	Non Low Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number
One Zone	TVM	Adult: One Way	4.18%	48,788	1.18%	211,998	1.63%	157,661	1.12%	103,725
		Adult: Day Pass	1.05%	12,447	0.90%	161,810	0.97%	95,427	0.85%	78,831
		ED: One-way	2.09%	24,894	0.12%	21,745	0.23%	24,894	0.22%	20,745
		ED: Day Pass	0.17%	1,988	0.23%	41,690	0.21%	20,745	0.36%	33,192
	Clipper	Adult: cash value	1.39%	16,596	1.39%	248,939	1.38%	132,708	1.43%	132,708
		Adult: 8-ride Ticket	0.70%	8,298	0.32%	58,086	0.51%	49,788	0.18%	16,596
		Adult: 1 Monthly Pass	2.09%	24,894	2.41%	431,495	2.69%	261,386	2.10%	195,012
		ED: Adult: cash value	0.35%	4,149	0.30%	53,937	0.21%	20,745	0.40%	37,341
		ED: Adult: 8-ride Ticket	0.00%	-	0.02%	8,298	0.00%	-	0.09%	8,298
		ED: Adult: 1 Monthly Pass	0.70%	8,298	0.19%	33,192	0.13%	12,447	0.31%	29,043
Two Zones	TVM	Adult: One Way	10.10%	120,321	3.15%	564,262	4.04%	388,303	3.09%	286,280
		Adult: Day Pass	2.79%	33,192	2.38%	427,346	2.13%	207,449	2.73%	253,088
		ED: One-way	2.44%	29,043	0.42%	74,682	0.80%	78,831	0.27%	24,894
		ED: Day Pass	1.39%	16,596	0.30%	53,937	0.23%	24,894	0.49%	45,639
	Clipper	Adult: cash value	7.32%	87,129	6.27%	1,124,375	5.32%	518,517	7.20%	667,987
		Adult: 8-ride Ticket	1.39%	16,596	1.62%	290,429	1.39%	136,917	1.83%	170,108
		Adult: 1 Monthly Pass	3.14%	37,341	15.04%	2,696,841	14.32%	1,410,636	14.27%	1,323,527
		ED: Adult: cash value	1.39%	16,596	0.53%	95,427	0.29%	29,043	0.89%	82,980
		ED: Adult: 8-ride Ticket	0.00%	-	0.12%	21,745	0.13%	12,447	0.09%	8,298
		ED: Adult: 1 Monthly Pass	0.70%	8,298	0.37%	66,384	0.29%	29,043	0.49%	45,639
Three Zones	TVM	Adult: One Way	7.32%	87,129	3.83%	686,881	4.59%	452,240	3.53%	327,770
		Adult: Day Pass	6.27%	74,682	3.26%	585,027	2.78%	273,833	4.16%	385,856
		ED: One-way	2.09%	24,894	0.25%	45,639	0.34%	33,192	0.40%	37,341
		ED: Day Pass	0.35%	4,149	0.44%	78,831	0.38%	37,341	0.49%	45,639
	Clipper	Adult: cash value	3.88%	45,639	5.11%	916,926	5.03%	497,878	5.01%	464,087
		Adult: 8-ride Ticket	0.35%	4,149	1.70%	305,323	1.81%	179,405	1.52%	141,066
		Adult: 1 Monthly Pass	5.23%	62,235	13.47%	2,414,710	13.90%	1,379,166	11.99%	1,107,779
		ED: Adult: cash value	0.70%	8,298	0.53%	95,427	0.42%	41,490	0.67%	62,235
		ED: Adult: 8-ride Ticket	0.00%	-	0.02%	4,149	0.03%	-	0.04%	4,149
		ED: Adult: 1 Monthly Pass	0.70%	8,298	0.53%	95,427	0.42%	41,490	0.67%	62,235
Four Zones	TVM	Adult: One Way	8.01%	95,427	1.43%	257,237	1.66%	161,810	2.00%	190,853
		Adult: Day Pass	6.27%	74,682	1.71%	307,025	2.23%	219,895	1.74%	161,810
		ED: One-way	1.39%	16,596	0.12%	21,745	0.17%	16,596	0.22%	20,745
		ED: Day Pass	1.05%	12,447	0.14%	24,894	0.17%	16,596	0.22%	20,745
	Clipper	Adult: cash value	2.79%	33,192	1.64%	294,578	1.33%	132,708	2.10%	195,012
		Adult: 8-ride Ticket	1.05%	12,447	0.76%	136,917	0.93%	91,278	0.63%	58,086
		Adult: 1 Monthly Pass	0.70%	8,298	4.21%	755,116	4.03%	394,154	3.98%	369,210
		ED: Adult: cash value	1.05%	12,447	0.12%	21,745	0.21%	20,745	0.13%	12,447
		ED: Adult: 8-ride Ticket	0.00%	-	0.02%	4,149	0.04%	4,149	0.00%	-
		ED: Adult: 1 Monthly Pass	0.35%	4,149	0.12%	21,745	0.13%	12,447	0.13%	12,447
Five Zones	TVM	Adult: One Way	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		Adult: Day Pass	0.00%	-	0.05%	8,298	0.04%	4,149	0.04%	4,149
		ED: One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED: Day Pass	0.00%	-	0.02%	4,149	0.04%	4,149	0.00%	-
	Clipper	Adult: cash value	0.00%	-	0.05%	8,298	0.04%	4,149	0.04%	4,149
		Adult: 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		Adult: 1 Monthly Pass	0.00%	-	0.05%	8,298	0.04%	4,149	0.04%	4,149
		ED: Adult: cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED: Adult: 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED: Adult: 1 Monthly Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-
Six Zones	TVM	Adult: One Way	0.00%	-	0.07%	12,447	0.00%	-	0.13%	12,447
		Adult: Day Pass	0.00%	-	0.09%	16,596	0.08%	8,298	0.09%	8,298
		ED: One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED: Day Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-
	Clipper	Adult: cash value	0.00%	-	0.02%	4,149	0.04%	4,149	0.00%	-
		Adult: 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		Adult: 1 Monthly Pass	0.00%	-	0.02%	4,149	0.04%	4,149	0.00%	-
		ED: Adult: cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED: Adult: 8-ride Ticket	0.00%	-	0.00%	-	0.00%	-	0.00%	-
		ED: Adult: 1 Monthly Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-
All Zones		Go Pass/Other	6.27%	74,681.76	23.14%	4,148,987	22.20%	2,186,516	21.97%	2,037,153
Total			93.73%	1,116,077	76.88%	13,782,934	77.80%	7,663,179	78.03%	7,235,833

	Low Income	Non Low Income	Minority	Non Minority
Total Current Annual Fare	$ 6,773,518	$ 81,683,087	$ 48,572,146	$ 42,884,410
Average Current Annual Fare	$ 6.07	$ 5.93	$ 5.95	$ 5.93

Travel Within Any	Payment Method	Ticket Type	Cumulative Annual Current Fare: Low Income	Non Low Income	Minority	Non Minority	Cumulative Annual Proposed Fare: Low Income	Non Low Income	Minority	Non Minority
One Zone	TVM	Adult: One Way	$ 186,704	$ 788,494	$ 591,231	$ 388,908	$ 186,704	$ 788,494	$ 591,231	$ 388,908
		Adult: Day Pass	$ 46,676	$ 610,789	$ 357,850	$ 295,615	$ 46,676	$ 610,789	$ 357,850	$ 295,615
		ED: One-way	$ 43,564	$ 361,304	$ 43,564	$ 361,304	$ 43,564	$ 361,304	$ 43,564	$ 361,304
		ED: Day Pass	$ 15,589	$ 85,573	$ 38,897	$ 62,265	$ 15,589	$ 85,573	$ 38,897	$ 62,265
	Clipper	Adult: cash value	$ 53,107	$ 796,635	$ 424,856	$ 424,856	$ 53,107	$ 796,635	$ 424,856	$ 424,856
		Adult: 8-ride Ticket	$ 24,583	$ 172,079	$ 147,496	$ 49,165	$ 26,554	$ 185,875	$ 159,321	$ 53,107
		Adult: 1 Monthly Pass	$ 70,367	$ 1,219,691	$ 738,852	$ 551,207	$ 70,367	$ 1,219,691	$ 738,852	$ 551,207
		ED: Adult: cash value	$ 6,638	$ 86,259	$ 33,192	$ 59,745	$ 6,638	$ 86,259	$ 33,192	$ 59,745
		ED: Adult: 8-ride Ticket	$ -	$ 13,277	$ -	$ 13,277	$ -	$ 13,277	$ -	$ 13,277
		ED: Adult: 1 Monthly Pass	$ 11,728	$ 46,911	$ 17,592	$ 41,047	$ 11,728	$ 46,911	$ 17,592	$ 41,047
Two Zones	TVM	Adult: One Way	$ 691,844	$ 3,244,508	$ 2,250,241	$ 1,696,110	$ 691,844	$ 3,244,508	$ 2,250,241	$ 1,696,110
		Adult: Day Pass	$ 190,853	$ 2,457,237	$ 1,192,884	$ 1,455,257	$ 190,853	$ 2,457,237	$ 1,192,884	$ 1,455,257
		ED: One-way	$ 79,808	$ 203,375	$ 216,785	$ 68,498	$ 79,808	$ 203,375	$ 216,785	$ 68,498
		ED: Day Pass	$ 47,713	$ 155,038	$ 71,570	$ 131,212	$ 47,713	$ 155,038	$ 71,570	$ 131,212
	Clipper	Adult: cash value	$ 453,039	$ 5,941,752	$ 2,826,290	$ 3,473,532	$ 453,039	$ 5,941,752	$ 2,826,290	$ 3,473,532
		Adult: 8-ride Ticket	$ 79,808	$ 1,367,610	$ 698,911	$ 818,647	$ 81,299	$ 1,510,231	$ 711,906	$ 884,564
		Adult: 1 Monthly Pass	$ 171,519	$ 12,387,491	$ 6,479,611	$ 6,079,400	$ 171,519	$ 12,387,491	$ 6,479,611	$ 6,079,400
		ED: Adult: cash value	$ 43,149	$ 248,109	$ 75,512	$ 215,747	$ 43,149	$ 248,109	$ 75,512	$ 215,747
		ED: Adult: 8-ride Ticket	$ -	$ 49,917	$ 29,950	$ 19,967	$ -	$ 53,987	$ 32,362	$ 21,575
		ED: Adult: 1 Monthly Pass	$ 19,038	$ 152,481	$ 69,702	$ 104,817	$ 19,038	$ 152,481	$ 69,702	$ 104,817
Three Zones	TVM	Adult: One Way	$ 675,248	$ 5,369,886	$ 3,504,857	$ 2,540,217	$ 675,248	$ 5,369,886	$ 3,504,857	$ 2,540,217
		Adult: Day Pass	$ 578,784	$ 4,533,805	$ 2,122,207	$ 2,990,382	$ 578,784	$ 4,533,805	$ 2,122,207	$ 2,990,382
		ED: One-way	$ 99,352	$ 171,146	$ 124,470	$ 146,028	$ 99,352	$ 171,146	$ 124,470	$ 146,028
		ED: Day Pass	$ 16,077	$ 305,499	$ 144,696	$ 176,881	$ 16,077	$ 305,499	$ 144,696	$ 176,881
	Clipper	Adult: cash value	$ 328,610	$ 6,601,838	$ 3,384,725	$ 3,345,743	$ 328,610	$ 6,601,838	$ 3,384,725	$ 3,345,743
		Adult: 8-ride Ticket	$ 22,683	$ 2,121,889	$ 1,188,633	$ 955,939	$ 29,873	$ 2,731,326	$ 1,284,526	$ 1,675,672
		Adult: 1 Monthly Pass	$ 396,813	$ 15,357,557	$ 8,707,898	$ 7,045,477	$ 396,813	$ 15,357,557	$ 8,707,898	$ 7,045,477
		ED: Adult: cash value	$ 44,809	$ 891,618	$ 74,682	$ 59,745	$ 44,809	$ 891,618	$ 74,682	$ 59,745
		ED: Adult: 8-ride Ticket	$ -	$ 13,821	$ -	$ 13,821	$ -	$ 14,936	$ -	$ 14,936
		ED: Adult: 1 Monthly Pass	$ 26,388	$ 303,457	$ 131,988	$ 197,907	$ 26,388	$ 303,457	$ 131,988	$ 197,907
Four Zones	TVM	Adult: One Way	$ 930,410	$ 2,508,092	$ 1,577,652	$ 1,861,821	$ 930,410	$ 2,508,092	$ 1,577,652	$ 1,861,821
		Adult: Day Pass	$ 728,147	$ 2,986,494	$ 2,143,989	$ 1,577,652	$ 728,147	$ 2,986,494	$ 2,143,989	$ 1,577,652
		ED: One-way	$ 78,831	$ 98,538	$ 78,831	$ 98,538	$ 78,831	$ 98,538	$ 78,831	$ 98,538
		ED: Day Pass	$ 60,679	$ 121,358	$ 80,905	$ 101,132	$ 60,679	$ 121,358	$ 80,905	$ 101,132
	Clipper	Adult: cash value	$ 305,365	$ 2,710,118	$ 1,221,462	$ 1,794,022	$ 305,365	$ 2,710,118	$ 1,221,462	$ 1,794,022
		Adult: 8-ride Ticket	$ 105,956	$ 1,163,502	$ 777,001	$ 494,455	$ 114,512	$ 1,258,632	$ 839,755	$ 534,389
		Adult: 1 Monthly Pass	$ 67,435	$ 6,136,573	$ 3,223,196	$ 3,011,851	$ 67,435	$ 6,136,573	$ 3,223,196	$ 3,011,851
		ED: Adult: cash value	$ 57,256	$ 59,427	$ 59,427	$ 57,256	$ 57,256	$ 59,427	$ 59,427	$ 57,256
		ED: Adult: 8-ride Ticket	$ -	$ 17,659	$ 17,659	$ -	$ -	$ 19,085	$ 19,085	$ -
		ED: Adult: 1 Monthly Pass	$ 16,899	$ 84,294	$ 50,576	$ 50,576	$ 16,899	$ 84,294	$ 50,576	$ 50,576
Five Zones	TVM	Adult: One Way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Adult: Day Pass	$ -	$ 97,501	$ 48,751	$ 48,751	$ -	$ 97,501	$ 48,751	$ 48,751
		ED: One-way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED: Day Pass	$ -	$ 24,375	$ 24,375	$ -	$ -	$ 24,375	$ 24,375	$ -
	Clipper	Adult: cash value	$ -	$ 92,987	$ 46,499	$ 46,499	$ -	$ 92,987	$ 46,499	$ 46,499
		Adult: 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Adult: 1 Monthly Pass	$ -	$ 123,142	$ 82,095	$ 41,047	$ -	$ 123,142	$ 82,095	$ 41,047
		ED: Adult: cash value	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED: Adult: 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED: Adult: 1 Monthly Pass	$ -	$ 21,524	$ 21,524	$ -	$ -	$ 21,524	$ 21,524	$ -
Six Zones	TVM	Adult: One Way	$ -	$ 171,146	$ -	$ 171,146	$ -	$ 171,146	$ -	$ 171,146
		Adult: Day Pass	$ -	$ 228,194	$ 114,097	$ 114,097	$ -	$ 228,194	$ 114,097	$ 114,097
		ED: One-way	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED: Day Pass	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Clipper	Adult: cash value	$ -	$ 54,767	$ 54,767	$ -	$ -	$ 54,767	$ 54,767	$ -
		Adult: 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Adult: 1 Monthly Pass	$ -	$ 48,377	$ 48,377	$ -	$ -	$ 48,377	$ 48,377	$ -
		ED: Adult: cash value	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED: Adult: 8-ride Ticket	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		ED: Adult: 1 Monthly Pass	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
All Zones		Go Pass/Other	$ -							
Total			$ 6,773,518	$ 81,683,087	$ 48,572,146	$ 42,884,410	$ 6,792,707	$ 82,084,011	$ 48,793,510	$ 43,077,208

	Low Income	Non Low Income	Minority	Non Minority
Total Proposed Annual Fare	$ 6,792,707	$ 82,084,011	$ 48,793,510	$ 43,077,208
Average Annual Proposed Fare	$ 6.09	$ 5.96	$ 5.98	$ 5.95

No Change to Monthly Pass + No Zone Increase + Elimination of 8 Ride Ticket	Low Income Cost Change	Low Income % Change	Non Low Income Cost Change	Non Low Income % Change	Minority Cost Change	Minority % Change	Non-Minority Cost Change	Non Minority % Change
Total Change In Fare Per Group	$ 19,189	0.3%	$ 400,924	0.5%	$ 227,364	0.5%	$ 192,298	0.4%
Average Change In Fare Per Group	$ 0.02		$ 0.03		$ 0.03		$ 0.03	
Change as a percent of entire fare change	4.8%		95.4%		54.1%		45.9%	
Percent Ridership of Each Group (From 2016 survey total)	6.0%		94.0%		47.0%		53.0%	
Difference From Exact Proportional Impact of Fare Change	-1.4%		1.4%		7.1%		-7.1%	
Difference between Protected Class and Non Protected		-0.21%				0.06%		
Disparate Impact or Disproportionate Burden Finding	No	No	No		No	No	No	

[5] The greyed row assumes all 8-ride ticket users will shift to the use of Clipper cash for 8 rides

Table 8: Disparate Impact and Disproportionate Burden Findings

Monthly Multiplier @ 15 days + Zone Increase + Elimination of 8 ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
$5.69	$6.12	$4.56	$5.13	$4.63	$5.20	$4.62	$5.18
Average % Change	7.5%		12.6%	Average % Change	12.5%		12.0%
		Difference	-5.1%			Difference	0.5%
		DI/DB	No			DI/DB	No
Monthly Multiplier @ 15 days + Zone Increase + No Elimination of 8 ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
$5.69	$6.12	$4.56	$5.13	$4.63	$5.20	$4.62	$5.18
Average % Change	7.5%		12.6%	Average % Change	12.5%		12.0%
		Difference	-5.1%			Difference	0.5%
		DI/DB	No			DI/DB	No
Monthly Multiplier @ 15 days + No Zone Increase + Elimination of 8-ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
$6.07	$6.22	$5.93	$6.48	$5.95	$6.49	$5.93	$6.43
Average % Change	2.5%		9.3%	Average % Change	9.1%		8.4%
		Difference	-6.8%			Difference	0.7%
		DI/DB	No			DI/DB	No
Monthly Multiplier @ 15 days + No Zone Increase + No Elimination of 8-ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
$6.07	$6.20	$5.93	$6.45	$5.95	$6.46	$5.93	$6.40
Average % Change	2.2%		8.8%	Average % Change	8.6%		8.0%
		Difference	-6.6%			Difference	0.6%
		DI/DB	No			DI/DB	No
No Change to Monthly Pass + Zone Increase + Elimination of 8-ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
$6.07	$6.39	$5.93	$6.15	$5.95	$6.18	$5.93	$6.16
Average % Change	5.3%		3.8%	Average % Change	3.8%		4.0%
		Difference	1.5%			Difference	-0.2%
		DI/DB	No			DI/DB	No
No Change to Monthly Pass + Zone Increase + No Elimination of 8 ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
$6.07	$6.39	$5.93	$6.15	$5.95	$6.18	$5.93	$6.16
Average % Change	5.3%		3.8%	Average % Change	3.8%		4.0%
		Difference	1.5%			Difference	-0.2%
		DI/DB	No			DI/DB	No
No Change to Monthly Pass + No Zone Increase + Elimination of 8 Ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
$6.07	$6.09	$5.93	$5.96	$5.95	$5.98	$5.93	$5.95
Average % Change	0.3%		0.5%	Average % Change	0.50%		0.45%
		Difference	-0.2%			Difference	0.05%
		DI/DB	No			DI/DB	No

In general, when viewed cumulatively, the proposed fare increases will not disparately impact minority passengers or disproportionately burden low-income populations. In fact, some of the alternatives would render a significantly lower increase in Average Fares for low income riders than non-low-income riders.

Based on the chart above, proportionally fewer low-income riders than non-low-income passengers will be impacted while minority riders will be impacted by the proposed fare at approximately the same rate as non-minority riders.

■ PUBLIC OUTREACH AND INVOLVEMENT ACTIVITES

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

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

The JPB's public information campaign to announce the public hearing and solicit input began after the May 4, 2017 Board action to call for the July 6, 2017 Public Hearing.

The JPB's public participation process included measures to disseminate information on the proposed service changes to Limited English Proficient (LEP) persons, as well as at public hearings and meetings. The public notices note that translations are available in Caltrain's 22 Safe Harbor Languages by contacting the Caltrain Customer Service Center phone number. The Caltrain Customer Service Center offers foreign language translation service via in-house translators or the Language Line.

Comprehensive measures employed by the JPB included placing public notices (**Attachment 5**) for the Public Hearing and the Public Meetings on the Caltrain website (**Attachment 6**), in Caltrain news releases (**Attachment 7**), as Take Ones located at Caltrain lobby headquarters and onboard trains (**Attachment 8**), in information boards at stations (**Attachment 9**), as social media posts on Facebook and Twitter (**Attachment 10**), as repetitive messages on the VMS that ran every 12 minutes at all stations from 5/18/17 to 6/14/17 (**Attachment 11**) and in presentations to and discussions at Public Meetings. Information, including the Public Notice, Draft FY18 Proposed Fare Changes, Frequently Asked Questions (**Attachment 12**) and Public Outreach list were posted to a dedicated Caltrain website.

Caltrain staff also reached out to Community-based Organizations to inform them of the proposed changes and also communicated directly with organizations participating in the Go Pass program.

The JPB reached out to the following Community groups and leaders:

San Francisco County

- The Mayor's Office
- Board of Supervisors
- Asian Pacific American Community Center
- Bay Area Council
- Bay Area Council, Economic Institute
- Bayview Merchants Association
- BRITE (Bayview Residents Improving Their Environment)
- Catholic Charities
- Chinese Progressive Association
- Dogpatch Neighborhood Association
- Greenbelt Alliance
- Mission Neighborhood Center
- Pomeroy Recreation and Rehabilitation Center
- Potrero Boosters
- Public Advocates
- Russian American Community Services
- San Francisco Labor Council
- Spur
- Visitacion Valley Planning Alliance (VVPA)

San Mateo County

- All Mayors
- All City Managers
- Board of Supervisors
- Daly City/Colma Chamber of Commerce
- Redwood City Chamber of Commerce
- Foster City Chamber of Commerce
- San Mateo Chamber of Commerce
- Menlo Park Chamber of Commerce
- San Bruno Chamber of Commerce
- Chicana Latina Foundation
- Family Health Services
- Coastside Hope
- College Track
- LifeMoves
- Friends of Caltrain
- Green Foothills

- Housing Leadership Council
- Japanese American Community Center
- Japanese Chamber of Commerce
- North Peninsula Neighborhood Services
- Northern Peninsula Food Pantry and Dining Center
- Safe Harbor Shelter
- San Mateo County Commission on Disabilities, Aging and Adult Services
- San Mateo County Youth Commission
- San Mateo Labor Council
- Seton Medical Center
- Sierra Club, Loma Prieta Chapter
- Silicon Valley Community Foundation
- Sitike Counseling Center
- Skyline College
- South San Francisco Community Learning Center
- Sustainable San Mateo County
- Vista Center for the Blind and Visually Impaired
- Youth United for Community Action
- Youth Leadership Institute

Santa Clara County

- All Mayors within Caltrain Jurisdiction
- City Managers within Caltrain Jurisdiction
- Board of Supervisors
- Destination Home
- Metropolitan Education District
- Santa Clara County Office of Human Relations
- South Bay Labor Council
- Silicon Valley Leadership Group (SVLG)

Alameda County

- Asian Pacific Islander American Public Affairs Association Bay Area Chapter
- ECO Vote
- Gujarati Cultural Association of Bay Area
- Indo American Chamber of Commerce
- TransForm
- Urban Habitat

No Affiliated County

- Korean American Professional Society

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making also included publishing the public hearing notice and public meeting notices in newspapers of general circulation and various community newspapers in different languages (**Attachment 13**). Notifications for the public hearing and public meetings appeared in the newspapers listed in **Table 9**.

Table 9: Print Advertisement

	Date		Newspaper
1	Friday, May 19, 2017	Outreach Ad	El Observador
2	Friday, May 19, 2017	Outreach Ad	Palo Alto Daily News
3	Sunday, May 21, 2017	Outreach Ad	San Francisco Examiner
4	Monday, May 22, 2017	Outreach Ad	Sing Tao
5	Friday, June 2, 2017	Outreach Ad	Morgan Hill Times
6	Friday, June 2, 2017	Outreach Ad	Dispatch
7	Thursday, June 22, 2017	Legal Ad	The Examiner (San Francisco/San Mateo)
8	Thursday, June 22, 2017	Legal Ad	Sing Tao
9	Friday, June 23, 2017	Legal Ad	Palo Alto Daily News
10	Friday, June 23, 2017	Legal Ad	El Observador
11	Tuesday, June 27, 2017	Legal Ad	The Examiner (San Francisco/San Mateo)
12	Tuesday, June 27, 2017	Legal Ad	Mercury News
13	Tuesday, June 27, 2017	Legal Ad	Sing Tao
14	Friday, June 30, 2017	Legal Ad	El Observador

Staff also established multiple ways for customers and the public to provide their input: at the community meetings and station outreaches by directing riders to an online survey in English with Translations in Spanish and Chinese (see **Attachment 14**), using a printed survey in English with Translations in Spanish and Chinese (see **Attachment 15**) for those without access to the internet or smart phones, through the postal service (by mail), by telephone call to the Customer Service Center's general number or one for those with hearing impairments, through the unique e-mail address ***changes@caltrain.com*** and via an online comment form on the dedicated webpage **http://www.caltrain.com/riderinfo/2017ProposedFareChanges.html.**

PUBLIC OUTREACH

As part of the Caltrain staff's efforts to improve and expand Public Outreach, Public meetings and Station Outreaches were held at the locations shown in **Table 10**. The total number of participants that staff outreached to totaled 2,985.

Table 10: Public Meetings and Station Outreaches

	Date	Time	Public Meeting	Caltrain Station Outreach	Meeting participants/ station outreach interactions
1	Wednesday, May 17, 2017	4:30 pm - 5:30 pm	San Carlos Headquarters prior to Caltrain Advisory Committee	-	8
2	Thursday, May 18, 2017	5:45 pm - 8 pm	Caltrain Bicycle Advisory Committee	-	11
3	Tuesday, May 23, 2017	6:15 am – 8:15 am	-	San Francisco	51
4	Wednesday, May 24, 2017	7 am – 9 am	-	Redwood City	114
5	Wednesday, May 24, 2017	6 pm - 8 pm	San Francisco County Transportation Authority	-	10
6	Friday, May 26, 2017	4 pm – 6 pm	-	Menlo Park	82
7	Saturday, June 3, 2017	9:30am – 11:30 am	-	San Jose Diridon	107
8	Monday, June 5, 2017	5:15 am – 7:30 am	-	San Jose Diridon	170
9	Tuesday, June 6, 2017	11 am - 1 pm	Caltrain Accessibility Advisory Committee	-	4
10	Tuesday, June 6, 2017	4:30 pm – 6:30 pm	-	Hillsdale	408
11	Wednesday, June 7, 2017	5 pm – 7 pm	-	Millbrae	639
12	Thursday, June 8, 2017	5:30 am – 6:30 am	-	Gilroy	72
13	Thursday, June 8, 2017	4:30 pm – 6:30 pm	-	Palo Alto	699
14	Saturday, June 10, 2017	11 am – 1 pm	-	Redwood City	124
15	Saturday, June 10, 2017	10 am – Noon	-	Palo Alto	77
16	Monday, June 12, 2017	7 am – 9 am	-	Sunnyvale	175
17	Tuesday, June 13, 2017	6 am – 7 am	-	Morgan Hill	65
18	Wednesday, June 14, 2017	9 am – 11 am	-	San Mateo	153
19	Monday, June 26, 2017	6 pm - 7 pm	Mountain View City Hall	-	6
20	Wednesday, July 19, 2017	5:40 pm - 7 pm	Caltrain Citizens Advisory Committee	-	10
				Total Participants at Formal Meetings	**49**
				Total Interactions at Stations	**2,936**
				Total Outreach	**2,985**

PUBLIC COMMENTS

Summary of Comments

As of July 19, 2017 Caltrain received 1,511 total comments from the various forms of outreach. Many of the comments were provided using the online survey. There were a total of 1,258 online surveys with complete responses addressing each fare and parking proposal, plus 248 additional responses that were either partial survey responses or were comments received via mail, e-mail, public meetings and at station outreaches. A compiled list of all public comments is provided in **Attachment 16**. The online survey responses are further summarized in **Attachment 14**.

Table 11 summarizes feedback for each proposal. Riders were polled on whether they agreed, disagreed or did not have an opinion on each fare proposal. In addition, the number of additional comments for each proposal is noted.

Table 11: Comment Tally

	Go Pass Increase			Monthly Pass Multiplier			Eliminate 8-ride Ticket			Monthly Parking Multiplier			Zone Fare Increase			Pilot Program			General Comments
	A - Agree	D - Disagree	N - No Opinion	A - Agree	D - Disagree	N - No Opinion	A - Agree	D - Disagree	N - No Opinion	A - Agree	D - Disagree	N - No Opinion	A - Agree	D - Disagree	N - No Opinion	A - Agree	D - Disagree	N - No Opinion	
#	416	687	395	407	823	268	276	784	439	379	745	375	517	760	222	866	266	368	N/A
%	28%	46%	26%	27%	55%	18%	18%	52%	29%	25%	50%	25%	35%	51%	15%	58%	18%	25%	N/A
# of Additional Public Comments	345			345			333			346			308			234			360

SURVEY RESULTS

The survey also asked respondents to prioritize the proposed changes. As of July 19, 2017 respondents ranked the proposed changes as follows:

1. Pilot program to provide weekend and evening discounts **(score = 4,689)**
2. Increasing Go Pass fares by 50 percent **(score = 3,937)**
3. Increasing the zone fare by 25-cents **(score = 3,849)**
4. Monthly parking multiplier increased from 10 to 15 days **(score = 3,742)**
5. Eliminating the discounted 8-ride ticket **(score = 3,599)**
6. Monthly pass increased from 13 to 15 days **(score = 3,088)**

According to the rankings, the Pilot Program was the most favorable option likely since this proposal was a proposed discount as opposed to a fare increase. The increase in the Go Pass was the most favorable proposed fare increase, whereas the monthly pass increase was the least favorable.

Fare Proposal Comments

For each fare proposal, there was supplemental feedback from riders on why they either agreed or disagreed with proposals. These comments are summarized below:

Basing Monthly Pass Prices on 15 days per month, rather than 13 days per month:

- Agreed with Proposal:
  - This proposal is a reasonable increase.
  - Agree with the proposal if service improves (providing more seats, more trains, less breakdowns and disruptions).

- Disagreed with Proposal:
  - Too high of an increase.
  - Questioned what the increase revenue is for.
  - Unfair to gouge the most loyal customers.
  - Riders will be forced to choose to drive instead, causing more congestion and being less green since it will be cheaper to drive.
  - Disagree with the proposal for the same terrible service.

Eliminating the Discounted 8-ride Ticket:

- Agreed with Proposal:
  - The was not a good discount product since it was costly and expired after 30 days, thus there a potential not to use all rides.

- Not aware of the product or didn't know how it worked.
- The product is confusing or is a useless option.

- Disagreed with Proposal:
  - This product was a good option for those who do not ride often enough to get use a monthly pass
  - This product is great for those who want to try out Caltrain.
  - Useful for students, tourists, and those who commutes less frequently.
  - If this product is going to be eliminated, Caltrain should provide another discount option.
  - Suggest that Caltrain keep the product, but increase its price.

Basing Monthly Parking prices on 15 days per month, rather than 10 days per month, which raises the price from $55 to $82.50:

- Agreed with Proposal:
  - The increase seems to be a reasonable.
  - Agree with increase only if there were more parking spaces available.
  - The increase will solve lack of parking space as less people won't want to pay the higher fare.
  - Parking is a premium, charge more for it and don't increase fares.

- Disagreed with Proposal:
  - The increase is too high.
  - Questioned what is the increase revenue is for.
  - Unfair to increase both the monthly pass and parking.
  - Complained that parking prices were going up when some lots are at capacity.
  - Not enough spaces to begin with. Questioned if more parking spaces would be provided with the increase.
  - Parking lots are not necessarily safe and clean.
  - Riders will be forced to choose to drive instead, causing more congestion and being less green since it will be cheaper to drive.

Increasing the Zone fare by 25 cents:

- Agreed with Proposal
  - Proposal of 25 cent increase seems reasonable.
  - Proposal won't have a major impact to them.

- Disagreed with Proposal
  - Proposal is too high of an increase.
  - Questioned what is the increase revenue is for.

- Note this will primarily impact low income riders and those who travel the farthest.
- Suggest to get rid of zone pricing and base it on distance traveled like BART.
- The Zone System is unfair.
- Suggest that bike riders pay more as bikes take more space.
- Riders will be forced to choose to drive instead, causing more congestion and being less green since it will be cheaper to drive.

Increasing Go Pass fares by 50 percent from $190 per person to $285, raising the minimum cost to employers from $15,960 to $23,940:

- Agreed with Proposal
  - Supportive of proposal since their company pays for the Go Pass.
  - Supportive of the change as long as they are not paying for this and their companies are amendable to the increase.
  - It is unfair that the Go Pass is so cheap compared to a monthly pass.
  - Go Pass companies can afford the increase, spare the riders that don't get this subsidy.
  - The proposal is reasonable.

- Disagreed with Proposal
  - Too high of an increase, 50 percent is a steep increase all at once.
  - The high increase may deter companies from participating in the program and providing passes to their employees, causing more employees to drive work and increasing traffic.
  - A gradual increase is preferred.
  - Questioned what the increase in revenue would be for.
  - Questioned why only big companies get this benefit.
  - Expressed concerns for smaller businesses and low income persons.
  - Go Pass should also be offered for smaller businesses and low income workers.
  - Questioned impacts if companies opt out of this program.

Implementing a pilot program to provide discounts for weekend and evening riders using One-way, Day Pass, and Clipper cash value fare products

- Agreed with Proposal
  - The proposal is a great idea.
  - The proposal is way overdue.
  - Interesting idea to encourage weekend ridership and possibly increase ridership.
  - Agree with proposal if it's a solid discount.

- Agree with proposal if it will reduce congestion during peak hours and help with the overcrowding problem.
- Proposal may help increase ridership on the weekends.
- Matches other railroads' use of "off-peak" fares

- Disagreed with Proposal
  - Proposal does not focus on the loyal customers, the weekday commuters.
  - Do not favor regular riders' subsidized prices for off peak riders.
  - Pointed out that this proposal does not solve revenue shortfall problem.

General Fare Comments

In addition to assessing comments for each fare proposal, staff reviewed other general fare related comments and formulated the Top Themes:

- The public does not understand the Proposed Fare Increases across the different fare products
- The public isn't clear about the aggregated benefits of the fare increases
- The public perception is that having continuing ridership increases should generate enough revenue for operations
- The public was concerned that the fare Increases may reduce ridership
- The public asked about other alternatives for revenue and a funding plan
- The public is not in favor of fare increases since they are dissatisfied with one or more aspects of the current service provided
- The fare increases should await results and recommendations of the fare study
- It hasn't even been 2 years since the last fare increase

■ BUSINESS PURPOSE AND DEVELOPMENT OF PROPOSED CHANGES

BUSINESS PURPOSE

Caltrain currently does not have a dedicated source of funding to support operating, maintenance and capital costs. With decreased member agency contributions, Caltrain is becoming increasingly dependent on fare revenue, which has accounted for as much as 70 percent of total revenue in recent years. Operations and maintenance costs have also grown recently and are expected to grow even more in FY2018 due to scheduled increases in contract operating costs and other factors.

The approved FY2018 Operating Budget includes a $17.8 million deficit. On July 6, 2017 the Board received updated FY2018 budget information that would reduce the deficit to $15.3 million. On July 6, 2017 the Board also approved a Reserve Policy stating that the Peninsula Corridor Joint Powers Board (JPB) shall maintain an operating reserve of at least 10 percent of the annual operating budget, and that the JPB shall strive to reserve up to 15 percent of the annual operating budget when possible. If Caltrain's actual financial performance matches the FY2018 budget, there will not be enough reserves at the end of the year to be in compliance with the reserve policy, and the agency may not be able to fund full operations in FY2019. Staff has proposed a fare increase to help address the FY2018 budget deficit and to improve Caltrain's financial liquidity and ability to appropriately maintain operations in the future.

Caltrain's Short-Range Transit Plan estimates that the operating budget will grow from $143.7 million in FY2018 to $182.9 million in FY2022. Without a dedicated source of non-farebox revenue, additional resources are needed to sustain Caltrain operations.

Caltrain's Strategic Plan includes Finance as a Focus Area and emphasizes the need to "develop strategies to increase returns from existing revenue streams (e.g. fares, parking, concessions, advertising and leases)."

DEVELOPMENT OF PROPOSED CHANGES

In early efforts to determine how potential changes to fares could help solve the budget falls, staff looked into opportunities for fare proposals considerations.

Caltrain's comprehensive fare study includes analysis of the system's deep discount programs. The proposal to increase the Go Pass by 50 percent is being evaluated by a confidence analysis conducted as a part of the fare study's initial work. The chart below demonstrates that on a revenue/passenger and revenue/passenger-mile basis, the Go Pass is significantly underpriced compared to the other fare products. During previous fare increases, the public has asserted

that the discrepancy in pricing between the Go Pass and other fare products should be addressed to create a more equitable fare structure.

Table 12 also demonstrates that the 8-ride Ticket is utilized by a relatively small percentage of Caltrain riders. This finding is reinforced by recent customer survey data demonstrating that 8-ride Ticket utilization is decreasing.

Table 12: Fare Product Usage

Fare Product	*Percentage of Revenue**	*Percentage of Passengers***	*Revenue per Passenger*	*Average Trip Distance⁺*	*Revenue per Passenger Mile*
One-way Ticket	17%	12%	$6.90	27.9	$0.26
Day Pass	13%	10%	$6.50	31.4	$0.21
Go Pass	13%	21%	$2.90	20.9	$0.13
Clipper Cash Value	15%	16%	$4.60	25.2	$0.18
Clipper 8-ride ticket	5%	5%	$5.00	26.5	$0.19
Monthly Pass	36%	37%	$4.70	24.9	$0.19
Total	**100%**	**100%**	**$4.80**	**25.1**	**$0.19**

Notes: Includes Eligible Discount fares for each product; revenue per passenger rounded to nearest tenth.
** Reflects revenue total for the month of October 2016*
*** Reflects Triennial survey respondents over the course of month of October 2016*
⁺ Reflects average trip distance of Triennial survey respondents over course of the month of October 2016
Sources: October 2016 Revenue; October 2016 Triennial Survey

Peer Agency Comparison

A comparison of several regional and national commuter rail agency fares was also conducted. Each agency has its own unique fare structure and rail service. In order to compare metrics between each rail system, one-way fares and monthly pass fares were used to evaluate monthly pass multipliers and fare costs per mile. **See Table 13** below. Agencies are arranged by lowest to highest base multiplier. In comparing Caltrain proposed fares data to the peer agency averages, Caltrain proposed fares (base and maximum multiplier of 30.0) are comparable to other rail agencies.

Table 13: Peer Agency Comparison Matrix

Agency	One-way Track Miles	Zones	Max. Fare Per Mile Base	Max. Fare Per Mile Pass	One-way Clipper Card* -OR- Ticket Base	One-way Clipper Card* -OR- Ticket Max.	Monthly Pass Base	Monthly Pass Max.	Base Multiplier	Max. Multiplier
Amtrak - Capitol Corridor (effective 6/16/2017)	168.0	n/a	$0.26	$0.09	$ 6.00	$ 43.00	$100.00	$669.00	16.7	15.6
ACE Average (effective 10/3/2016)	85.0	6	$0.17	$0.10	$ 4.25	$ 14.50	$ 88.00	$364.00	20.7	25.1
*Caltrain (current):	46.9	4	$0.20	$0.12	$ 3.20	$ 9.20	$ 84.80	$243.80	26.5	26.5
w/ Gilroy extension	76.6	6	$0.17	$0.11	$ 3.20	$ 13.20	$ 84.80	$349.80	26.5	26.5
VRE Average (effective 7/1/2017)	44.5	8	$0.25	$0.19	$ 3.40	$ 10.85	$ 91.40	$298.10	26.9	27.5
Metra Average (effective 2/1/2017)	49.4	8	$0.19	$0.13	$ 3.75	$ 9.77	$107.00	$250.05	28.5	25.6
Metrolink Average (effective 7/1/2016)	79.3	n/a	$0.19	$0.13	$ 2.39	$ 14.39	$ 99.00	$401.00	29.1	27.9
Coaster (2017)	41.1	9	$0.13	$0.10	$ 4.00	$ 5.50	$120.00	$165.00	30.0	30.0
*Caltrain (Proposed FY18):	46.9	4	$0.21	$0.15	$ 3.20	$ 9.95	$ 96.00	$298.50	30.0	30.0
w/ Gilroy extension	76.6	6	$0.19	$0.13	$ 3.20	$ 14.45	$ 96.00	$433.50	30.0	30.0
Sounder Average (effective 2/1/2016)	41.5	n/a	$0.13	$0.11	$ 3.25	$ 5.38	$117.00	$193.50	36.0	36.0
MBTA Average (effective 7/1/2016)	33	7	$0.37	$0.28	$ 2.25	$ 10.42	$ 84.50	$328.23	37.6	31.5
BART Average^ (effective 1/2016)	40.9	n/a	$0.19	$0.15	$ 1.95	$ 9.39	$ 79.78	$251.78	39.4	39.4
Average of Agency Averages (w/ BART)	64.1	6.3	$0.21	$0.14	$ 3.47	$ 13.24	$ 94.85	$324.52	29.4	29.1
Average of Agency Averages (w/out BART	67.0	6.3	$0.21	$0.14	$ 3.66	$ 14.10	$ 97.11	$333.61	28.2	27.8

^BART does not offer a monthly pass. It offers a 6.25% discount for high value tickets.

Assume average riders commutes 2 times daily (avg # of working days in a month for 2017 & 2018 = 21 days) = 42 uses

Transit agencies fares that provide bus and light rail service in the three counties (San Francisco, San Mateo and Santa Clara) along the Caltrain corridor were also evaluated to compare monthly passed multipliers. Caltrain, Muni, and SamTrans multipliers are based on the One-way Clipper card prices (which provides additional fare discount for a One-way rider). Caltrain proposed fare changes would retain a lower multiplier than Muni, SamTrans and VTA. See **Table 14** below.

Table 14: Muni, SamTrans and VTA Monthly Pass Multipliers

Agency	One-way Clipper Card* -OR- Ticket Base	One-way Clipper Card* -OR- Ticket Max.	Monthly Pass Base	Monthly Pass Max.	Base Multiplier	Max. Multiplier
*Muni	$ 2.25	$ 2.50	$ 73.00	$ 75.00	32.4	30.0
*SamTrans	$ 2.05	$ 3.60	$ 65.60	$ 96.00	32.0	26.7
VTA	$ 2.00	$ 4.00	$ 70.00	$ 140.00	35.0	35.0

Monthly parking fees for nearby parking lots and structures within a mile distance from the Caltrain's busiest stations were compared to the current and proposed Caltrain Monthly Parking Fees. See **Table 15** below.

Table 15: Monthly Parking Fees along Caltrain Corridor

Caltrain Station	Monthly Rate	Hourly or Daily Parking	Quarterly or Annual Permit
Palo Alto	$367.50^	$17.50/All-day visitor parking	$466.00/year or $146.50/quarter
San Jose Diridon	$30.00 - $125.00	$20.00 max/day	-
Mountain View	$54.00	-	$326.00/year or $109.00/quarter
Redwood City	$40.00 - $100.00	$1.00/hour	-
Millbrae	$84.00	$3.00/day	-
Sunnyvale	-	-	-
Hillsdale	-	-	-
San Mateo	$84.00^	$.50/hour - designated locations	-
Menlo Park	$210.00^	$10/full day temporary permit	$592/year
California Ave.	$168.00^	$8.00/day	-

^ Monthly rate was calculated based on hourly (hourly rate x 8 hours x 21 working days per month) or daily (daily rate x 21 working days per month) rates when monthly permit was not available.

Caltrain staff research on other Transit System Fares and Nearby Parking Lots along the corridor was helpful in setting the initial fare proposals.

Consideration of Feedback

After receiving significant feedback from the public and the Board of Directors (Board), staff's recommendation for fare and parking changes was revised from the initial proposal presented to the Board on July 6, 2017. Although there were no Disparate Impact or Disproportionate Burden Findings, many comments expressed the concern of raising fares, too high and too quickly. Riders adversely impacted by the fare increases will need to time to re-allocate funds/budgets for the fare increases. Go Pass Companies (many who had finalized their fiscal year budgets) would not be able to absorb large fare hikes in a single year. In consideration of these issues, staff recommends phasing in the fare increases.

Initial Staff Proposal

On July 6, 2017, the Board held a public hearing to receive public feedback about the following proposed fare changes.

- Basing Monthly parking prices on 15 days per month, rather than 10 days per month, which raises the price from $55 to $82.50
- Increasing Go Pass prices by 50 percent from $190 per person to $285, raising the minimum cost to employers from $15,960 to $23,940.
- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month
- Eliminating the discounted 8-ride Ticket
- Increasing the Zone fare by 25-cents
- Implementing a pilot program to provide discounts for weekend and evening riders using One-way, Day Pass and Clipper cash value fare products

During the subsequent discussion, the Board requested that staff consider a recommendation that would phase in the Go Pass price increase and Monthly Pass price increase over two years. The Board also asked to review options that do not increase the Zone fare.

Staff has modeled the impact of a two-step fare increase for the Go Pass and Monthly Pass and recommends this phased approach to address the agency's budget challenges in a way that reflects feedback from the Board and the public.

Revised Staff Proposal

The revised proposal is different from the initial proposal in the following ways.

- Phases in the Go Pass price increase over two years
  - Increases the Go Pass price from $190 to $237.50 effective January 1, 2018
  - Increases the Go Pass price from $237.50 to $285 effective January 1, 2019
- Phases in the Monthly Pass multiplier over two years
  - Increases the multiplier from 13 to 14 days effective October 1, 2017
  - Increases the multiplier from 14 to 15 days effective July 1, 2018
- Does not include the pilot program to discount evening and weekend fares

Initial proposals to increase monthly parking fees, increase the zone fare and eliminate the 8-ride ticket are retained in the revised proposal.

The Monthly parking fee increase to $82.50 would keep Caltrain parking below, or within the range of, available alternatives at the system's most popular stations.

Caltrain has typically alternated Zone fare increases with Base fare increases. The last fare increase included a 50-cent Base fare increase.

The 8-ride ticket continues to be the most underutilized of the system's fare products and is used by less than five percent of Caltrain riders. The product is also disproportionately used by higher income riders. Eliminating the 8-ride ticket would help achieve the goal of simplifying Caltrain's fare structure.

Phasing in the Go Pass price increase will help address concerns Go Pass participants have expressed about accommodating a 50 percent increase in the middle of a budget cycle. Go Pass survey data indicates that the average distance travelled by Go Pass users is three zones. The current price of a single annual Go Pass reflects a 92 percent discount compared to one year's worth of 3-Zone Monthly Passes. The revised proposal would reduce the Go Pass discount to 90 percent in 2018 and 88 percent in 2019.

Phasing in the Monthly Pass price multiplier increase is in response to public feedback that ranked the change from 13 to 15 days as the least desirable of the options being considered.

The decision to not include the pilot program discount as a part of the revised recommendation was made after assessing the likelihood that the program would achieve the goals of providing lower income riders with a discounted fare alternative and incentivizing off-peak service. It was determined that the program would not sufficiently achieve these goals in a meaningful way unless mid-day service could also be discounted. Additionally, the extent of the complexity associated with implementing the discount in a way that will work with the Clipper fare card system continues to be unknown. For these reasons, Staff recommends not including the program among the proposed changes. The Caltrain Comprehensive Fare Study includes an evaluation of strategies to potentially achieve these goals more effectively.

A revenue comparison of the revised option and the original proposal is included in **Table 16**. Removing the Zone fare increase from the recommendation would reduce revenue by approximately $3 million in FY2018 and $4 million in FY2019.

Table 17 shows the proposed phasing of the Monthly pass multiplier from 14 days to 15 days.

Table 18 and Table 19 demonstrate the impact of the parking and fare changes over the next five years. The projections in **Table 18** show the variance to prior projections reviewed by the board with the FY2018 approved budget. The projections include approximately $2.5 million of reduced expenses proposed for FY2018 that the board will review in the September 2017 board meeting. The projections indicate that the changes would help the JPB comply with its adopted Reserve Policy in FY2018 and FY2019, but without additional revenues, reserves would fall short of the minimum requirement in FY2020.

Table 16: JPB FY18-19 Incremental Revenue Opportunities

Original Proposed Increase

Ticket Type	Change	Implementation Date	Revenue Opportunity FY18	Revenue Opportunity FY19
Parking Revenue	10 to 15 day equivalent	10/1/2017	1,086,603	1,452,784
Go Pass	50% increase	1/1/2018	3,171,383	6,395,331
Month Pass	13 to 15 day equivalent	10/1/2017	2,502,677	3,378,159
8 Ride	Remove ticket type	10/1/2017	238,214	321,545
Zone Increase	$0.25 increase	10/1/2017	2,924,271	3,947,234
Month Pass, 8 Ride, and zone	net combined pass changes	10/1/2017	78,151	96,341
Discounted Fare Pilot Program	Evening, weekend discount	10/1/2017	(554,977)	(739,969)
Total			**9,446,322**	**14,851,425**

Staff Recommendation: Phase Monthly Pass to 14, then 15 day multiplier. Phase Go Pass increase to 25% then 50%

Ticket Type	Change	Implementation Date	Revenue Opportunity FY18	Implementation Date	Revenue Opportunity FY19
Parking Revenue	10 to 15 day equivalent	10/1/2017	1,086,603		1,452,784
Go Pass	25% then 50% Increase	1/1/2018	1,585,692	1/1/2019	4,757,075
Month Pass	13 to 14, then 15 day equivalent	10/1/2017	1,003,863	7/1/2018	3,378,159
8 Ride	Remove ticket type	10/1/2017	238,214		321,545
Zone Increase	$0.25 increase	10/1/2017	2,924,271		3,947,234
Month Pass, 8 Ride, and zone	net combined pass changes	10/1/2017	51,871		70,162
~~Discounted Fare Pilot Program~~	~~Evening, weekend discount~~				
Total			**6,890,513**		**13,926,958**

Variance Between Original and Proposed Scenarios

Ticket Type	Change	Implementation Date	Revenue Opportunity FY18	Implementation Date	Revenue Opportunity FY19
Parking Revenue	10 to 15 day equivalent	10/1/2017	-		-
Go Pass	25% then 50% Increase	1/1/2018	(1,585,692)	1/1/2019	(1,638,256)
Month Pass	13 to 14, then 15 day equivalent	10/1/2017	(1,498,813)	7/1/2018	-
8 Ride	Remove ticket type	10/1/2017	-		-
Zone Increase	$0.25 increase	10/1/2017	-		-
Month Pass, 8 Ride, and zone	net combined pass changes	10/1/2017	(26,281)		(26,180)
Discounted Fare Pilot Program	Evening, weekend discount		554,977		739,969
Total			**(2,555,809)**		**(924,467)**

Summary

Go Pass- Each 10% increase is about $670K of additional revenue

Month Pass- each additional day equivalent is about $780K of additional revenue after 14 days

Table 17: Proposed Phasing of Fare Changes

Proposed Fare Changes Effective October 1, 2017

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	$3.75	$1.75	~~$5.75~~ $6.00	$2.75	~~$7.75~~ $8.25	$3.75	~~$9.75~~ $10.50	$4.75	~~$11.75~~ $12.75	$5.75	~~$13.75~~ $15.00	$6.75
	Clipper Card	$3.20	$1.60	~~$5.20~~ $5.45	$2.60	~~$7.20~~ $7.70	$3.60	~~$9.20~~ $9.95	$4.60	~~$11.20~~ $12.20	$5.60	~~$13.20~~ $14.45	$6.60
8-ride	Clipper Card	~~$23.70~~ Eliminate	~~$11.85~~ Eliminate	~~$38.50~~ Eliminate	~~$19.25~~ Eliminate	~~$53.30~~ Eliminate	~~$26.65~~ Eliminate	~~$68.10~~ Eliminate	~~$34.05~~ Eliminate	~~$82.90~~ Eliminate	~~$41.45~~ Eliminate	~~$97.70~~ Eliminate	~~$48.85~~ Eliminate
Day Pass	Ticket Machine	$7.50	$3.75	~~$11.50~~ $12.00	~~$5.75~~ $6.00	~~$15.50~~ $16.50	~~$7.75~~ $8.25	~~$19.50~~ $21.00	~~$9.75~~ $10.50	~~$23.50~~ $25.50	~~$11.75~~ $12.75	~~$27.50~~ $30.00	~~$13.75~~ $15.00
Monthly Pass 14-day multiplier	Clipper Card	~~$84.80~~ $89.60	~~$42.40~~ $44.80	~~$137.80~~ $152.60	~~$68.90~~ $72.80	~~$190.80~~ $215.60	~~$95.40~~ $100.80	~~$243.80~~ $278.60	~~$121.90~~ $128.80	~~$296.80~~ $341.60	~~$148.40~~ $156.80	~~$349.80~~ $404.60	~~$174.90~~ $184.80
Zone Upgrade	Ticket Machine					~~$2.00~~ $2.25		$1.00					
		Valid 4 hours from time of purchase, one way when accompanying another valid ticket ~~(not valid with 8-ride Ticket)~~											

Proposed Fare Changes Effective July 1, 2018

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	$3.75	$1.75	$6.00	$2.75	$8.25	$3.75	$10.50	$4.75	$12.75	$5.75	$15.00	$6.75
	Clipper Card	$3.20	$1.60	$5.45	$2.60	$7.70	$3.60	$9.95	$4.60	$12.20	$5.60	$14.45	$6.60
Day Pass	Ticket Machine	$7.50	$3.75	$12.00	$6.00	$16.50	$8.25	$21.00	$10.50	$25.50	$12.75	$30.00	$15.00
Monthly Pass 15-day multiplier	Clipper Card	~~$89.60~~ $96.00	~~$44.80~~ $48.00	~~$152.60~~ $163.50	~~$72.80~~ $78.00	~~$215.60~~ $231.00	~~$100.80~~ $108.00	~~$278.60~~ $298.50	~~$128.80~~ $138.00	~~$341.60~~ $366.00	~~$156.80~~ $168.00	~~$404.60~~ $433.50	~~$184.80~~ $198.00
Zone Upgrade	Ticket Machine					$2.25		$1.00					
		Valid 4 hours from time of purchase, one way when accompanying another valid ticket											

Cash | Clipper | Eligible Discount | Current Fare | Proposed Fare Increase

Table 18: Financial Projections – Phased Fare Increase

	2018 Budget (w/ proposed $2.5M savings)	2019 Projection	2020 Projection	2021 Projection	2022 Projection	
REVENUE						
OPERATIONS:						
1 Farebox Revenue	98,519,593	108,795,329	111,283,729	133,530,349	141,542,170	1
2 Parking Revenue	6,871,603	7,351,749	7,496,579	7,779,605	7,932,864	2
3 Shuttles	2,461,000	2,534,830	2,610,875	2,689,201	2,769,877	3
4 Rental Income	1,740,200	1,783,705	1,828,298	1,874,005	1,920,855	4
5 Other Income	993,345	1,018,179	1,043,633	1,069,724	1,096,467	5
6						6
7 TOTAL OPERATING REVENUE	110,585,740	121,483,791	124,263,114	146,942,884	155,262,233	7
8						8
9 CONTRIBUTIONS:						9
10 AB434 Peninsula & TA Shuttle Funding	1,796,300	1,796,300	1,796,300	1,796,300	1,796,300	10
11 Operating Grants	4,265,650	4,265,650	4,265,650	4,265,650	4,265,650	11
12 JPB Member Agencies	20,448,014	20,959,214	21,483,195	22,020,275	22,570,781	12
13 Other Sources	-					13
15 TOTAL CONTRIBUTED REVENUE	26,509,964	27,021,164	27,694,442	28,231,522	28,782,029	15
16						16
17 **GRAND TOTAL REVENUE**	**137,095,704**	**148,504,956**	**151,957,556**	**175,174,406**	**184,044,263**	17
18						18
19						19
20 **EXPENSE**						20
21						21
22 OPERATING EXPENSE:						22
23 Rail Operator Service	84,418,672	87,795,419	91,307,236	84,360,368	87,734,783	23
24 Rail Operator Service-Other	900,000	5,078,521	5,078,521	24,383,198	26,901,798	24
25 Security Services	5,882,760	6,118,070	6,362,793	6,617,305	6,881,997	25
26 Rail Operator Extra work	-	-	-	-	-	26
27 Contract Operating & Maintenance	91,201,432	98,992,010	102,748,550	115,360,871	121,518,578	27
28 Shuttles Services	5,161,000	5,315,830	5,475,305	5,639,564	5,808,751	28
29 Fuel and Lubricants	10,599,289	10,917,268	11,244,786	3,892,105	4,008,868	29
30 Timetables and Tickets	144,700	149,041	153,512	158,118	162,861	30
31 Insurance	6,108,156	6,413,564	6,734,242	7,070,954	7,424,502	31
32 Facilities and Equipment Maint	2,975,921	3,065,199	3,157,155	3,251,869	3,349,425	32
33 Utilities	1,964,783	2,063,022	2,166,173	11,179,409	11,738,379	33
34 Maint & Services-Bldg & Other	1,509,598	1,554,886	1,601,533	1,649,578	1,699,066	34
35						35
36 TOTAL OPERATING EXPENSE	**119,664,879**	**128,470,819**	**133,281,255**	**148,202,468**	**155,710,430**	36
37						37
38 ADMINISTRATIVE EXPENSE						38
39 Wages and Benefits	9,505,407	9,838,096	10,182,430	10,538,815	10,907,673	39
40 Managing Agency Admin OH Cost	6,051,231	6,263,024	6,482,230	6,709,108	6,943,927	40
41 Board of Directors	14,600	14,965	15,339	15,723	16,116	41
42 Professional Services	5,254,009	5,385,359	5,519,993	5,657,993	5,799,443	42
43 Communications and Marketing	211,500	216,788	222,207	227,762	233,456	43
44 Other Expenses and Services	2,995,915	3,070,813	3,147,583	3,226,273	3,306,930	44
45						45
46 TOTAL ADMINISTRATIVE EXPENSE	**24,032,662**	**24,789,045**	**25,569,782**	**26,375,674**	**27,207,545**	46
47						47
48 Long Term Debt Expense	1,298,675	1,613,725	2,897,474	2,878,340	2,862,689	48
49						49
50 Unfunded Accrued Liability	498,382	710,740	935,391	1,056,083	1,199,352	50
51						51
52 **GRAND TOTAL EXPENSE**	**145,494,598**	**155,584,329**	**162,683,903**	**178,512,565**	**186,980,016**	52
53						53
54 **NET SURPLUS / (DEFICIT)**	**(8,398,894)**	**(7,079,373)**	**(10,726,347)**	**(3,338,159)**	**(2,935,754)**	54
Cumulative NET SURPLUS / (DEFICIT)	**(11,754,465)**	**(18,833,838)**	**(29,560,185)**	**(32,898,344)**	**(35,834,097)**	
Unrestricted balance	**21,593,182**	**14,513,809**	**3,787,462**	**449,303**	**(2,486,450)**	
Variance to Prior Projections	**9,425,629**	**10,458,395**	**3,865,733**	**3,308,617**	**(5,725,559)**	

Table 19: Financial Projections – Full Proposed Fare Increase

	2018 Budget (w/ proposed $2.5M savings)	2019 Projection	2020 Projection	2021 Projection	2022 Projection	
REVENUE						
OPERATIONS:						
1 Farebox Revenue	101,075,401	109,719,795	112,229,340	134,664,996	142,744,896	1
2 Parking Revenue	6,871,603	7,351,749	7,496,579	7,779,605	7,932,864	2
3 Shuttles	2,461,000	2,534,830	2,610,875	2,689,201	2,769,877	3
4 Rental Income	1,740,200	1,783,705	1,828,298	1,874,005	1,920,855	4
5 Other Income	993,345	1,018,179	1,043,633	1,069,724	1,096,467	5
6						6
7 TOTAL OPERATING REVENUE	113,141,549	122,408,258	125,208,725	148,077,531	156,464,960	7
8						8
9 CONTRIBUTIONS:						9
10 AB434 Peninsula & TA Shuttle Funding	1,796,300	1,796,300	1,796,300	1,796,300	1,796,300	10
11 Operating Grants	4,265,650	4,265,650	4,265,650	4,265,650	4,265,650	11
12 JPB Member Agencies	20,448,014	20,959,214	21,483,195	22,020,275	22,570,781	12
13 Other Sources	-					13
15 TOTAL CONTRIBUTED REVENUE	26,509,964	27,021,164	27,694,442	28,231,522	28,782,029	15
16						16
17 **GRAND TOTAL REVENUE**	**139,651,513**	**149,429,422**	**152,903,167**	**176,309,054**	**185,246,989**	17
18						18
19						19
20 **EXPENSE**						20
21						21
22 OPERATING EXPENSE:						22
23 Rail Operator Service	84,418,672	87,795,419	91,307,236	84,360,368	87,734,783	23
24 Rail Operator Service-Other	900,000	5,078,521	5,078,521	24,383,198	26,901,798	24
25 Security Services	5,882,760	6,118,070	6,362,793	6,617,305	6,881,997	25
26 Rail Operator Extra work	-	-	-	-	-	26
27 Contract Operating & Maintenance	91,201,432	98,992,010	102,748,550	115,360,871	121,518,578	27
28 Shuttles Services	5,161,000	5,315,830	5,475,305	5,639,564	5,808,751	28
29 Fuel and Lubricants	10,599,289	10,917,268	11,244,786	3,892,105	4,008,868	29
30 Timetables and Tickets	144,700	149,041	153,512	158,118	162,861	30
31 Insurance	6,108,156	6,413,564	6,734,242	7,070,954	7,424,502	31
32 Facilities and Equipment Maint	2,975,921	3,065,199	3,157,155	3,251,869	3,349,425	32
33 Utilities	1,964,783	2,063,022	2,166,173	11,179,409	11,738,379	33
34 Maint & Services-Bldg & Other	1,509,598	1,554,886	1,601,533	1,649,578	1,699,066	34
35						35
36 TOTAL OPERATING EXPENSE	**119,664,879**	**128,470,819**	**133,281,255**	**148,202,468**	**155,710,430**	36
37						37
38 ADMINISTRATIVE EXPENSE						38
39 Wages and Benefits	9,505,407	9,838,096	10,182,430	10,538,815	10,907,673	39
40 Managing Agency Admin OH Cost	6,051,231	6,263,024	6,482,230	6,709,108	6,943,927	40
41 Board of Directors	14,600	14,965	15,339	15,723	16,116	41
42 Professional Services	5,254,009	5,385,359	5,519,993	5,657,993	5,799,443	42
43 Communications and Marketing	211,500	216,788	222,207	227,762	233,456	43
44 Other Expenses and Services	2,995,915	3,070,813	3,147,583	3,226,273	3,306,930	44
45						45
46 TOTAL ADMINISTRATIVE EXPENSE	**24,032,662**	**24,789,045**	**25,569,782**	**26,375,674**	**27,207,545**	46
47						47
48 Long Term Debt Expense	1,298,675	1,613,725	2,897,474	2,878,340	2,862,689	48
49						49
50 Unfunded Accrued Liability	498,382	710,740	935,391	1,056,083	1,199,352	50
51						51
52 **GRAND TOTAL EXPENSE**	**145,494,598**	**155,584,329**	**162,683,903**	**178,512,565**	**186,980,016**	52
53						53
54 **NET SURPLUS / (DEFICIT)**	**(5,843,085)**	**(6,154,907)**	**(9,780,736)**	**(2,203,511)**	**(1,733,027)**	54
Cumulative NET SURPLUS / (DEFICIT)	**(9,198,656)**	**(15,353,563)**	**(25,134,299)**	**(27,337,810)**	**(29,070,837)**	
Unrestricted balance	**24,148,991**	**17,994,084**	**8,213,348**	**6,009,837**	**4,276,810**	
Variance to Prior Projections	**11,981,438**	**11,382,861**	**4,811,344**	**4,443,265**	**(4,522,832)**	

Caltrain Fare Study

Caltrain is in the process of conducting a Comprehensive Fare Study. This study will address long-term fare and revenue goals as well as equity issues, including considerations related to system usage by and affordability to low-income riders. In doing so, the study will examine concerns raised during Board and public consideration of this fare increase proposal and the FY 2015-2016 fare increase. Caltrain intends for the study to provide recommendations and guidance for development of a potential future fare policy and future fare changes. The first phase of the Fare Study is targeted to be complete by the end of 2017, and the second phase is anticipated to begin in 2018.

Caltrain's last Fare Study was conducted in 2001. Since 2001, there have been significant ridership growth and changes to fare payment trends.

Key Questions for the Fare Study:

- What is the current elasticity on the system?
- How much revenue can and should Caltrain generate from fares?
- Is the current fare and pass structure the right fit for Caltrain?
- How should Caltrain phase and implement changes to its fare system?

For additional information regarding the Caltrain Fare Study, refer to the Caltrain Fare Study Update – Agenda Item #13 that was presented at the JPB Board Meeting on June 1, 2017.

ATTACHMENT 1 –
CALTRAIN SYSTEM MAP

Caltrain System Map



ATTACHMENT 2 –
BOARD APPROVAL OF DISPARATE IMPACT AND DISPRORTIONATE BURDEN POLICIES

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, Caltrain 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, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain 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 Caltrain 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 10 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. 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 borne by non-low-income populations.... The disproportionate burden threshold must be applied uniformly...and cannot be altered until the next [Title VI] program submission.*
>
> *At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed [fare/]service change, the transit provider should take steps to avoid, minimize or mitigate impacts where practicable. The provider should describe alternatives available to low-income populations affected by the [fare/]service changes.*

The Caltrain 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 10 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.

Board Meeting Minutes (April 4, 2013)

and Castro Street in Mountain View. Selection of these sites was coordinated with the California Public Utilities Commission and JPB staff.

Public Comment
Adina Levin, Friends of Caltrain, said the changes in the signal contract involve increasing gate down time at five intersections and re-signalizing the traffic lights. She hopes there is outreach to the affected communities.

Jeff Carter, Millbrae, said there will be some increased gate down time and when a train is at a station he hopes the gate will time out and release so traffic is not stopped the entire time the train is at the station.

A motion (Tissier/Nolan) to award a contract to Shimmick Construction for the Signal Preemption Improvement Project was approved unanimously.

AUTHORIZE THE SECOND AMENDMENT OF THE USE, OPERATING AND MAINTENANCE (UOM) AGREEMENT FOR THE MILLBRAE INTERMODAL STATION
Deputy CEO Chuck Harvey said when the Millbrae Intermodal Station was completed, the JPB entered into a cost-sharing agreement with BART to maintain the station. The costs were allocated through a cost model. This amendment codifies the agreement through FY2018 and the costs are being controlled by an agreement so they won't increase beyond the Consumer Price Index inflation.

A motion (Lloyd/Nolan) to authorize the second amendment of the UOM agreement for the Millbrae Intermodal Station was approved unanimously.

ADOPTION OF CALTRAIN TITLE VI STANDARDS AND POLICIES
Director, Rail Michelle Bouchard reported:

- The Federal Transit Administration requires approval and submission of five standards and policies.
  - The Major Service Change Policy is the criteria for determining when service change is significant enough to require a thorough analysis of potential effects on protected populations. Staff is recommending a change of 25 percent or more total train revenue miles and greater than 50 percent change in the number of trains stopping at a station per day.
  - Disparate Impact and Disproportionate Burden Policies determine the threshold when adverse effects of a fare or service changes are borne disproportionally by minority or low-income populations. Staff is recommending a 10 percent threshold
  - Services Standards and Policies are established to monitor performance in quantifiable and qualitative measures/metrics. Service standards include vehicle load, vehicle headway, on-time performance and service availability. Service policies are vehicle assignment and transit amenities.
- Four community meetings were held and comments were accepted through March 29. Meetings were sparsely attended and only one comment was received.

Board Meeting Minutes (April 4, 2013 - Continued)

Public Comment
Roland LeBrun, San Jose, said staff has to ensure cash customers are not targeted because most cash customers are minorities.

A motion (Lloyd/Tissier) to adopt the Caltrain Title VI Standards and Policies was approved unanimously.

LEGISLATIVE UPDATE

State Update
Executive Officer, Public Affairs Mark Simon said Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Finance Working Group to explore options for meeting the State's long-term transportation funding needs and priorities. Public transit agencies will be represented on the working group through the California Transit Association. The first meeting is April 9 and one of the first things the group will be discussing is a recent report issued by the American Society of Civil Engineers which gave the State an overall grade of "C' for its infrastructure and cites "a lack of sufficient investment for the operations and maintenance of existing facilities and dedicated funding sources for new improvements to the system. There is a need for $10 billion per year more to be spent for ongoing maintenance of existing facilities and an investment of $36.5 billion to raise transportation to a "B" grade."

Federal Update
Mr. Simon said Congress is working to pass a continuing resolution and start work on the FY2014 appropriations process. Last year the Federal investment in the California High Speed Rail Project was a key topic during the appropriations process. Republican Congressmembers Jeff Denham and Kevin McCarthy requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. The GAO report released last week gave the project an overwhelmingly positive review.

Mr. Simon said there was a home value study done by the American Public Transportation Association and the Association of Realtors that showed property within a half-mile of transit sustained its value more effectively during the recession and rebounded more rapidly.

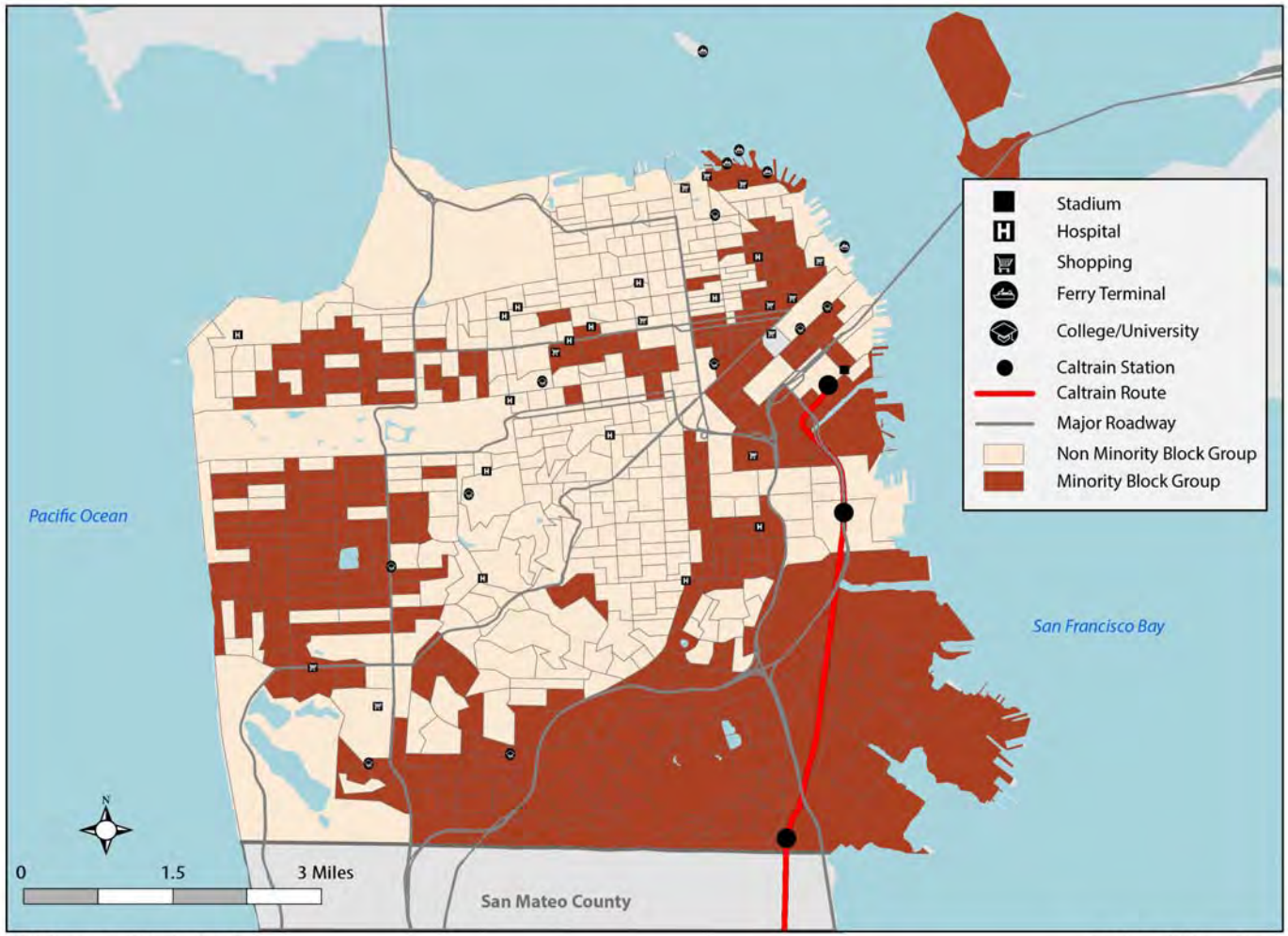
CORRESPONDENCE
No discussion.

BOARD MEMBER REQUESTS
None

GENERAL COUNSEL REPORT
Mr. Miller said staff has contacted the general counsel for the CHSRA to see if their chair indicated Caltrain would respond to Mr. Brown's request. It is clear Proposition 1A is going to be complied with in the final analysis and the agreement that has been entered into codifies the blended system as the plan around which HSR will be designed and constructed and contains a funding plan template. Over time the funding plan will evolve as estimates are prepared and the public can be assured

ATTACHMENT 3 –
SERVICE AREA DEMOGRAPHICS: MAPS BY COUNTY

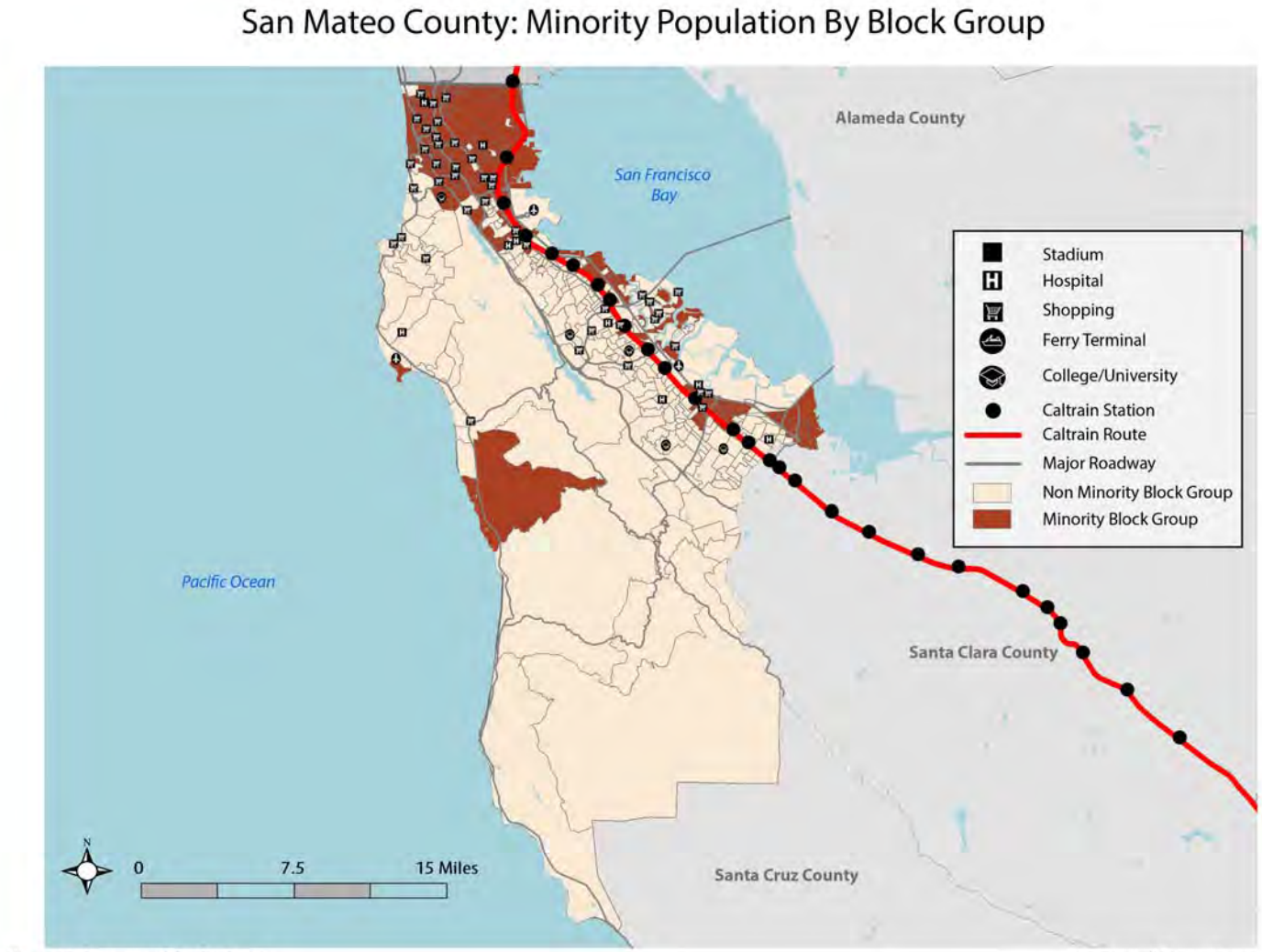
MINORITY POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

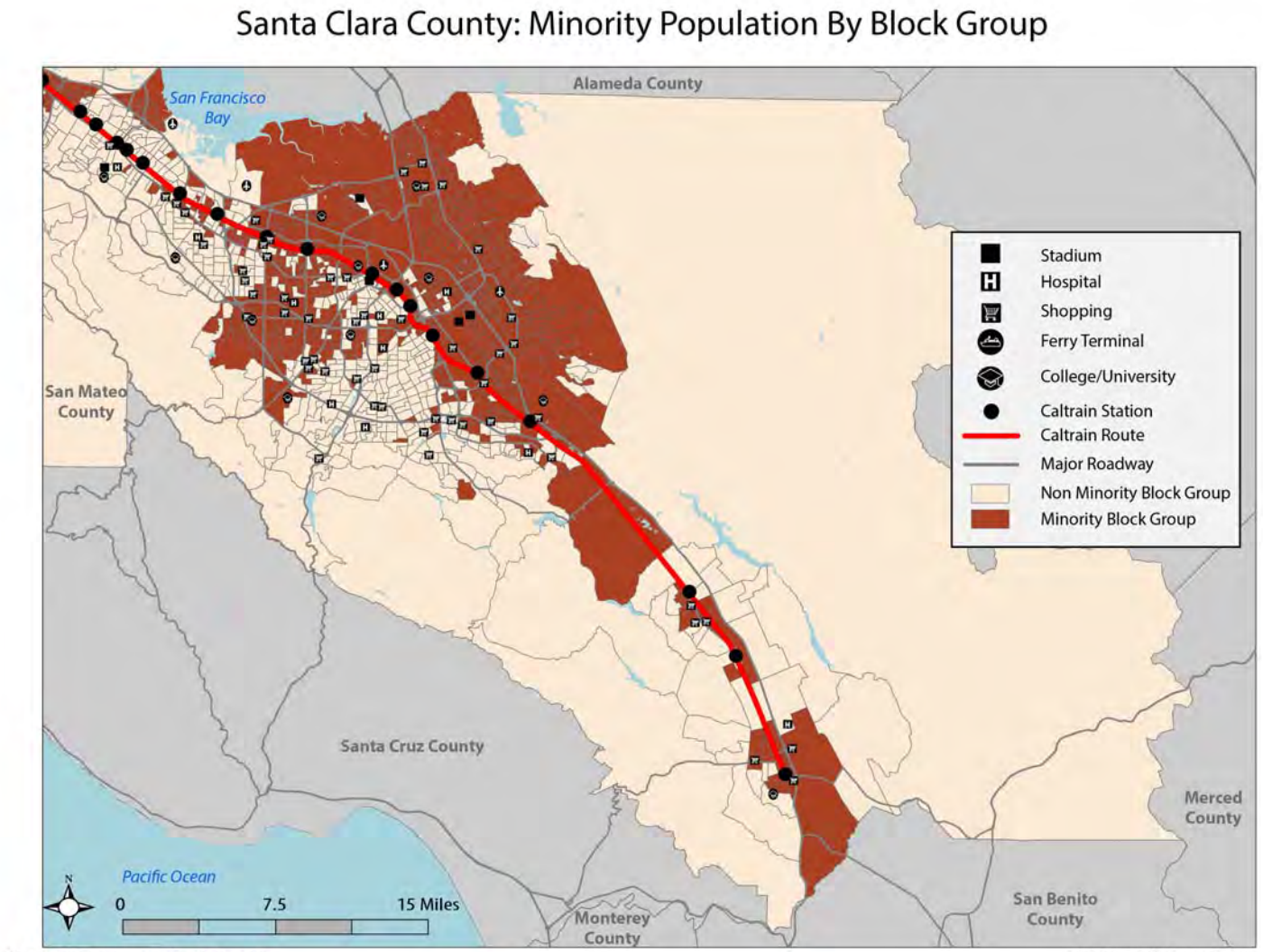
MINORITY POPULATION BY BLOCK GROUP – SAN MATEO COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

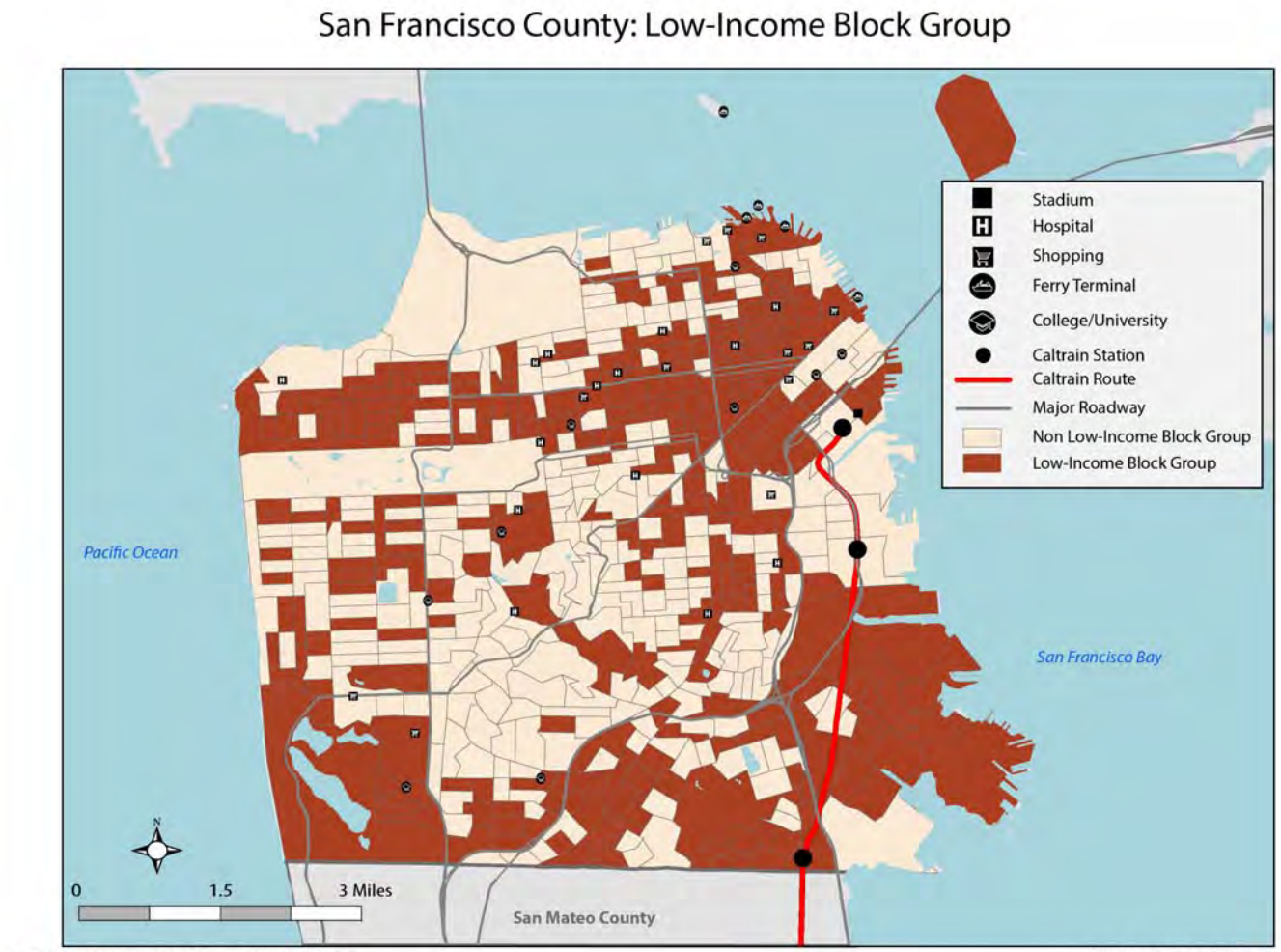
MINORITY POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

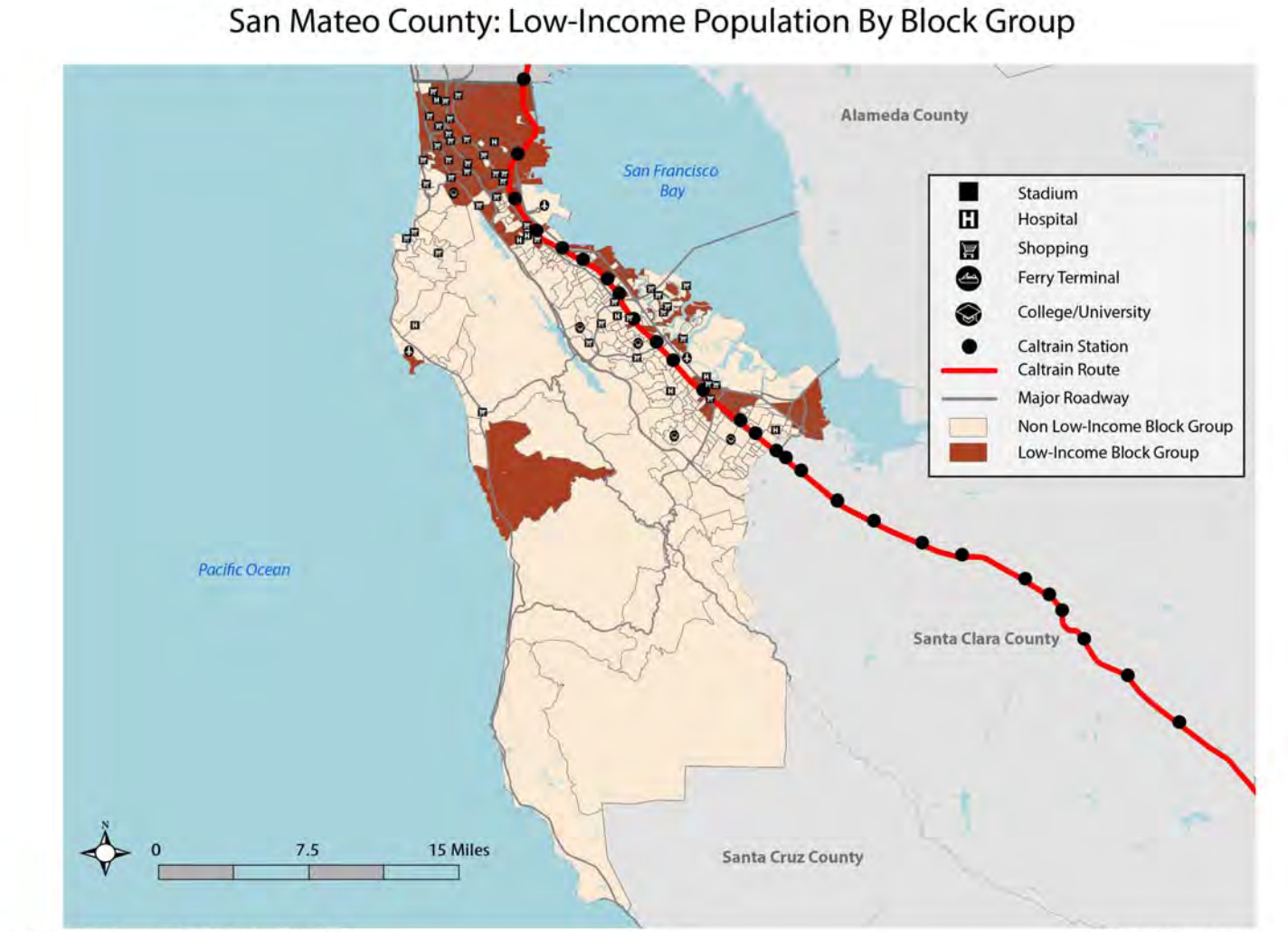
LOW-INCOME POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

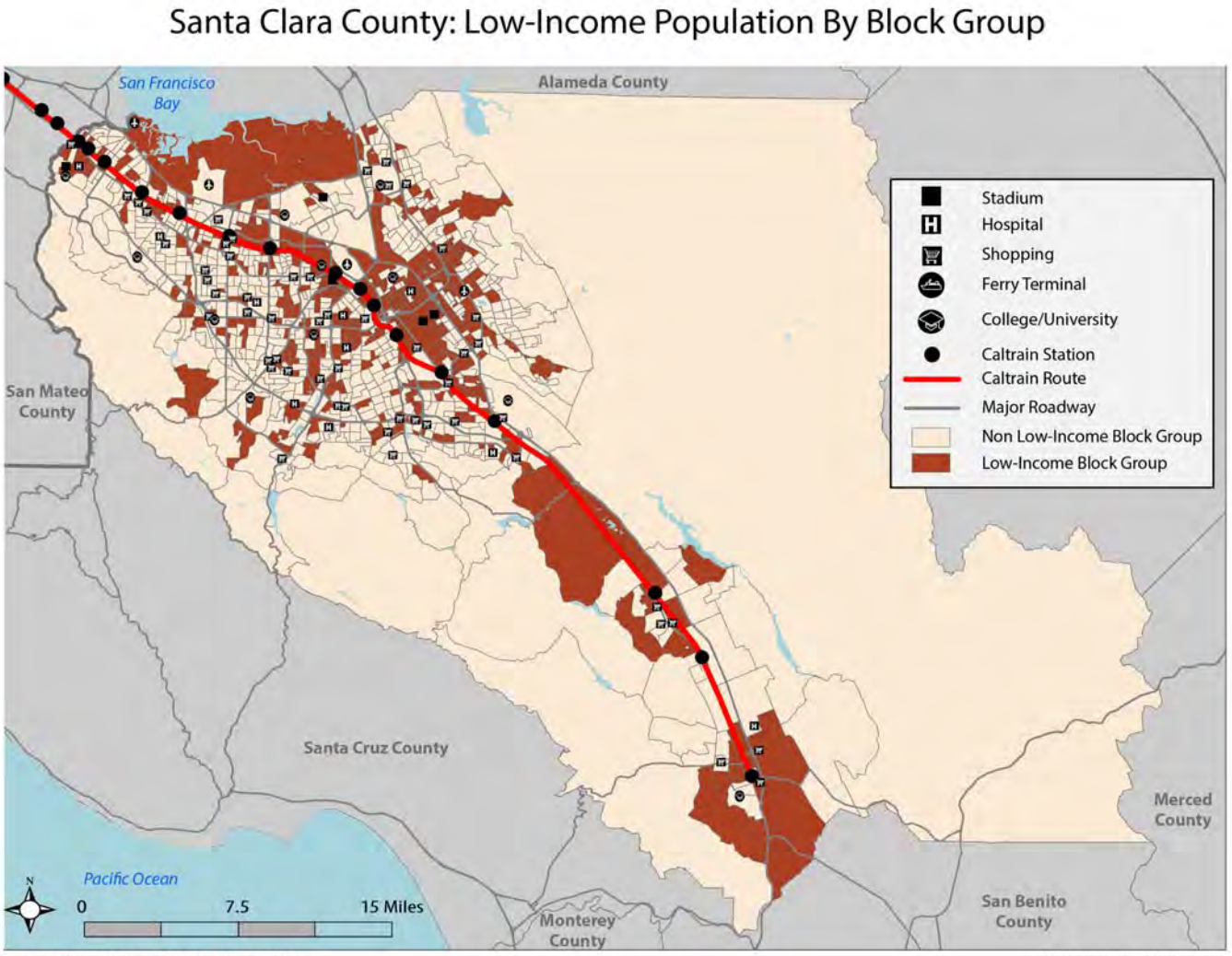
LOW-INCOME POPULATION BY BLOCK GROUP – SAN MATEO COUNTY



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

LOW-INCOME POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

ATTACHMENT 4 –
EXISTING FARE CHART

Existing Fare Chart

Adult Full Fare

Ticket Type*	How to Buy	Travel within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	TVM	$3.75	$5.75	$7.75	$9.75	$11.75	$13.75
	Clipper Card	$3.20	$5.20	$7.20	$9.20	$11.20	$13.20
Day Pass+	TVM	$7.50	$11.50	$15.50	$19.50	$23.50	$27.50
Zone Upgrade	TVM	**$2.00 per zone**					
8-ride	Clipper Card	$23.70	$38.50	$53.30	$68.10	$82.90	$97.70
Monthly Pass	Clipper Card	$84.80	$137.80	$190.80	$243.80	$296.80	$349.80

TVM - Ticket Vending Machine

Eligible Discount Fare**

Ticket Type*	How to Buy	Travel within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	TVM	$1.75	$2.75	$3.75	$4.75	$5.75	$6.75
	Clipper Card	$1.60	$2.60	$3.60	$4.60	$5.60	$6.60
Day Pass	TVM	$3.75	$5.75	$7.75	$9.75	$11.75	$13.75
Zone Upgrade	TVM	**$1.00 per zone**					
8-ride	Clipper Card	$11.85	$19.25	$26.65	$34.05	$41.45	$48.85
Monthly Pass	Clipper Card	$42.40	$68.90	$95.40	$121.90	$148.40	$174.90

ATTACHMENT 5 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS

Public Notice (front)



FY 2018 Proposed Fare & Parking Increases

Frequently Asked Questions

Why is Caltrain proposing fare & parking changes for FY 2018?

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

What are some of the proposed changes?

Effective Oct. 1:

- Pricing monthly parking fees at the equivalent of 15 days per month, rather than 10 days per month, from $55 to $82.50.
- Eliminating the discounted 8-ride Ticket.
- Pricing monthly passes at the equivalent of 15 days per month, rather than 13 days per month.
- Increasing the Zone fare by 25 cents, adult zone upgrade increases from $2 to $2.25. Eligible Discount zone upgrade remains at $1.

Effective Jan. 1, 2018

- Increasing Go Pass fares by 50 percent, from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders, ticket machines and Clipper users will receive a discount compared to regular fares.

How will Caltrain communicate the proposed changes to the public?

Caltrain will be holding outreach events at 11 of its stations over several weekdays and Saturdays starting May. Printed brochures with station outreach information will also be on board trains. At these events, you can take a survey and provide us with your comments on the proposed changes. Staff will also be making presentations to various citizen advisory committee meetings. Updates will be available at **www.caltrain.com/proposedfarechanges**.

How can I provide my comments?

Comments may be submitted several ways. You can take an online survey at **www.caltrain.com/proposedfarechanges**. A downloadable PDF is available. You can mail your comments to Caltrain, JPB Secretary,P.O. Box 3006, San Carlos, CA 94070-1306, e-mail it to changes@caltrain.com. You can also call 1.800.660.4287. Comments will be accepted up until Caltrain Public Hearing on July 6, 2017.

When will the Board approve the final FY 2018 Fare Changes?

After collecting and reviewing the public comments, staff will provide the final fare change recommendations to the Peninsula Joint Powers Board for their approval at the Aug. 3, 2017 board meeting.

www.caltrain.com/proposedfarechanges

Caltrain

Public Notice (back)

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	$3.75	$1.75	~~$5.75~~ $6.00	$2.75	~~$7.75~~ $8.25	$3.75	~~$9.75~~ $10.50	$4.75	~~$11.75~~ $12.75	$5.75	~~$13.75~~ $15.00	$6.75
	Clipper Card	$3.20	$1.60	~~$5.20~~ $5.45	$2.60	~~$7.20~~ $7.70	$3.60	~~$9.20~~ $9.95	$4.60	~~$11.20~~ $12.20	$5.60	~~$13.20~~ $14.45	$6.60
8-ride	Clipper Card	~~$23.70~~ Eliminate	~~$11.85~~ Eliminate	~~$38.50~~ Eliminate	~~$19.25~~ Eliminate	~~$53.30~~ Eliminate	~~$26.65~~ Eliminate	~~$68.10~~ Eliminate	~~$34.05~~ Eliminate	~~$82.90~~ Eliminate	~~$41.45~~ Eliminate	~~$97.70~~ Eliminate	~~$48.85~~ Eliminate
Day Pass	Ticket Machine	$7.50	$3.75	~~$11.50~~ $12.00	~~$5.75~~ $6.00	~~$15.50~~ $16.50	~~$7.75~~ $8.25	~~$19.50~~ $21.00	~~$9.75~~ $10.50	~~$23.50~~ $25.50	~~$11.75~~ $12.75	~~$27.50~~ $30.00	~~$13.75~~ $15.00
Monthly Pass	Clipper Card	~~$84.00~~ $96.00	~~$42.40~~ $48.00	~~$137.00~~ $163.50	~~$68.90~~ $78.00	~~$190.00~~ $231.00	~~$95.40~~ $108.00	~~$243.80~~ $298.50	~~$121.90~~ $138.00	~~$296.80~~ $366.00	~~$148.40~~ $168.00	~~$349.80~~ $433.50	~~$174.90~~ $198.00
Zone Upgrade	Ticket Machine					~~$2.00~~ $2.25		$1.00					
		Valid 4 hours from time of purchase, one way when accompanying another valid ticket (not valid with 8-ride Ticket)											

Cash | Clipper | Eligible Discount | Current Fare | Proposed Fare Increase

ATTACHMENT 6 –
CALTRAIN DEDICATED WEBPAGE

http://www.caltrain.com/riderinfo/2017ProposedFareChanges.html

2017 Proposed Fare Changes

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Caltrain will host a public meeting on Monday, June 26, to gather feedback on proposed changes to fare and parking rates.

Mon., June 26 at 6 pm – 7 pm
City of Mountain View City Hall - Plaza Room
500 Castro St., Mountain View

Caltrain last adjusted fares in 2016, when adult base fares and parking charges were increased by 50 cents.

Caltrain plans to assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodating record-setting ridership demand and maintaining an aging diesel system in a state of good repair. Without dedicated funding, Caltrain depends on its member agencies to cover the cost of operating the system, but those agencies are unable to fully cover those costs in Fiscal Year 2018, leaving Caltrain with a projected $20.7 million operating budget shortfall.

View the Public Outreach List HERE

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to fare table regarding options)
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.
- Implementing a pilot program to provide discounts for weekend and evening rides – One-way, Day Pass and Clipper cash value

View the Frequently Asked Questions HERE

View the Public Outreach List HERE

Download the NOTICE HERE

Proposed Fare Chart HERE

PUBLIC COMMENTS

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on:
Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
Take the online survey HERE
Download the survey HERE
• e-mail – [redacted]
• mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
• or Phone – 1.800.660.4287

6/8/17 - rjc

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Select Language
Translation Info

Public Meetings

Public Meetings - Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

Wed., May 17, 4:30 pm – 5:30 pm
San Carlos Caltrain Administrative Office
Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office, 1250 San Carlos Ave.

Wed., May 24 at 6 pm – 8 pm*
San Francisco County Transportation Authority Citizen's Advisory Committee
1455 Market Street (between 10th and 11th Streets), 22nd Floor
**The Caltrain presentation will be part of the regular SFCTA CAC meeting and may be presented any time between 6 p.m. – 8 p.m.*
For the SFCTA CAC agenda, please visit www.sfcta.org/agendas.

Mon., June 26, 6 pm – 7 pm
City of Mountain View City Hall - Plaza Room
500 Castro St., Mountain View

Public Outreach

View the Public outreach list by stations HERE.

There also will be several in-person outreach opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

Tues. May 23, 6:15 am – 8:15 am
San Francisco Caltrain Station
4th & King St., under the station clock

Wed, May 24, 7 am – 9 am
Redwood City Caltrain Station
1 James Ave.

Fri. May 26, 4 pm – 6 pm
Menlo Park Caltrain Station
1120 Merrill St.

Sat. June 3, 9:30am – 11:30 am
San Jose Diridon Caltrain Station
65 Cahill St.

Mon. June 5, 5:15 am – 7:30 am
San Jose Diridon Caltrain Station

ATTACHMENT 7 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN NEWS RELEASES

Caltrain News Release – May 11, 2017



Caltrain to Hold Public Outreach Events on Proposed Fare and Parking Changes

May 11, 2017

Caltrain will host a public meeting on Wednesday, May 17, to gather feedback on proposed changes to fare and parking rates.

Caltrain last adjusted fares in 2016, when adult base fares and parking charges were increased by 50 cents.

Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodating record-setting ridership demand and maintaining an aging diesel system in a state of good repair. Without dedicated funding, Caltrain depends on its member agencies to cover the cost of operating the system, but those agencies are unable to fully cover those costs in Fiscal Year 2018, leaving Caltrain with a projected $20.7 million operating budget shortfall.

As part of the proposed changes for this October, Caltrain is considering the following:

- Increasing the zone fare by 25 cents;
- Basing Monthly Pass prices on 15 days a month rather than 10 per month;
- Eliminating the discounted 8-ride Ticket; and
- Increasing Monthly parking prices from $55 to $82.50

The proposal would also increase Go Pass fares for employers by 50 percent from $190 per Pass to $285,

The proposal would also create a pilot program to provide discounted fares for weekend and evening riders.

The public meeting on the proposals will be held at the following time and place:

May 17, 2017, 4:30 p.m.

Second Floor Auditorium

Caltrain Administrative Headquarters

1250 San Carlos Ave, San Carlos

Caltrain staff will also be available to discuss the proposed changes and hear customer feedback at 11 Caltrain stations starting on May 23. Click HERE for those locations. Comments may also be sent by mail, e-mail or phone and online:

- Peninsula Corridor Joint Powers Board, JPB Secretary P.O. Box 3006, San Carlos, CA 94070-1306

- changes@caltrain.com

- 1.800.660.4287 (TTY 650.508.6448)

- http://www.caltrain.com/proposedfarechanges

A public hearing on the proposed changes will be held at the July 6 Caltrain Board of Director's Meeting and is scheduled for the Board's consideration on August 3. If approved, the changes to the transit fares and parking charges would go into effect on October 1 of this year. The Go Pass change & pilot program would be implemented on January 1, 2018.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. Caltrain enjoyed five years of consecutive monthly ridership increases, surpassing more than 60,000 average weekday riders. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the system, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Like us on Facebook at http://www.facebook.com/caltrain and follow on Twitter @Caltrain.

Free translation assistance is available.

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

Caltrain NEWS

Media Contact: Dan Lieberman, 650-508-6385

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Caltrain News Release – June 29, 2017

Caltrain to Hold Public Hearing on Proposed Fare and Parking Changes

June 29, 2017

On Thursday, July 6, the Caltrain Board of Directors will take public comments regarding proposed changes to fare and parking rates at their monthly Board Meeting.

Caltrain last adjusted fares in 2016, when adult base fares and daily parking charges were increased by 50 cents. Monthly Pass, 8-ride Ticket, Day Pass and monthly parking permits were adjusted accordingly.

Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not currently receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodating record-setting ridership demand and maintaining an aging diesel system in a state of good repair. Without dedicated funding, Caltrain fare revenue covers about 66 percent of its operations costs and also depends on its member agencies to pay for system operations, but those agencies are unable to fully cover those costs in Fiscal Year 2018, leaving Caltrain with a projected $17.8 million operating budget shortfall.

As part of the proposed changes for this October, Caltrain is considering the following:

- Increasing the zone fare by 25 cents;
- Basing Monthly Pass prices on 15 days a month rather than 13 per month;
- Eliminating the discounted 8-ride Ticket; and
- Increasing Monthly parking prices from $55 to $82.50

The proposal would also increase Go Pass fares for employers by 50 percent from $190 per Pass to $285, which will raise the minimum participation from $15,960 to $23,940.

The proposal would also create a pilot program to provide discounted fares for weekend and evening riders.

To learn more about the proposed changes visit www.caltrain.com/ProposedFareChanges

The public meeting on the proposals will be held at the following time and place:

July 6, 2017, 10:00 a.m.

Second Floor Auditorium

Caltrain Administrative Headquarters

1250 San Carlos Ave, San Carlos

Individuals who are unable to attend can submit comments by mail, e-mail or phone and online:

- Peninsula Corridor Joint Powers Board, JPB Secretary P.O. Box 3006, San Carlos, CA 94070-1306
- changes@caltrain.com
- 1.800.660.4287 (TTY 650.508.6448)
- www.caltrain.com/ProposedFareChanges

After this hearing, Caltrain staff will evaluate the comments and identify potential changes for a final recommendation to the Board on August 3. If approved, the changes to the transit fares and parking charges would go into effect on October 1 of this year and the changes to the Go Pass & pilot program are scheduled to launch on January 1, 2018.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. Caltrain enjoyed five years of consecutive monthly ridership increases, surpassing more than 60,000 average weekday riders. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the system, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

ATTACHMENT 8 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: TAKE ONES

Take One Notice – front (English)



Expires 7/6/17

Caltrain

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month *(refer to fare table regarding options)*
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at **www.caltrain.com/proposedfarechanges** or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos
Prior to the public hearing, comments may be submitted several ways:
online survey at
www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

PUBLIC MEETING

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

San Carlos
Caltrain Administrative Office
Wed., May 17, 4:30 pm – 5:30 pm
Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office
1250 San Carlos Ave.

PUBLIC OUTREACH

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

San Francisco Caltrain Station
4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

Millbrae Caltrain Station
100 California Dr.
Wed, June 7, 5 pm – 7 pm

San Mateo Caltrain Station
385 First Ave.
Wed, June 14, 9 am – 11 am

Hillsdale Caltrain Station
3333 El Camino Real
Tues, June 6, 4:30 pm – 6:30 pm

Redwood City Caltrain Station
1 James Ave.
Wed, May 24, 7 am – 9 am
Sat, June 10, 11 am – 1 pm

Menlo Park Caltrain Station
1120 Merrill St.
Fri, May 26, 4 pm – 6 pm

Palo Alto Caltrain Station
95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm
Sat, June 10, 10 am – Noon

Sunnyvale Caltrain Station
121 W. Evelyn Ave.
Mon, June 12, 7 am – 9 am

San Jose Diridon Caltrain Station
65 Cahill St.
Mon, June 5, 5:15 am – 7:30 am
Sat, June 3, 9:30am – 11:30 am

Morgan Hill Caltrain Station
17300 Depot St.
Tues, June 13, 6 am – 7 am

Gilroy Caltrain Station
17300 Depot St.
Thurs, June 8, 5:30 am – 6:30 am

Language assistance is available upon request. Call Caltrain Customer Service at 1.800-660-4287.

1.800.660.4287 أتصل عني ,للترجمة.

Թարգմանության համար զանգահարել 1.800.660.4287.

如需翻譯,請電 1.800.660.4287.

Pour traduction, appelez au 1.800.660.4287

Übersetzung unter +1.800.660.4287.

અનુવાદ માટે, 1.800.660.4287 પર ફોન કરો.

1.800.660.4287 לתרגום יש להתקשר לטלפון

अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।

Per traduzioni chiamare 1.800.660.4287.

翻訳のご用命は,+1.800.660.4287までお電話ください。

번역을 원하시면, 1.800.660.4287번으로 전화하십시오.

សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងសេវាកម្មអតិថិជន 1.800.660.4287.

برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.

Para tradução, ligue para 1.800.660.4287.

Po tłumaczenie proszę dzwonić na 1.800.660.4287.

Если вам нужны услуги переводчика, обращайтесь по телефону 1.800.660.4287.

Za prevodjenje nazovite 1.800.660.4287.

Para traducción llama al 1.800.660.4287.

Para sa pagsasalin sa ibang wika, mangyaring tumawag sa 1.800.660.4287.

สำหรับการแปลภาษา โทร 1.800.660.4287.

ترجمہ کے لیے، 1.800.660.4287 پر کال کریں۔

Cần dịch thuật, xin gọi 1.800.660.4287.

Caltrain provides commuter rail service along the San Francisco Peninsula, to San Jose and Gilroy.
Caltrain Customer Service | 1.800.660.4287 (TTY 650.508.6448)
Weekdays: 7am - 7pm | Weekends & Holidays: 8am - 5pm

Take One Notice – inside (Spanish)

Caltrain Busca Cambios para Parking, Go Pass, 8-ride y Zone Fare

A pesar del incremento en viajeros, Caltrain requiere contribuciones anuales de sus agencias miembros para financiar operaciones. El próximo año, el costo de mantenimiento del equipo viejo de Caltrain y su infraestructura excederá las contribuciones de sus agencias miembros. Para poder mantener el servicio, Caltrain está explorando cambios a las tarifas y el estacionamiento.

Las proposiciones a considerar incluyen:

Efectivo el 1 de octubre:

- Basar el precio del Monthly Pass en 15 días por mes en lugar de 13 días por mes (referirse a la tabla de tarifas con respecto a opciones)
- Eliminar el 8-ride Ticket con precio de descuento
- Basar los precios del Monthly Parking en 15 días por mes en lugar de 10 días por mes, de $55 a $82.50.
- Aumentar 25 centavos a Zone Fare

Efectivo el 1 de enero, 2018:

- Aumentar 50 centavos a las Tarifas del Go Pass, de $190 por persona a $285, y el costo mínimo para empleadores de $15,960 a $23,940.
- Implementar un programa piloto para proveer descuentos a los viajeros de fin de semana y de noche – el valor de One Way, Day Pass y Clipper Cash

El borrador de la tabla de tarifas está disponible en **www.caltrain.com/proposedfarechanges** o en la Caltrain Administrative Office.

Peninsula Corridor Joint Powers Board comentará en los propuestos cambios de tarifas el día

Jueves, 6 de julio, 2017 a las 10:00 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos
Los comentarios se pueden someter de varias maneras antes de la Audiencia Pública:
Cuestionario en línea en ***www.caltrain.com/proposedfarechanges***
por correo electrónico – Changes@caltrain.com
correo regular – Peninsula Corridor Joint Powers Board JPB Secretary P.O. Box 3006, San Carlos, CA 94070-1306
o por teléfono – 1.800.660.4287

REUNIÓN PÚBLICA
Caltrain llevará a cabo una reunión pública para presentar las propuestas y recibir comentarios. La reunión tomará lugar en la fecha, hora y localidad siguientes:

San Carlos Caltrain Administrative Office
Antes de la reunión de Caltrain Citizens Advisory Committee
Miércoles, 17 de mayo, 4:30 pm a 5:30 pm
Administrative Office, 1250 San Carlos Ave.

EVENTOS DE INFORMACIÓN AL PUBLICO
También habrán varias oportunidades de conocer, en persona, al personal de Caltrain para saber más sobre los cambios a las tarifas y proveer reacciones, incluyendo:

San Francisco Caltrain Station
4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

Millbrae Caltrain Station
100 California Dr
Wed, June 7, 5 pm – 7 pm

San Mateo Caltrain Station
385 First Ave.
Wed, June 14, 9 am – 11 am

Hillsdale Caltrain Station
3333 El Camino Real
Tues, June 6, 4:30 pm – 6:30 pm

Redwood City Caltrain Station
1 James Ave.
Wed, May 24, 7 am – 9 am
Sat, June 10, 11 am – 1 pm

Menlo Park Caltrain Station
1120 Merrill St.
Fri, May 26, 4 pm – 6 pm

Palo Alto Caltrain Station
95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm
Sat, June 10, 10 am – Noon

Sunnyvale Caltrain Station
121 W. Evelyn Ave.
Mon, June 12, 7 am – 9 am

San Jose Diridon Caltrain Station
65 Cahill St.
Mon, June 5, 5:15 am – 7:30 am
Sat, June 3, 9:30am – 11:30 am

Morgan Hill Caltrain Station
17300 Depot St.
Tues, June 13, 6 am – 7 am

Gilroy Caltrain Station
17300 Depot St.
Thurs, June 8, 5:30 am – 6:30 am

facebook.com/caltrain @caltrain
www.caltrain.com
1.800.660.4287 • (TTY 650.508.6448)

05/17-10M/JB/F

Take One Notice – front (Chinese)



Expires 7/6/17

Caltrain

加州火車(Caltrain)正尋求泊車費、月票Go Pass、8次優惠票及收費區的改動

儘管客量增長，但加州火車仍然需依賴它的會員機構提供經費資助。保養加州火車老化設備和設施的成本明年將超過各會員機構所提供的經費。為了維持服務，加州火車正探討改動車費和泊車費。

正在考慮中的建議包括：

2017年10月1日起生效：

- 車費月票價格所按照的日數，由每月13日改為每月15日。（參考車費表以了解選項）
- 取消8次乘搭的特價車票
- 泊車月票價格所按照的日數，由每月10日改為每月15日，費用將55元漲至82.5元。
- 提高收費區車費25仙

2018年1月1日起生效：

- 提高Go Pass月票50%，由每人190元漲至285元或年薪15,960元至23,940元之員工收取最低車費
- 實行試驗計劃為週末或夜間乘客提供車費優惠一單程、一日券及「路路通」(Clipper)

車費表的草稿現正刊登於加州火車行政辦公室或官網 **www.caltrain.com/proposedfarechanges**。如欲查詢可循上述方式參閱。

半島走廊聯合議會(Peninsula Corridor Joint Powers Board)將於以下時間及地點就擬議改動提出意見：

2017年7月6日星期四早上10時正
加州火車行政辦公室(Caltrain Administrative Office)
1250 San Carlos Ave, San Carlos
在公眾諮詢會進行前，有關意見可藉以下方式遞交：
網上問卷：**www.caltrain.com/proposedfarechanges**
電郵：Changes@caltrain.com
郵寄：信封請註明「Peninsula Corridor Joint Powers Board, JPB Secretary」，
郵寄地址為：P.O. Box 3006, San Carlos, CA 94070-1306
電話：1-800-660-4287



公眾會議

加州火車將舉行公眾會議展示相關建議資料以及蒐集意見，該會議的舉行時間及地點如下：

加州火車行政辦公室
2017年5月17日星期三下午4時30分至5時30分，於加州火車公民諮詢委員會(Caltrain Citizens Advisory Committee)會議舉行前
1250 San Carlos Ave, San Carlos

市民亦有機會親身向加州火車員工會面，了解車費改動和提供意見，包括：

三藩市火車站(San Francisco Caltrain Station)
4th & King St., 火車站時鐘下
5月23日星期二早上6時15分至8時15分

密爾勃雷火車站(Millbrae Caltrain Station)
100 California Dr.
6月7日星期三下午5時至7時

聖馬刁火車站(San Mateo Caltrain Station)
385 First Ave.
6月14日星期三早上9時至11時

希斯戴爾火車站(Hillsdale Caltrain Station)
3333 El Camino Real
6月6日星期二下午4時30分至6時30分

紅木城火車站(Redwood City Caltrain Station)
1 James Ave.
5月24日星期三早上7時至9時
6月10日星期六早上11時至下午1時

門羅公園市火車站(Menlo Park Caltrain Station)
1120 Merrill St.
5月26日星期五下午4時至6時

波羅阿多火車站(Palo Alto Caltrain Station)
95 University Ave.
6月8日星期四下午4時30分至6時30分
6月10日星期六早上10時至中午12時

辛尼戴爾火車站(Sunnyvale Caltrain Station)
121 W. Evelyn Ave.
6月12日星期一早上7時至9時

聖荷西狄里登火車站(San Jose Diridon Caltrain Station)
65 Cahill St.
6月3日星期六早上9時30分至11時30分
6月5日星期一早上5時15分至7時30分

摩根山火車站(Morgan Hill Caltrain Station)
17300 Depot St.
6月13日星期二早上6時至7時

吉爾雷火車站 (Gilroy Caltrain Station)
7150 Monterey St.
6月8日星期四早上5時30分至6時30分

C 如需翻譯，請電 1.800.660.4287.

ATTACHMENT 9 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN STATION INFORMATON BOARDS

Peninsula Corridor Joint Powers Board
PUBLIC HEARING & MEETINGS NOTICE

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month *(refer to fare table regarding options)*
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at www.caltrain.com/proposedfarechanges or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos
Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

PUBLIC MEETING

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

San Carlos Caltrain Administrative Office
Wed., May 17, 4:30 pm – 5:30 pm
Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office, 1250 San Carlos Ave.

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

San Francisco Caltrain Station 4th & King St., under the station clock	Tues, May 23, 6:15 am – 8:15 am
Millbrae Caltrain Station 100 California Dr.	Wed, June 7, 5 pm – 7 pm
San Mateo Caltrain Station 385 First Ave.	Wed, June 14, 9 am – 11 am
Hillsdale Caltrain Station 3333 El Camino Real	Tues, June 6, 4:30 pm – 6:30 pm
Redwood City Caltrain Station 1 James Ave.	Wed, May 24, 7 am – 9 am Sat, June 10, 11 am – 1 pm
Menlo Park Caltrain Station 1120 Merrill St.	Fri, May 26, 4 pm – 6 pm
Palo Alto Caltrain Station 95 University Ave.	Thur, June 8, 4:30 pm – 6:30 pm Sat, June 10, 10 am – Noon
Sunnyvale Caltrain Station 121 W. Evelyn Ave.	Mon, June 12, 7 am – 9 am
San Jose Diridon Caltrain Station 65 Cahill St.	Mon, June 5, 5:15 am – 7:30 am Sat, June 3, 9:30am – 11:30 am
Morgan Hill Caltrain Station 17300 Depot St.	Tues, June 13, 6 am – 7 am
Gilroy Caltrain Station 17300 Depot St.	Thurs, June 8, 5:30 am – 6:30 am

For translation assistance, call Caltrain at 1.800.660.4287 three days before the meeting.
Para servicio de traducción en Español, llame a Caltrain al 1.800.660.4287 por lo menos tres días laborales antes de las reuniones.
如果需要翻译，请在会议召开前三天内致电 Caltrain 客户服务部，电话 1.800.660.4287。

ATTACHMENT 10 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN SOCIAL MEDIA

Social Media: Facebook

Caltrain shared their event.
Published by Sprout Social [?] · June 26 at 10:45am ·

Proposed Fare Change Public Hearing today in Mountain View. Come out, be heard. https://www.facebook.com/events/552660931788792/



JUN
26

Proposed Fare Change Public Hearing
Mon 6 PM · City of Mountain View - City Hall · M...
You like Caltrain

★ Interested

Caltrain added an event.
June 16 at 2:33pm ·

Caltrain will hold a public meeting to present the proposals and receive comments on the 2017 Proposed Far Changes.

Caltrain last adjusted fares in 2016, when adult base fares and parking charges were increased by 50 cents.

Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodati... See More



JUN
26

Proposed Fare Change Public Hearing
Mon 6 PM · City of Mountain View - City Hall · M...
You like Caltrain

★ Interested

Caltrain
Published by Sprout Social [?] · June 6 ·

Fare Changes are coming. Please take a look at the supporting docs, & take our survey. http://www.caltrain.com/rideri…/2017ProposedFareChanges.html



Social Media: Google Plus

Caltrain ▸ Public 5w

Fare Changes are coming. Please take a look at the supporting docs, & take our survey. http://www.caltrain.com/riderinfo/2017ProposedFareChanges.html



Social Media: Twitter





Caltrain
@Caltrain

Have you taken our Fare Survey? Give us your feedback. Proposed changes coming... caltrain.com/riderinfo/2017 …

3:09 PM - 8 Jun 2017



Caltrain
@Caltrain

Meet w/ #Caltrain staff at the Palo Alto station Today from 430p-630p to learn about fare changes & provide feedback caltrain.com/riderinfo/2017 …

7:00 AM - 8 Jun 2017



Caltrain
@Caltrain

Meet w/ #Caltrain staff at the Gilroy station Today from 530a-630a to learn about fare changes & provide feedback, caltrain.com/riderinfo/2017 …

5:00 AM - 8 Jun 2017

SFMTA Retweeted

Caltrain @Caltrain · Jun 1

Give us your feedback on the Proposed **Fare Increase**. Facts & survey link on **Fare** Change page --> caltrain.com/riderinfo/2017...



7 2

Caltrain Retweeted

Caltrain @Caltrain · May 31

Proposed **Fare Increase** Survey - Let us know your totally surprising opinion on the proposed **Fare Increase**. surveygizmo.com/s3/3536548/Cal...

11 11 37

ATTACHMENT 11 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: VISUAL MESSAGE SYSTEM (VMS) MESSAGES AND CONDUCTOR ANNOUCEMENTS

May 2017

VMS

Caltrain seeks your input on proposed fare changes. Station outreach events planned. Information: caltrain.com/proposedfarechanges	**VMS**	**All stations** **Run Every** **12 Minutes**	**May 18** **Start of service**	**June 14** **Until 10 am**

Conductor announcements

We would like to remind folks, Caltrain staff will be at various stations to discuss proposed fare and parking changes. For dates and times, visit Caltrain dot com proposed fare changes	**Conductor**	**Once per zone** *Conductor's choice of location within zone*.	**5/18** **Start of service**	**6/14** **End at 9 am**

ATTACHMENT 12 –
FREQUENTLY ASKED QUESTIONS (FAQS)

Frequently Asked Questions

How was the increase level determined? What analysis was done to determine these are the correct fares to increase?

Fare increases have recently alternated between increases to the base fare and the zone fare on a two year cycle. In Fiscal Year (FY) 2017, the system will receive lower than expected member agency contributions. These lower contributions are expected to continue into FY19. The fare changes are being proposed four months early, and additional fare changes are being proposed to offset a $17.8 million difference between revenues and expenses. Maintaining operations without a fare increase would quickly exhaust Caltrain's limited reserves.

Have you projected what decrease in ridership might occur due to these fare increases?

We have taken a number of elasticity and revenue factors into account to strike a balance between fare increases and continued ridership success. A full elasticity analysis is a part of the Caltrain comprehensive Fare Study, which is underway and will be complete in early 2018.

Why can't Caltrain use reserves instead to fund operational costs?

Reserves represent a one-time solution and Caltrain's limited reserves will quickly be exhausted unless additional revenues are secured. Even with the proposed fare increase, Caltrain will need to use a significant amount of reserves to maintain current service levels to the community. Current reserves will not support a long term strategy to fund operations, state of good repair and capital needs. The Board is considering a reserve policy to ensure funds are available to support unanticipated needs in the future.

If Caltrain doesn't raise fares, how would that affect service?

The effects to service have not been analyzed but due to the structure of Caltrain's operational contracts achieving the necessary savings would require significant cuts in service. When faced with a similar situation in 2011, Caltrain considered reducing weekday service from 96 trains to 48 trains.

Why can't Caltrain wait for the fare study to be complete before proposing an increase?

Without increased member agency contributions, maintaining operations in FY18 requires early implementation of the fare increase. Some preliminary work was done to inform the recommendations around the price of our discounted fare products, but the fare study will be utilized to both inform Caltrain on current pricing and also look at future structural changes to create a simpler and more equitable fare program. These recommendations will not be complete in time to address Caltrain's immediate financial challenges in FY18.

What is being done to make sure Caltrain doesn't become cost prohibitive for lower income riders?

A Title VI review will be provided to the Board along with customer input and staff recommendations. Caltrain's Comprehensive Fare Study will recommend actions to ensure that Caltrain offers an equitable fare program.

If the fare study is done at the end of the year does that mean you will be changing fares again next year?

Not necessarily. The fare study is not just looking at pricing models that would be beneficial to supporting current service levels and ongoing operational costs to Caltrain. It is also looking at structural changes to all fares that would continue to maximize ridership and aid in congestion mitigation for our community. The fare study will present options about how the fare structure could be changed but doesn't mean it will change. Caltrain will assess the fare study recommendations and engage our communities in a robust conversation to ensure any changes meet both community and Caltrain goals.

When will the changes take effect?

The proposed fare changes will take effect on October 1, 2017 and January 1, 2018.

How can I provide my comments?

Customers are encouraged to take an online survey or download the questionnaire HERE. Printed surveys can be mailed to JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306 or e-mailed to changes@caltrain.com. Customers also can call 1.800.660.4287. **Comments will be accepted until July 19, 2017.**

When will the Board approve the final FY 2018 Fare Changes?
After collecting and reviewing the public comments, staff will provide the final fare change recommendations to the JPB Board for approval at the Aug. 3, 2017 meeting.

What are some of the proposed changes?

- Increasing Go Pass fares by 50 percent, from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.

- Pricing monthly parking fees at the equivalent of 15 days per month, rather than 13 days per month, from $55 to $82.50.Eliminating the discounted 8-ride Ticket.

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to fare table regarding options)

- Increasing the Zone fare by 25 cents, adult zone upgrade increases from $2 to $2.25. Eligible Discount zone upgrade remains at $1.

- Implementing a pilot program to provide discounts for weekend and evening riders, ticket machines and Clipper users will receive a discount compared to regular fares

- Eliminating the discounted 8-ride Ticket.

ATTACHMENT 13 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: OTHER NEWSPAPERS (PRINT + WEB)

El Observador (Spanish)

Caltrain Busca Cambios para Parking, Go Pass, 8-ride y Zone Fare

A pesar del incremento en viajeros, Caltrain requiere contribuciones anuales de sus agencias miembros para financiar operaciones. El próximo año, el costo de mantenimiento del equipo viejo de Caltrain y su infraestructura excederá las contribuciones de sus agencias miembros. Para poder mantener el servicio, Caltrain está explorando cambios a las tarifas y el estacionamiento.

Las proposiciones a considerar incluyen:

Efectivo el 1 de octubre:
- Basar el precio del Monthly Pass en 15 días por mes en lugar de 13 días por mes (referirse a la tabla de tarifas con respecto a opciones)
- Eliminar el 8-ride Ticket con precio de descuento
- Basar los precios del Monthly Parking en 15 días por mes en lugar de 10 días por mes, de $55 a $82.50.
- Aumentar 25 centavos a Zone Fare

Efectivo el 1 de enero, 2018:
- Aumentar 50 centavos a las Tarifas del Go Pass, de $190 por persona a $285, y el costo mínimo para empleadores de $15,960 a $23,940.
- Implementar un programa piloto para proveer descuentos a los viajeros de fin de semana y de noche – el valor de One Way, Day Pass y Clipper Cash

El borrador de la tabla de tarifas está disponible en www.caltrain.com/proposedfarechangeso en la Caltrain Administrative Office.

Peninsula Corridor Joint Powers Board comentará en los propuestos cambios de tarifas el día

Jueves, 6 de julio, 2017 a las 10:00 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Los comentarios se pueden someter de varias maneras antes de la Audiencia Pública:
Cuestionario en línea en
www.caltrain.com/proposedfarechanges
por correo electrónico – Changes@caltrain.com
...o regular – Peninsula Corridor Joint Powers Board JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
o por teléfono – 1.800.660.4287

REUNIÓN PÚBLICA
Caltrain llevará a cabo una reunión pública para presentar las propuestas y recibir comentarios. La reunión tomará lugar en la fecha, hora y localidad siguientes:

San Carlos Caltrain Administrative Office
Antes de la reunión de Caltrain Citizens Advisory Committee
Miércoles, 17 de mayo, 4:30 pm a 5:30 pm
Administrative Office, 1250 San Carlos Ave.

EVENTOS DE INFORMACIÓN AL PUBLICO
También habrán varias oportunidades de conocer, en persona, al personal de Caltrain para saber más sobre los cambios a las tarifas y proveer reacciones, incluyendo:

San Francisco Caltrain Station
4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

Millbrae Caltrain Station
100 California Dr.
Wed, June 7, 5 pm – 7 pm

San Mateo Caltrain Station
385 First Ave.
Wed, June 14, 9 am – 11 am

Hillsdale Caltrain Station
3333 El Camino Real
Tues, June 6, 4:30 pm – 6:30 pm

Redwood City Caltrain Station
1 James Ave.
Wed, May 24, 7 am – 9 am
Sat, June 10, 11 am – 1 pm

Menlo Park Caltrain Station
1120 Merrill St.
Fri, May 26, 4 pm – 6 pm

Palo Alto Caltrain Station
95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm
Sat, June 10, 10 am - Noon

Sunnyvale Caltrain Station
121 W. Evelyn Ave.
Mon, June 12, 7 am – 9 am

San Jose Diridon Caltrain Station
65 Cahill St.
Mon, June 5, 5:15 am – 7:30 am
Sat, June 3, 9:30am – 11:30 am

Morgan Hill Caltrain Station
17300 Depot St.
Tues, June 13, 6 am – 7 am

Gilroy Caltrain Station
17300 Depot St.
Thurs, June 8, 5:30 am – 6:30 am

Para traducción llama al 1.800.660.4287.

Hiring Warehouse Workers

Load, Unload and Assemble Cabinets
Summit Marble & Cabinet
1713 Rogers Ave, San Jose
CA95112

FICTITIOUS BUSINESS NAME STATEMENT NO. 629827
The following person(s) is (are) doing business X2 Cake 4092 Barrymore Dr San Jose, CA 95117, Santa Clara County. Xiaoxiao Huang 4092 Barrymore Dr San Jose, CA 95117. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Xiaoxiao Huang
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/10/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 630006
The following person(s) is (are) doing business Wokay 10546 Manzanita Ct Cupertino, CA 95014, Santa Clara County. Sudeep V. Yegnashankaran 10546 Manzanita Ct Cupertino, CA 95014. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Sudeep V. Yegnashankaran
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/16/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629554
The following person(s) is (are) doing business Pine Grove Cleaning 1350 State Street Alviso, CA 95002, Santa Clara County. Veronica Beatriz Gonzalez PO Box 317 Alviso, CA 95002. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Veronica Beatriz Gonzalez
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/04/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 630000
The following person(s) is (are) doing business 1. DP Capital 2. Mart 2 Go 3. Cash Max 3241 Benton Street Santa Clara, CA 95051, Santa Clara County. Darren D Pham 3241 Benton St. Santa Clara, CA 95051. This business is conducted by an individual, registrant has begun transacting business under the fictitious business name or names listed hereon., 05/15/2017. "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.)
Darren D Pham
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/16/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629943
The following person(s) is (are) doing business Speed Carpet Cleaning & Services 870 Saratoga Ave F-210 San Jose, CA, 95129, Santa Clara County. Francisco Javier Corro 2350 Senter Road #30 San Jose, CA 95112. This business is conducted by an individual, registrant has begun transacting business under the fictitious business name or names listed hereon., 05/15/2017. "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.)
Francisco Javier Corro
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/15/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629924
The following person(s) is (are) doing business Abdo Law Group 1580 Aldrich Way San Jose, CA 95121, Santa Clara County. Aliah Abdo 1580 Aldrich Way San Jose, CA 95121. This business is conducted by an individual, registrant has begun transacting business under the fictitious business name or names listed hereon. "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.)
Aliah Abdo
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/15/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629424
The following person(s) is (are) doing business College Nannies Tutors of Santa Clara 4332 Mackin Woods Ln San Jose, CA 95135, Santa Clara County. Mayada Ballou and Ramiz Ballou 4332 Mackin Woods Ln San Jose, CA 95135. This business is conducted by a married couple, registrant has begun transacting business under the fictitious business name or names listed hereon., 05/02/2017. "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.)
Mayada Ballou
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/02/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629015
The following person(s) is (are) doing business 1. Sonido Clash 2. Quynhspiration 3. Quynh-Mai Productions 3551 Rowley Drive San Jose, CA 95132, Santa Clara County. Quynh-Mai Nguyen 3551 Rowley Drive San Jose, CA 95132. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Quynh-Mai Nguyen
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 04/20/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629506
The following person(s) is (are) doing business 1. Comesinhandy 2. Comes In Handy 1941 Hamilton Ave San Jose, CA 95125, Santa Clara County. Fred Barari 1941 Hamilton Ave San Jose, CA 95125. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Fred Barari
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/03/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629953
The following person(s) is (are) doing business 1. Silicon Valley Chiropractic Center 2. Silicon Valley Spine & Disc 3. Work Place Health Solutions 4. Silicon Valley Integrative Musculoskeletal 5. Silicon Valley Chiropractic and Acupuncture 820 E. El Camino Real Mountain View, CA 94040, Santa Clara County. Shervin Parvini Doctor of Chiropractic a Profesasional Corporation 820 E. El Camino Real Mountain View, CA 94040. This business is conducted by a corporation, registrant has begun transacting business under the fictitious business name or names listed hereon, 04/11/2016 "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.)
Shervin Parvini
Chief Executive Office
May 19, 26; June 2, 2017
This statement was fi
with the County of Sa
Clara on 05/15/2017

FICTITIOUS BUSINE NAME STATEMEN NO. 630077
The following person is (are) doing busine The Original Tax Savi 510 S Mathilda Av, 7 Sunnyvale, CA 940 CA 95135, Santa Cl County. Nelly F Herr and David Herrera S Mathilda Av, Apt Sunnyvale, CA 940 CA 95135. This busine is conducted by a m ried couple, registr has begun transacti business under fictitious business na or names listed hereo 09/17/2001. "I decl that all information in t statement is true a correct." (A registr who declares as tr information which he she knows to be false guilty of a crime.)
David Herrera
May 19, 26; June 2, 2017
This statement was fi with the County of Sa Clara on 05/18/2017

ORDER TO SHOW CAUSE FOR CHANG OF NAME NO. 17CV306793
Superior Court California, County Santa Clara-In matter of the Petiti of: Margaret Anders Petitioner(s) Marga Anderson has filed petition for Change Name with the clerk this court for a decr changing names as f lows: a. Margaret Kri Anderson to Marga Kristy Ferreira. Th COURT ORDERS t all persons interest in this matter appe before this court at t hearing indicated bel to show cause, if a why the petition change of name shou not be granted 07/11/2017 at 8:45 a Probate Dept., located 191 N. First Street, S Jose, CA 95113. A co of the Order to Sh cause shall be publish at least once a week four successive wee prior to the date set hearing on the petiti in El Observador, newspaper of gene circulation, printed in t county of Santa Clara. May 16, 2017
Rise Jones Pichon
Judge of the Super Court
May 19, 26; June 2,

The Daily News

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month *(refer to fare table regarding options)*
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at **www.caltrain.com/proposedfarechanges** or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

PUBLIC MEETING

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

San Carlos Caltrain Administrative Office
Wed., May 17, 4:30 pm - 5:30 pm
Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office, 1250 San Carlos Ave.

PUBLIC OUTREACH

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

San Francisco Caltrain Station
4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

Millbrae Caltrain Station
100 California Dr.
Wed, June 7, 5 pm – 7 pm

San Mateo Caltrain Station
385 First Ave.
Wed, June 14, 9 am – 11 am

Hillsdale Caltrain Station
3333 El Camino Real
Tues, June 6, 4:30 pm – 6:30 pm

Redwood City Caltrain Station
1 James Ave.
Wed, May 24, 7 am – 9 am
Sat, June 10, 11 am – 1 pm

Menlo Park Caltrain Station
1120 Merrill St.
Fri, May 26, 4 pm – 6 pm

Palo Alto Caltrain Station
95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm
Sat, June 10, 10 am - Noon

Sunnyvale Caltrain Station
121 W. Evelyn Ave.
Mon, June 12, 7 am – 9 am

San Jose Diridon Caltrain Station
65 Cahill St.
Mon, June 5, 5:15 am – 7:30 am
Sat, June 3, 9:30am – 11:30 am

Morgan Hill Caltrain Station
17300 Depot St.
Tues, June 13, 6 am – 7 am

Gilroy Caltrain Station
17300 Depot St.
Thurs, June 8, 5:30 am – 6:30 am

Language assistance is available upon request. Call Customer Service at 1.800.660.4287.

CAR WASH

WEDNESDAY ONLY
$17 OFF
GOOD WEDNESDAY ONLY

$25.99	Full Service Wash & Vacuum
3.00	Clean 'N Shine Polish Wax
3.00	Clean 'N Shine Sealer Wax
3.00	Wheel Bright
4.00	Armor All Tire Dressing - Tires Only

$38.99 Value Now Only $21.99 with coupon
MATT
No Extra Charge for 4x4's, SUV's, Pick-ups & Vans
One coupon per car. Offer Expires 5-31-17

TUESDAY ONLY
$17 OFF
GOOD TUESDAY ONLY

$25.99	Full Service Wash & Vacuum
3.00	Clean 'N Shine Polish Wax
3.00	Clean 'N Shine Sealer Wax
3.00	Wheel Bright
4.00	Armor All Tire Dressing - Tires Only

$38.99 Value Now Only $21.99 with coupon
MATT
No Extra Charge for 4x4's, SUV's, Pick-ups & Vans
One coupon per car. Offer Expires 5-31-17

CAR WASH
$15 OFF
GOOD MON. THRU THURS. ONLY

$25.99	Full Service Wash & Vacuum
3.00	Clean 'N Shine Polish Wax
3.00	Clean 'N Shine Sealer Wax
3.00	Wheel Bright
4.00	Armor All Tire Dressing - Tires Only

$38.99 Value Now Only $23.99 with coupon
MATT
No Extra Charge for 4x4's, SUV's, Pick-ups & Vans
One coupon per car. Offer Expires 5-31-17

CAR WASH
$14 OFF
GOOD SEVEN DAYS A WEEK

$25.99	Full Service Wash & Vacuum
3.00	Clean 'N Shine Polish Wax
3.00	Clean 'N Shine Sealer Wax
3.00	Wheel Bright
4.00	Armor All Tire Dressing - Tires Only

$38.99 Value Now Only $24.99 with coupon
MATT
No Extra Charge for 4x4's, SUV's, Pick-ups & Vans
One coupon per car. Offer Expires 5-31-17

LOZANO CAR WASH

2690 El Camino Real • Los Altos
(650) 941-0590
one block north of San Antonio Road
Open 7 a.m. every day

El Camino & Grape • Sunnyvale
(408) 245-7737
between Mary & Bernardo
Open 7:30 a.m. every day

The Examiner (San Francisco/San Mateo)

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Caltrain

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

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- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at **www.caltrain.com/proposed-farechanges** or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

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Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
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e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

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Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

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4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

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Fri, May 26, 4 pm – 6 pm

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95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm
Sat, June 10, 10 am - Noon

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Mon, June 12, 7 am – 9 am

San Jose Diridon Caltrain Station
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PENINSULA

Three admitted gang get life sentences for

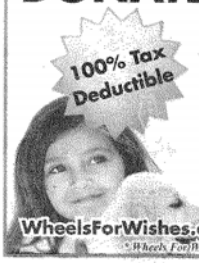
District Attorney says defendants' apologies 'ring hollow'

Three admitted gang members were given potential life sentences in prison last week in San Mateo County Superior Court as part of a multi-year investigation launched in 2012 known as "Operation Sunny Day."

Roberto Gabriel Bustos-Montes, 27, and 23-year-old Eric Valencia Vargas were both sentenced Thursday to 60-years-to-life in prison.

Bustos-Montes had pleaded no contest to the first-degree murders of

DONATE YOUR CAR



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Make-A-Wish® Greater Bay Area

*Free Vehicle Pickup ANYWHERE
*We Accept All Vehicles Running or Not
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WheelsForWishes.org **Call: (415) 766-0638**

*Wheels For Wishes is a DBA of Car Donation Foundation.

Bankrate.com — San Francisco Examiner

Deposit & Loan

Institution	90 Day Money Mkt Min	Money Mkt Avail Min	3 mo CD Min	6 mo CD Min	12 mo CD Min	18 mo CD Min	24 mo CD Min	36 mo CD Min	60 mo CD Min	Phone / Website
Synchrony Bank	NA	0.85	NA	NA	1.40	1.45	1.65	1.80	2.35	800-869-3813
	NA	30	NA	NA	2,000	2,000	2,000	2,000	25,000	

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Bankrate.com® National Index & Trends

Cost of Funds Index & Bankrate National Index

	Prime Rate	Fed Funds Rate*	11th Dist. COF
This week	4.00	1.00	0.981
Last change	3.75	0.75	0.181
Last year	3.50	0.50	0.628

Bankrate National Index

	6 Mo CD	1 Yr CD	5 Yr CD
This week	0.21	0.34	0.90
Last week	0.21	0.34	0.89
Last year	0.17	0.28	0.83

*The current Fed Fund rate is a range between 0.00% - 0.25%.

Calculate the return on your deposit

See how your local certificates of deposit are performing against the Bankrate National Index by using the chart below.

$1,000 Deposit

Deposit term	Average rate	Interest earned
6 Mo CD	0.21%	$1.05
1 Yr CD	0.34%	$3.41
5 Yr CD	0.89%	$45.90

$100,000 Deposit

1 Mo Jumbo CD	0.26%	$21.67
3 Mo Jumbo CD	0.31%	$77.51
6 Mo Jumbo CD	0.37%	$111.67

For more rate calculators, visit www.bankrate.com

CD Legend: Rates effective as of 5/17/17 and may change without notice. All institutions are FDIC or NCUA insured. Rates may change after the account is opened. N/A means rates are not available or not offered at press time. Yields represent annual percentage yield (APY) paid to participating institutions. Fees may reduce the earnings on the account. A penalty may be imposed for early withdrawal. Banks, thrifts and credit unions pay to advertise in this guide which is compiled by Bankrate, LLC, a publication of Bankrate, LLC. © 2017. To appear in this table, call 800-509-4836. To report any inaccuracies, call 888-505-4836. • http://www.interest.com

Sing Tao (Chinese)

款

權情，認為應採取更多行……據報道，提議的改革除了大幅削減「糧食……顧」(Medicare)及社安金的開支。



思，並呼籲同學反對將穆斯林當成替罪羔羊的政策，獲得全場起立鼓掌。　本報訊

見俄使談解僱科米 國安顧問未予否認

安顧問麥克馬斯特21日拒
最近與俄羅斯官員的白宮
責他們干預美國2016年選
媒所指與俄羅斯談論FBI前
情。
、《華盛頓郵報》及路透社
天亮相ABC的「The Week」
問特朗普是否如傳媒報所
局長科米，但就沒有當面
時，麥克馬斯特回答：「有
經被泄漏的太多」。他指
高層的會晤，被認為是要
認為允許總統與其他領導

給傳媒的會議摘要並不能
及的所有內容。他說：「拿
章取義……難以表達對話

儘管麥克馬斯特不願透露是次會晤的更多有關詳情，但他與國務卿蒂勒森當天分別在不同的電視節目亮相時，均不否認特普曾與俄羅斯官員討論他解僱科米的動機，但就稱特朗普的話被曲解。

傳媒的報道引用泄漏文件的報道指，特朗普當時告訴俄羅斯官員，他罷科米的官紓緩了壓力，並稱科米是「瘋子」。麥克馬斯特稱，那似乎是總統致力要尋找與俄羅斯合作空間的做法。而蒂勒森也在霍士新聞的「星期日新聞」節目上表示，特朗普此舉是試圖向俄羅斯官員傳達這樣一個信息，「他不想被國內影響我們的問題分散注意力」。

與此同時，國會兩黨議員21日在不同場合，對特朗普政府與俄羅斯的關係，以及特朗普在是次會議上處理科米問題的言論，表達出不同程度的關注。科米已同意22日到參院情報委員會作證。　**鄧燕文編譯**

中國學生 違法購槍遭沒收

邦及亞利桑那州當局接連
亞利桑那大學求學的共8名
指他們以不正當的手法取
憑據去購買那些槍械。但
做法並非存心不良。
日報》(Arizona Daily Star)
告訴該報，沒有證據顯示
「心不良」，但卻暴露了聯
在的大漏洞，給人有機可
驅動他們那樣做有多個因
禁個人擁槍而美國則不
也有學生稱，好玩才是最
桑那州的有關法律存在的
是在不知情的情況下違法。
ong，音譯)是涉嫌違法購
他說，在中國，個人根本
這樣更令人們渴望有槍。
漁獵廳的記錄顯示，他去
到的以及留學生的提示，
民狩獵許可證。有了那張
購買了一支美製的半自動
次帶上這支槍去射擊場實

12月6日清晨，州漁獵廳
(ICE)的幹員就找上門，
的來源，最終將他的槍沒
法取得狩獵許可證，屬於2
並繳交罰款。法庭文件顯

示，他現在沒有被控其他罪名。

報道稱，聾一飛的經歷並非單獨事件。法庭紀錄及國安部調查顯示，時至5月初，在該大學有另外7名中國留學生被控以類似控罪，他們的槍支也同樣被沒收。

國安部調查局駐鳳凰城辦事處負責人布朗表示，以上檢控及沒收行動，屬於聯邦及州多個機構一年多來聯手進行的打擊跨國威脅聯盟計劃行動的最新發展。布朗指出，儘管這個計劃聽上去要打擊的是具威脅性的行為，但涉及的8名中國留學生並沒有任何不良意圖，不構成任何直接威脅。他指出，無論美國公民還是外國學生，都喜歡到沙漠打獵。他表示，他的機構發現，那是購買槍支的最普遍的動機。

根據聯邦有關法律，持有非移民簽證的人，如留學生，通常禁止擁有槍械，但如果有有效狩獵許可證則例外。

如要在亞州購買狩獵許可證，申請人必須在該州居住至少6個月，並聲明沒有在其他州或選區居住，但有關規定也列出持學生簽證(F-1)的人，如果無意放棄在海外的居住權則不在可購買狩獵許可證之列。

對於這類違法買槍的留學生，除了罰款及沒收槍械外，執法部門一般不會採取嚴厲的行動。但也有布朗稱的涉及留學生的最嚴重事件，一名中國學生將兩支AR-15步槍帶進亞利桑那州立大學校園，結果被驅逐出境。

鄧燕文編譯

加州火車(Caltrain)正尋求泊車費、月票 Go Pass、8次優惠票及收費區的改動

Caltrain

儘管客量增長，但加州火車仍然需依賴它的會員機構提供經費營運。保養加州火車老化設備和設施的成本明年將超過各會員機構所提供的經費。為了維持服務，加州火車正探討改動車費和泊車費。

正在考慮中的建議包括：

2017年**10**月**1**日起生效：
- 車費月票價格所按照的日數，由每月13日改為每月15日。(參考車費表以了解選項)
- 取消8次乘搭的特價車票
- 泊車月票價格所按照的日數，由每月10日改為每月15日，費用將55元漲至82.5元。
- 提高收費區車費25仙

2018年**1**月**1**日起生效：
- 提高Go Pass月票50%，由每人190元漲至285元或年薪15,960元至23,940元之員工收取最低車費
- 實行試驗計劃為週末或夜間乘客提供車費優惠－單程、一日券及「路路通」(Clipper)

車費表的草稿現正刊登於加州火車行政辦公室或官網**www.caltrain.com/proposedfarechanges**，如欲查詢可循上述方式參閱。

半島走廊聯合議會(Peninsula Corridor Joint Powers Board)將於以下時間及地點就擬議改動提出意見:

2017年7月6日星期四早上10時正
加州火車行政辦公室(Caltrain Administrative Office)
1250 San Carlos Ave. San Carlos
在公眾諮詢會進行前，相關意見可循以下方式遞交：
網上問卷：**www.caltrain.com/proposedfarechanges**
電郵：Changes@caltrain.com
郵寄：信封請註明「Peninsula Corridor Joint Powers Board，JPB Secretary」，郵寄地址為：P.O. Box 3006, San Carlos, CA 94070-1306
電話：1-800-660-4287

公眾會議

加州火車將舉行公眾會議展示相關建議資料以及蒐集意見。該會議的舉行時間及地點如下：

加州火車行政辦公室
2017年5月17日星期三下午4時30分至5時30分，於加州火車公民諮詢委員會(Caltrain Citizens Advisory Committee)會議舉行前
1250 San Carlos Ave. San Carlos

市民亦有機會親身向加州火車員工會面，了解車費改動和提供意見，包括：

三藩市火車站(San Francisco Caltrain Station)
4th & King St.，火車站時鐘下
5月23日星期二早上6時15分至8時15分

密爾勃雷火車站(Millbrae Caltrain Station)
100 California Dr.
6月7日星期三下午5時至7時

聖馬刁火車站(San Mateo Caltrain Station)
385 First Ave.
6月14日星期三早上9時至11時

希斯戴爾火車站(Hillsdale Caltrain Station)
3333 El Camino Real
6月6日星期二下午4時30分至6時30分

紅木城火車站(Redwood City Caltrain Station)
1 James Ave.
5月24日星期三早上7時至9時
6月10日星期六早上11時至下午1時

門羅公園市火車站(Menlo Park Caltrain Station)
1120 Merrill St.
5月26日星期五下午4時至6時

波羅阿多火車站(Palo Alto Caltrain Station)
95 University Ave.
6月8日星期四下午4時30分至6時30分
6月10日星期六早上10時至中午12時

辛尼維爾火車站(Sunnyvale Caltrain Station)
121 W. Evelyn Ave.
6月12日星期一早上7時至9時

聖荷西狄里登火車站(San Jose Diridon Caltrain Station)
65 Cahill St.
6月3日星期六早上9時30分至11時30分
6月5日星期一早上5時15分至7時30分

摩根山火車站(Morgan Hill Caltrain Station)
17300 Depot St.
6月13日星期二早上6時至7時

吉爾蘿火車站(Gilroy Caltrain Station)
7150 Monterey St.
6月8日星期四早上5時30分至6時30分

如需翻譯，請電 1.800.660.4287.

Morgan Hill Times

Thousands enjoy food, music, dancing

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Caltrain

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Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
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JPB Secretary
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Wed, May 24, 7 am – 9 am
Sat, June 10, 11 am – 1 pm

Menlo Park Caltrain Station
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Palo Alto Caltrain Station
95 University Ave.
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Sat, June 10, 10 am – Noon

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Thurs, June 8, 5:30 am – 6:30 am

Language assistance is available upon request. Call Customer Service at 1.800.660.4287.

Public hearing notice

Main Avenue and Madrone Pipeline Restoration Project

Santa Clara Valley Water District

Topic: Main Avenue and Madrone Pipeline Restoration Project

Who: Santa Clara Valley Water District

What: Public hearing on the Engineer's Report and the Mitigated Negative Declaration

When: June 13, 2017; Item is time certain at 1:00 P.M.

Where: Santa Clara Valley Water District Board Room
5700 Almaden Expressway, San Jose, CA 95118

The proposed work of improvement is described in the Main Avenue and Madrone Pipeline Restoration Project Engineer's Report. The Report is on file at the Clerk of the Board of Directors, 5700 Almaden Expressway, San Jose, California and on the water district's website:
http://www.valleywater.org/PublicReviewDocuments.aspx

The objective of the Main Avenue and Madrone Pipeline Restoration Project is to restore the pipeline system to its full operating capacity of conveying 10 cubic feet per second and 27 cubic feet per second, respectively, for a total of 37 cubic feet per second (cfs) from Anderson Reservoir or the Santa Clara Conduit for groundwater recharge via the Main Avenue Recharge Ponds and the Madrone Channel.

At the time and place fixed for the public hearing, the Board of Directors will receive comments on the Engineer's Report for the Project and consider adopting the project's Mitigated Negative Declaration prepared in accordance with California Environmental Quality Act. After considering the comments on the Engineer's Report, the Board will decide whether or not to proceed with the Project.

For more information about this hearing or this Project, contact Project Manager, **Joel Jenkins** at **(408) 630-2609.**

Reasonable efforts will be made to accommodate persons with disabilities wishing to attend this public hearing. For additional information on attending this hearing including requesting accommodations for disabilities or interpreter assistance, please contact the **Office of the Clerk of the Board** at **(408) 630-2277,** at least three business days prior to the hearing.

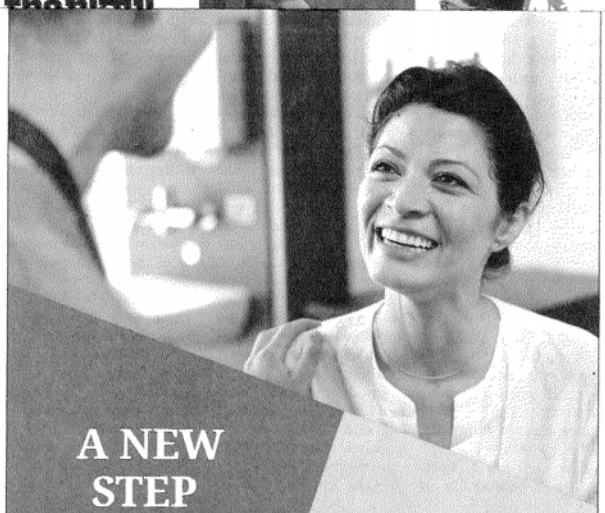
05/2017 BA

Gilroy Dispatch

Sanchez







A NEW STEP FORWARD

OPENING SUMMER 2017

The Barragan Family Diabetes Center

will allow Hazel Hawkins Hospital to better serve community members suffering from the impacts of diabetes-related health issues. It will provide comprehensive diabetes care for adults ages 18 years and above. Services include:

- Point of Care Lab Services for A1C
- Podiatry/Foot Care
- Retinal Screening
- Wound Care
- Certified Diabetes Educators offering Diabetes Education Classes
- Registered Dietitians
- Healthy Food Preparation Classes

Hazel Hawkins MEMORIAL HOSPITAL

930 Sunnyslope Road, Ste. A-2, Hollister

hazelhawkins.com/diabetes-services

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Caltrain

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 10 days per month *(refer to fare table regarding options)*
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at www.caltrain.com/proposedfarechanges or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

PUBLIC MEETING

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

San Carlos Caltrain Administrative Office
Wed., May 17, 4:30 pm – 5:30 pm
Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office, 1250 San Carlos Ave.

PUBLIC OUTREACH

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

San Francisco Caltrain Station
4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

Millbrae Caltrain Station
100 California Dr.
Wed, June 7, 5 pm – 7 pm

San Mateo Caltrain Station
385 First Ave.
Wed, June 14, 9 am – 11 am

Hillsdale Caltrain Station
3333 El Camino Real
Tues, June 6, 4:30 pm – 6:30 pm

Redwood City Caltrain Station
1 James Ave.
Wed, May 24, 7 am – 9 am
Sat, June 10, 11 am – 1 pm

Menlo Park Caltrain Station
1120 Merrill St.
Fri, May 26, 4 pm – 6 pm

Palo Alto Caltrain Station
95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm
Sat, June 10, 10 am – Noon

Sunnyvale Caltrain Station
121 W. Evelyn Ave.
Mon, June 12, 7 am – 9 am

San Jose Diridon Caltrain Station
65 Cahill St.
Mon, June 5, 5:15 am – 7:30 am
Sat, June 3, 9:30am – 11:30 am

Morgan Hill Caltrain Station
17300 Depot St.
Tues, June 13, 6 am – 7 am

Gilroy Caltrain Station
17300 Depot St.
Thurs, June 8, 5:30 am – 6:30 am

Language assistance is available upon request. Call Customer Service at 1.800.660.4287.

Caltrain News Release – May 11, 2017



Caltrain to Hold Public Outreach Events on Proposed Fare and Parking Changes

May 11, 2017

Caltrain will host a public meeting on Wednesday, May 17, to gather feedback on proposed changes to fare and parking rates.

Caltrain last adjusted fares in 2016, when adult base fares and parking charges were increased by 50 cents.

Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodating record-setting ridership demand and maintaining an aging diesel system in a state of good repair. Without dedicated funding, Caltrain depends on its member agencies to cover the cost of operating the system, but those agencies are unable to fully cover those costs in Fiscal Year 2018, leaving Caltrain with a projected $20.7 million operating budget shortfall.

As part of the proposed changes for this October, Caltrain is considering the following:

- Increasing the zone fare by 25 cents;
- Basing Monthly Pass prices on 15 days a month rather than 10 per month;
- Eliminating the discounted 8-ride Ticket; and
- Increasing Monthly parking prices from $55 to $82.50

The proposal would also increase Go Pass fares for employers by 50 percent from $190 per Pass to $285,

The proposal would also create a pilot program to provide discounted fares for weekend and evening riders.

The public meeting on the proposals will be held at the following time and place:

May 17, 2017, 4:30 p.m.

Second Floor Auditorium

Caltrain Administrative Headquarters

1250 San Carlos Ave, San Carlos

Caltrain staff will also be available to discuss the proposed changes and hear customer feedback at 11 Caltrain stations starting on May 23. Click HERE for those locations. Comments may also be sent by mail, e-mail or phone and online:

- Peninsula Corridor Joint Powers Board, JPB Secretary P.O. Box 3006, San Carlos, CA 94070-1306

- changes@caltrain.com

- 1.800.660.4287 (TTY 650.508.6448)

- http://www.caltrain.com/proposedfarechanges

A public hearing on the proposed changes will be held at the July 6 Caltrain Board of Director's Meeting and is scheduled for the Board's consideration on August 3. If approved, the changes to the transit fares and parking charges would go into effect on October 1 of this year. The Go Pass change & pilot program would be implemented on January 1, 2018.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. Caltrain enjoyed five years of consecutive monthly ridership increases, surpassing more than 60,000 average weekday riders. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the system, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Like us on Facebook at http://www.facebook.com/caltrain and follow on Twitter @Caltrain.

Free translation assistance is available.

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

Caltrain NEWS

Media Contact: Dan Lieberman, 650-508-6385

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Caltrain News Release – June 29, 2017

Caltrain to Hold Public Hearing on Proposed Fare and Parking Changes

June 29, 2017

On Thursday, July 6, the Caltrain Board of Directors will take public comments regarding proposed changes to fare and parking rates at their monthly Board Meeting.

Caltrain last adjusted fares in 2016, when adult base fares and daily parking charges were increased by 50 cents. Monthly Pass, 8-ride Ticket, Day Pass and monthly parking permits were adjusted accordingly.

Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not currently receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodating record-setting ridership demand and maintaining an aging diesel system in a state of good repair. Without dedicated funding, Caltrain fare revenue covers about 66 percent of its operations costs and also depends on its member agencies to pay for system operations, but those agencies are unable to fully cover those costs in Fiscal Year 2018, leaving Caltrain with a projected $17.8 million operating budget shortfall.

As part of the proposed changes for this October, Caltrain is considering the following:

- Increasing the zone fare by 25 cents;
- Basing Monthly Pass prices on 15 days a month rather than 13 per month;
- Eliminating the discounted 8-ride Ticket; and
- Increasing Monthly parking prices from $55 to $82.50

The proposal would also increase Go Pass fares for employers by 50 percent from $190 per Pass to $285, which will raise the minimum participation from $15,960 to $23,940.

The proposal would also create a pilot program to provide discounted fares for weekend and evening riders.

To learn more about the proposed changes visit www.caltrain.com/ProposedFareChanges

The public meeting on the proposals will be held at the following time and place:

July 6, 2017, 10:00 a.m.

Second Floor Auditorium

Caltrain Administrative Headquarters

1250 San Carlos Ave, San Carlos

Individuals who are unable to attend can submit comments by mail, e-mail or phone and online:

- Peninsula Corridor Joint Powers Board, JPB Secretary P.O. Box 3006, San Carlos, CA 94070-1306
- changes@caltrain.com
- 1.800.660.4287 (TTY 650.508.6448)
- www.caltrain.com/ProposedFareChanges

After this hearing, Caltrain staff will evaluate the comments and identify potential changes for a final recommendation to the Board on August 3. If approved, the changes to the transit fares and parking charges would go into effect on October 1 of this year and the changes to the Go Pass & pilot program are scheduled to launch on January 1, 2018.

###

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Take One Notice – front (English)



Expires 7/6/17

Caltrain

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month *(refer to fare table regarding options)*
- Eliminating the discounted 8-ride Ticket
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Effective Jan. 1, 2018:

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- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at **www.caltrain.com/proposedfarechanges** or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos
Prior to the public hearing, comments may be submitted several ways:
online survey at
www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

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San Carlos
Caltrain Administrative Office
Wed., May 17, 4:30 pm – 5:30 pm
Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office
1250 San Carlos Ave.

PUBLIC OUTREACH

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

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4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

Millbrae Caltrain Station
100 California Dr.
Wed, June 7, 5 pm – 7 pm

San Mateo Caltrain Station
385 First Ave.
Wed, June 14, 9 am – 11 am

Hillsdale Caltrain Station
3333 El Camino Real
Tues, June 6, 4:30 pm – 6:30 pm

Redwood City Caltrain Station
1 James Ave.
Wed, May 24, 7 am – 9 am
Sat, June 10, 11 am – 1 pm

Menlo Park Caltrain Station
1120 Merrill St.
Fri, May 26, 4 pm – 6 pm

Palo Alto Caltrain Station
95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm
Sat, June 10, 10 am – Noon

Sunnyvale Caltrain Station
121 W. Evelyn Ave.
Mon, June 12, 7 am – 9 am

San Jose Diridon Caltrain Station
65 Cahill St.
Mon, June 5, 5:15 am – 7:30 am
Sat, June 3, 9:30am – 11:30 am

Morgan Hill Caltrain Station
17300 Depot St.
Tues, June 13, 6 am – 7 am

Gilroy Caltrain Station
17300 Depot St.
Thurs, June 8, 5:30 am – 6:30 am

Language assistance is available upon request. Call Caltrain Customer Service at 1.800-660-4287.

1.800.660.4287 أتصل عني ,للترجمة.

Թարգմանության համար զանգահարել 1.800.660.4287.

如需翻譯,請電 1.800.660.4287.

Pour traduction, appelez au 1.800.660.4287

Übersetzung unter +1.800.660.4287.

અનુવાદ માટે, 1.800.660.4287 પર ફોન કરો.

1.800.660.4287 לתרגום יש להתקשר לטלפון

अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।

Per traduzioni chiamare 1.800.660.4287.

翻訳のご用命は,+1.800.660.4287までお電話ください。

번역을 원하시면, 1.800.660.4287번으로 전화하십시오.

សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងសេវាកម្មអតិថិជន 1.800.660.4287.

برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.

Para tradução, ligue para 1.800.660.4287.

Po tłumaczenie proszę dzwonić na 1.800.660.4287.

Если вам нужны услуги переводчика, обращайтесь по телефону 1.800.660.4287.

Za prevodjenje nazovite 1.800.660.4287.

Para traducción llama al 1.800.660.4287.

Para sa pagsasalin sa ibang wika, mangyaring tumawag sa 1.800.660.4287.

สำหรับการแปลภาษา โทร 1.800.660.4287.

ترجمہ کے لیے، 1.800.660.4287 پر کال کریں۔

Cần dịch thuật, xin gọi 1.800.660.4287.

Caltrain provides commuter rail service along the San Francisco Peninsula, to San Jose and Gilroy.
Caltrain Customer Service | 1.800.660.4287 (TTY 650.508.6448)
Weekdays: 7am - 7pm | Weekends & Holidays: 8am - 5pm

Take One Notice – inside (Spanish)

Caltrain Busca Cambios para Parking, Go Pass, 8-ride y Zone Fare

A pesar del incremento en viajeros, Caltrain requiere contribuciones anuales de sus agencias miembros para financiar operaciones. El próximo año, el costo de mantenimiento del equipo viejo de Caltrain y su infraestructura excederá las contribuciones de sus agencias miembros. Para poder mantener el servicio, Caltrain está explorando cambios a las tarifas y el estacionamiento.

Las proposiciones a considerar incluyen:

Efectivo el 1 de octubre:

- Basar el precio del Monthly Pass en 15 días por mes en lugar de 13 días por mes (referirse a la tabla de tarifas con respecto a opciones)
- Eliminar el 8-ride Ticket con precio de descuento
- Basar los precios del Monthly Parking en 15 días por mes en lugar de 10 días por mes, de $55 a $82.50.
- Aumentar 25 centavos a Zone Fare

Efectivo el 1 de enero, 2018:

- Aumentar 50 centavos a las Tarifas del Go Pass, de $190 por persona a $285, y el costo mínimo para empleadores de $15,960 a $23,940.
- Implementar un programa piloto para proveer descuentos a los viajeros de fin de semana y de noche – el valor de One Way, Day Pass y Clipper Cash

El borrador de la tabla de tarifas está disponible en **www.caltrain.com/proposedfarechanges** o en la Caltrain Administrative Office.

Peninsula Corridor Joint Powers Board comentará en los propuestos cambios de tarifas el día

Jueves, 6 de julio, 2017 a las 10:00 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos
Los comentarios se pueden someter de varias maneras antes de la Audiencia Pública:
Cuestionario en línea en ***www.caltrain.com/proposedfarechanges***
por correo electrónico – Changes@caltrain.com
correo regular – Peninsula Corridor Joint Powers Board JPB Secretary P.O. Box 3006, San Carlos, CA 94070-1306
o por teléfono – 1.800.660.4287

REUNIÓN PÚBLICA
Caltrain llevará a cabo una reunión pública para presentar las propuestas y recibir comentarios. La reunión tomará lugar en la fecha, hora y localidad siguientes:

San Carlos Caltrain Administrative Office
Antes de la reunión de Caltrain Citizens Advisory Committee
Miércoles, 17 de mayo, 4:30 pm a 5:30 pm
Administrative Office, 1250 San Carlos Ave.

EVENTOS DE INFORMACIÓN AL PUBLICO
También habrán varias oportunidades de conocer, en persona, al personal de Caltrain para saber más sobre los cambios a las tarifas y proveer reacciones, incluyendo:

San Francisco Caltrain Station
4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

Millbrae Caltrain Station
100 California Dr
Wed, June 7, 5 pm – 7 pm

San Mateo Caltrain Station
385 First Ave.
Wed, June 14, 9 am – 11 am

Hillsdale Caltrain Station
3333 El Camino Real
Tues, June 6, 4:30 pm – 6:30 pm

Redwood City Caltrain Station
1 James Ave.
Wed, May 24, 7 am – 9 am
Sat, June 10, 11 am – 1 pm

Menlo Park Caltrain Station
1120 Merrill St.
Fri, May 26, 4 pm – 6 pm

Palo Alto Caltrain Station
95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm
Sat, June 10, 10 am – Noon

Sunnyvale Caltrain Station
121 W. Evelyn Ave.
Mon, June 12, 7 am – 9 am

San Jose Diridon Caltrain Station
65 Cahill St.
Mon, June 5, 5:15 am – 7:30 am
Sat, June 3, 9:30am – 11:30 am

Morgan Hill Caltrain Station
17300 Depot St.
Tues, June 13, 6 am – 7 am

Gilroy Caltrain Station
17300 Depot St.
Thurs, June 8, 5:30 am – 6:30 am

facebook.com/caltrain @caltrain
www.caltrain.com
1.800.660.4287 • (TTY 650.508.6448)

05/17-10M/JB/F

Take One Notice – front (Chinese)



Expires 7/6/17

Caltrain

加州火車(Caltrain)正尋求泊車費、月票Go Pass、8次優惠票及收費區的改動

儘管客量增長，但加州火車仍然需依賴它的會員機構提供經費資助。保養加州火車老化設備和設施的成本明年將超過各會員機構所提供的經費。為了維持服務，加州火車正探討改動車費和泊車費。

正在考慮中的建議包括：

2017年10月1日起生效：

- 車費月票價格所按照的日數，由每月13日改為每月15日。（參考車費表以了解選項）
- 取消8次乘搭的特價車票
- 泊車月票價格所按照的日數，由每月10日改為每月15日，費用將55元漲至82.5元。
- 提高收費區車費25仙

2018年1月1日起生效：

- 提高Go Pass月票50%，由每人190元漲至285元或年薪15,960元至23,940元之員工收取最低車費
- 實行試驗計劃為週末或夜間乘客提供車費優惠一單程、一日券及「路路通」(Clipper)

車費表的草稿現正刊登於加州火車行政辦公室或官網 **www.caltrain.com/proposedfarechanges**。如欲查詢可循上述方式參閱。

半島走廊聯合議會(Peninsula Corridor Joint Powers Board)將於以下時間及地點就擬議改動提出意見：

2017年7月6日星期四早上10時正
加州火車行政辦公室(Caltrain Administrative Office)
1250 San Carlos Ave, San Carlos
在公眾諮詢會進行前，有關意見可藉以下方式遞交：
網上問卷：**www.caltrain.com/proposedfarechanges**
電郵：Changes@caltrain.com
郵寄：信封請註明「Peninsula Corridor Joint Powers Board, JPB Secretary」，
郵寄地址為：P.O. Box 3006, San Carlos, CA 94070-1306
電話：1-800-660-4287



公眾會議

加州火車將舉行公眾會議展示相關建議資料以及蒐集意見，該會議的舉行時間及地點如下：

加州火車行政辦公室
2017年5月17日星期三下午4時30分至5時30分，於加州火車公民諮詢委員會(Caltrain Citizens Advisory Committee)會議舉行前
1250 San Carlos Ave, San Carlos

市民亦有機會親身向加州火車員工會面，了解車費改動和提供意見，包括：

三藩市火車站(San Francisco Caltrain Station)
4th & King St., 火車站時鐘下
5月23日星期二早上6時15分至8時15分

密爾勃雷火車站(Millbrae Caltrain Station)
100 California Dr.
6月7日星期三下午5時至7時

聖馬刁火車站(San Mateo Caltrain Station)
385 First Ave.
6月14日星期三早上9時至11時

希斯戴爾火車站(Hillsdale Caltrain Station)
3333 El Camino Real
6月6日星期二下午4時30分至6時30分

紅木城火車站(Redwood City Caltrain Station)
1 James Ave.
5月24日星期三早上7時至9時
6月10日星期六早上11時至下午1時

門羅公園市火車站(Menlo Park Caltrain Station)
1120 Merrill St.
5月26日星期五下午4時至6時

波羅阿多火車站(Palo Alto Caltrain Station)
95 University Ave.
6月8日星期四下午4時30分至6時30分
6月10日星期六早上10時至中午12時

辛尼戴爾火車站(Sunnyvale Caltrain Station)
121 W. Evelyn Ave.
6月12日星期一早上7時至9時

聖荷西狄里登火車站(San Jose Diridon Caltrain Station)
65 Cahill St.
6月3日星期六早上9時30分至11時30分
6月5日星期一早上5時15分至7時30分

摩根山火車站(Morgan Hill Caltrain Station)
17300 Depot St.
6月13日星期二早上6時至7時

吉爾雷火車站 (Gilroy Caltrain Station)
7150 Monterey St.
6月8日星期四早上5時30分至6時30分

C 如需翻譯，請電 1.800.660.4287.

Peninsula Corridor Joint Powers Board
PUBLIC HEARING & MEETINGS NOTICE

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month *(refer to fare table regarding options)*
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50.
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Prior to the public hearing, comments may be submitted several ways:
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or Phone – 1.800.660.4287

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Wed., May 17, 4:30 pm – 5:30 pm
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Administrative Office, 1250 San Carlos Ave.

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

San Francisco Caltrain Station 4th & King St., under the station clock	Tues, May 23, 6:15 am – 8:15 am
Millbrae Caltrain Station 100 California Dr.	Wed, June 7, 5 pm – 7 pm
San Mateo Caltrain Station 385 First Ave.	Wed, June 14, 9 am – 11 am
Hillsdale Caltrain Station 3333 El Camino Real	Tues, June 6, 4:30 pm – 6:30 pm
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Sunnyvale Caltrain Station 121 W. Evelyn Ave.	Mon, June 12, 7 am – 9 am
San Jose Diridon Caltrain Station 65 Cahill St.	Mon, June 5, 5:15 am – 7:30 am Sat, June 3, 9:30am – 11:30 am
Morgan Hill Caltrain Station 17300 Depot St.	Tues, June 13, 6 am – 7 am
Gilroy Caltrain Station 17300 Depot St.	Thurs, June 8, 5:30 am – 6:30 am

For translation assistance, call Caltrain at 1.800.660.4287 three days before the meeting.
Para servicio de traducción en Español, llame a Caltrain al 1.800.660.4287 por lo menos tres días laborales antes de las reuniones.
如果需要翻译，请在会议召开前三天内致电 Caltrain 客户服务部，电话 1.800.660.4287。



Caltrain
@Caltrain

Have you taken our Fare Survey? Give us your feedback. Proposed changes coming... caltrain.com/riderinfo/2017 …

3:09 PM - 8 Jun 2017



Caltrain
@Caltrain

Meet w/ #Caltrain staff at the Palo Alto station Today from 430p-630p to learn about fare changes & provide feedback caltrain.com/riderinfo/2017 …

7:00 AM - 8 Jun 2017



Caltrain
@Caltrain

Meet w/ #Caltrain staff at the Gilroy station Today from 530a-630a to learn about fare changes & provide feedback, caltrain.com/riderinfo/2017 …

5:00 AM - 8 Jun 2017

El Observador (Spanish)

Caltrain Busca Cambios para Parking, Go Pass, 8-ride y Zone Fare

A pesar del incremento en viajeros, Caltrain requiere contribuciones anuales de sus agencias miembros para financiar operaciones. El próximo año, el costo de mantenimiento del equipo viejo de Caltrain y su infraestructura excederá las contribuciones de sus agencias miembros. Para poder mantener el servicio, Caltrain está explorando cambios a las tarifas y el estacionamiento.

Las proposiciones a considerar incluyen:

Efectivo el 1 de octubre:
- Basar el precio del Monthly Pass en 15 días por mes en lugar de 13 días por mes (referirse a la tabla de tarifas con respecto a opciones)
- Eliminar el 8-ride Ticket con precio de descuento
- Basar los precios del Monthly Parking en 15 días por mes en lugar de 10 días por mes, de $55 a $82.50.
- Aumentar 25 centavos a Zone Fare

Efectivo el 1 de enero, 2018:
- Aumentar 50 centavos a las Tarifas del Go Pass, de $190 por persona a $285, y el costo mínimo para empleadores de $15,960 a $23,940.
- Implementar un programa piloto para proveer descuentos a los viajeros de fin de semana y de noche – el valor de One Way, Day Pass y Clipper Cash

El borrador de la tabla de tarifas está disponible en www.caltrain.com/proposedfarechangeso en la Caltrain Administrative Office.

Peninsula Corridor Joint Powers Board comentará en los propuestos cambios de tarifas el día

Jueves, 6 de julio, 2017 a las 10:00 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Los comentarios se pueden someter de varias maneras antes de la Audiencia Pública:
Cuestionario en línea en
www.caltrain.com/proposedfarechanges
por correo electrónico – Changes@caltrain.com
...o regular – Peninsula Corridor Joint Powers Board JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
o por teléfono – 1.800.660.4287

REUNIÓN PÚBLICA
Caltrain llevará a cabo una reunión pública para presentar las propuestas y recibir comentarios. La reunión tomará lugar en la fecha, hora y localidad siguientes:

San Carlos Caltrain Administrative Office
Antes de la reunión de Caltrain Citizens Advisory Committee
Miércoles, 17 de mayo, 4:30 pm a 5:30 pm
Administrative Office, 1250 San Carlos Ave.

EVENTOS DE INFORMACIÓN AL PUBLICO
También habrán varias oportunidades de conocer, en persona, al personal de Caltrain para saber más sobre los cambios a las tarifas y proveer reacciones, incluyendo:

San Francisco Caltrain Station
4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

Millbrae Caltrain Station
100 California Dr.
Wed, June 7, 5 pm – 7 pm

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17300 Depot St.
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Gilroy Caltrain Station
17300 Depot St.
Thurs, June 8, 5:30 am – 6:30 am

Para traducción llama al 1.800.660.4287.

Hiring Warehouse Workers

Load, Unload and Assemble Cabinets
Summit Marble & Cabinet
1713 Rogers Ave, San Jose
CA95112

FICTITIOUS BUSINESS NAME STATEMENT NO. 629827
The following person(s) is (are) doing business X2 Cake 4092 Barrymore Dr San Jose, CA 95117, Santa Clara County. Xiaoxiao Huang 4092 Barrymore Dr San Jose, CA 95117. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Xiaoxiao Huang
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/10/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 630006
The following person(s) is (are) doing business Wokay 10546 Manzanita Ct Cupertino, CA 95014, Santa Clara County. Sudeep V. Yegnashankaran 10546 Manzanita Ct Cupertino, CA 95014. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Sudeep V. Yegnashankaran
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/16/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629554
The following person(s) is (are) doing business Pine Grove Cleaning 1350 State Street Alviso, CA 95002, Santa Clara County. Veronica Beatriz Gonzalez PO Box 317 Alviso, CA 95002. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Veronica Beatriz Gonzalez
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/04/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 630000
The following person(s) is (are) doing business 1. DP Capital 2. Mart 2 Go 3. Cash Max 3241 Benton Street Santa Clara, CA 95051, Santa Clara County. Darren D Pham 3241 Benton St. Santa Clara, CA 95051. This business is conducted by an individual, registrant has begun transacting business under the fictitious business name or names listed hereon., 05/15/2017. "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.)
Darren D Pham
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/16/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629943
The following person(s) is (are) doing business Speed Carpet Cleaning & Services 870 Saratoga Ave F-210 San Jose, CA, 95129, Santa Clara County. Francisco Javier Corro 2350 Senter Road #30 San Jose, CA 95112. This business is conducted by an individual, registrant has begun transacting business under the fictitious business name or names listed hereon., 05/15/2017. "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.)
Francisco Javier Corro
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/15/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629924
The following person(s) is (are) doing business Abdo Law Group 1580 Aldrich Way San Jose, CA 95121, Santa Clara County. Aliah Abdo 1580 Aldrich Way San Jose, CA 95121. This business is conducted by an individual, registrant has begun transacting business under the fictitious business name or names listed hereon. "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.)
Aliah Abdo
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/15/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629424
The following person(s) is (are) doing business College Nannies Tutors of Santa Clara 4332 Mackin Woods Ln San Jose, CA 95135, Santa Clara County. Mayada Ballou and Ramiz Ballou 4332 Mackin Woods Ln San Jose, CA 95135. This business is conducted by a married couple, registrant has begun transacting business under the fictitious business name or names listed hereon., 05/02/2017. "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.)
Mayada Ballou
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/02/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629015
The following person(s) is (are) doing business 1. Sonido Clash 2. Quynhspiration 3. Quynh-Mai Productions 3551 Rowley Drive San Jose, CA 95132, Santa Clara County. Quynh-Mai Nguyen 3551 Rowley Drive San Jose, CA 95132. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Quynh-Mai Nguyen
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 04/20/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629506
The following person(s) is (are) doing business 1. Comesinhandy 2. Comes In Handy 1941 Hamilton Ave San Jose, CA 95125, Santa Clara County. Fred Barari 1941 Hamilton Ave San Jose, CA 95125. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Fred Barari
May 19, 26; June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/03/2017

FICTITIOUS BUSINESS NAME STATEMENT NO. 629953
The following person(s) is (are) doing business 1. Silicon Valley Chiropractic Center 2. Silicon Valley Spine & Disc 3. Work Place Health Solutions 4. Silicon Valley Integrative Musculoskeletal 5. Silicon Valley Chiropractic and Acupuncture 820 E. El Camino Real Mountain View, CA 94040, Santa Clara County. Shervin Parvini Doctor of Chiropractic a Profesasional Corporation 820 E. El Camino Real Mountain View, CA 94040. This business is conducted by a corporation, registrant has begun transacting business under the fictitious business name or names listed hereon, 04/11/2016 "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.)
Shervin Parvini
Chief Executive Office
May 19, 26; June 2, 2017
This statement was fi
with the County of Sa
Clara on 05/15/2017

FICTITIOUS BUSINE NAME STATEMEN NO. 630077
The following person is (are) doing busine The Original Tax Savi 510 S Mathilda Av, 7 Sunnyvale, CA 940 CA 95135, Santa Cl County. Nelly F Herr and David Herrera S Mathilda Av, Apt Sunnyvale, CA 940 CA 95135. This busine is conducted by a m ried couple, registr has begun transacti business under fictitious business na or names listed hereo 09/17/2001. "I decl that all information in t statement is true a correct." (A registr who declares as tr information which he she knows to be false guilty of a crime.)
David Herrera
May 19, 26; June 2, 2017
This statement was fi with the County of Sa Clara on 05/18/2017

ORDER TO SHOW CAUSE FOR CHANG OF NAME NO. 17CV306793
Superior Court California, County Santa Clara-In matter of the Petiti of: Margaret Anders Petitioner(s) Marga Anderson has filed petition for Change Name with the clerk this court for a decr changing names as f lows: a. Margaret Kri Anderson to Marga Kristy Ferreira. Th COURT ORDERS t all persons interest in this matter appe before this court at t hearing indicated bel to show cause, if a why the petition change of name shou not be granted 07/11/2017 at 8:45 a Probate Dept., located 191 N. First Street, S Jose, CA 95113. A co of the Order to Sh cause shall be publish at least once a week four successive wee prior to the date set hearing on the petiti in El Observador, newspaper of gene circulation, printed in t county of Santa Clara. May 16, 2017
Rise Jones Pichon
Judge of the Super Court
May 19, 26; June 2,

The Daily News

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month *(refer to fare table regarding options)*
- Eliminating the discounted 8-ride Ticket
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- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

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- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at **www.caltrain.com/proposedfarechanges** or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

PUBLIC MEETING

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

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Wed., May 17, 4:30 pm - 5:30 pm
Prior to the Caltrain Citizens Advisory Committee Meeting
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Language assistance is available upon request. Call Customer Service at 1.800.660.4287.

CAR WASH

WEDNESDAY ONLY
$17 OFF
GOOD WEDNESDAY ONLY

$25.99	Full Service Wash & Vacuum
3.00	Clean 'N Shine Polish Wax
3.00	Clean 'N Shine Sealer Wax
3.00	Wheel Bright
4.00	Armor All Tire Dressing - Tires Only

$38.99 Value Now Only $21.99 with coupon
MATT
No Extra Charge for 4x4's, SUV's, Pick-ups & Vans
One coupon per car. Offer Expires 5-31-17

TUESDAY ONLY
$17 OFF
GOOD TUESDAY ONLY

$25.99	Full Service Wash & Vacuum
3.00	Clean 'N Shine Polish Wax
3.00	Clean 'N Shine Sealer Wax
3.00	Wheel Bright
4.00	Armor All Tire Dressing - Tires Only

$38.99 Value Now Only $21.99 with coupon
MATT
No Extra Charge for 4x4's, SUV's, Pick-ups & Vans
One coupon per car. Offer Expires 5-31-17

CAR WASH
$15 OFF
GOOD MON. THRU THURS. ONLY

$25.99	Full Service Wash & Vacuum
3.00	Clean 'N Shine Polish Wax
3.00	Clean 'N Shine Sealer Wax
3.00	Wheel Bright
4.00	Armor All Tire Dressing - Tires Only

$38.99 Value Now Only $23.99 with coupon
MATT
No Extra Charge for 4x4's, SUV's, Pick-ups & Vans
One coupon per car. Offer Expires 5-31-17

CAR WASH
$14 OFF
GOOD SEVEN DAYS A WEEK

$25.99	Full Service Wash & Vacuum
3.00	Clean 'N Shine Polish Wax
3.00	Clean 'N Shine Sealer Wax
3.00	Wheel Bright
4.00	Armor All Tire Dressing - Tires Only

$38.99 Value Now Only $24.99 with coupon
MATT
No Extra Charge for 4x4's, SUV's, Pick-ups & Vans
One coupon per car. Offer Expires 5-31-17

LOZANO CAR WASH

2690 El Camino Real • Los Altos
(650) 941-0590
one block north of San Antonio Road
Open 7 a.m. every day

El Camino & Grape • Sunnyvale
(408) 245-7737
between Mary & Bernardo
Open 7:30 a.m. every day

The Examiner (San Francisco/San Mateo)

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Caltrain

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PENINSULA

Three admitted gang get life sentences for

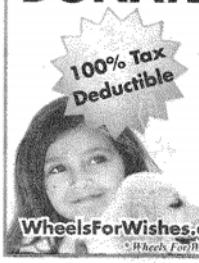
District Attorney says defendants' apologies 'ring hollow'

Three admitted gang members were given potential life sentences in prison last week in San Mateo County Superior Court as part of a multi-year investigation launched in 2012 known as "Operation Sunny Day."

Roberto Gabriel Bustos-Montes, 27, and 23-year-old Eric Valencia Vargas were both sentenced Thursday to 60-years-to-life in prison.

Bustos-Montes had pleaded no contest to the first-degree murders of

DONATE YOUR CAR



Wheels For Wishes Benefiting
Make-A-Wish® Greater Bay Area

*Free Vehicle Pickup ANYWHERE
*We Accept All Vehicles Running or Not
*We also accept Trucks, RVs, SUVs & Boats

WheelsForWishes.org **Call: (415) 766-0638**

*Wheels For Wishes is a DBA of Car Donation Foundation.

Bankrate.com — San Francisco Examiner

Deposit & Loan

Institution	90 Day Money Mkt Min	Money Mkt Avail Min	3 mo CD Min	6 mo CD Min	12 mo CD Min	18 mo CD Min	24 mo CD Min	36 mo CD Min	60 mo CD Min	Phone / Website
Synchrony Bank	NA	0.85	NA	NA	1.40	1.45	1.65	1.80	2.35	800-869-3813
	NA	30	NA	NA	2,000	2,000	2,000	2,000	25,000	

Great Rates + Safety + Peace of Mind Member FDIC

Bankrate.com® National Index & Trends

Cost of Funds Index & Bankrate National Index

	Prime Rate	Fed Funds Rate*	11th Dist. COF
This week	4.00	1.00	0.981
Last change	3.75	0.75	0.181
Last year	3.50	0.50	0.628

Bankrate National Index

	6 Mo CD	1 Yr CD	5 Yr CD
This week	0.21	0.34	0.90
Last week	0.21	0.34	0.89
Last year	0.17	0.28	0.83

*The current Fed Fund rate is a range between 0.00% - 0.25%.

Calculate the return on your deposit

See how your local certificates of deposit are performing against the Bankrate National Index by using the chart below.

$1,000 Deposit

Deposit term	Average rate	Interest earned
6 Mo CD	0.21%	$1.05
1 Yr CD	0.34%	$3.41
5 Yr CD	0.89%	$45.90

$100,000 Deposit

1 Mo Jumbo CD	0.26%	$21.67
3 Mo Jumbo CD	0.31%	$77.51
6 Mo Jumbo CD	0.37%	$111.67

For more rate calculators, visit www.bankrate.com

CD Legend: Rates effective as of 5/17/17 and may change without notice. All institutions are FDIC or NCUA insured. Rates may change after the account is opened. N/A means rates are not available or not offered at press time. Yields represent annual percentage yield (APY) paid to participating institutions. Fees may reduce the earnings on the account. A penalty may be imposed for early withdrawal. Banks, thrifts and credit unions pay to advertise in this guide which is compiled by Bankrate, LLC, a publication of Bankrate, LLC. © 2017. To appear in this table, call 800-509-4836. To report any inaccuracies, call 888-505-4836. • http://www.interest.com

Sing Tao (Chinese)

款

權情，認為應採取更多行……據報道，提議的改革除了大幅削減「糧食……劃」(Medicare)及社安金的開支。



思，並呼籲同學反對將穆斯林當成替罪羔羊的政策，獲得全場起立鼓掌。 本報訊

見俄使談解僱科米 國安顧問未予否認

安顧問麥克馬斯特21日拒
最近與俄羅斯官員的白宮
責他們干預美國2016年選
媒所指與俄羅斯談論FBI前
事。
、《華盛頓郵報》及路透社
天亮相ABC的「The Week」
問特朗普是否如傳媒報所
局長科米，但就沒有當面
時，麥克馬斯特回答：「有
經被泄漏的太多」。他指
高層的會晤，被認為是要
認為允許總統與其他領導

給傳媒的會議摘要並不能
及的所有內容。他說：「拿
章取義……難以表達對話

儘管麥克馬斯特不願透露是次會晤的更多有關詳情，但他與國務卿蒂勒森當天分別在不同的電視節目亮相時，均不否認特朗普曾與俄羅斯官員討論他解僱科米的動機，但就稱特朗普的話被曲解。

傳媒的報道引用泄漏文件的報道指，特朗普當時告訴俄羅斯官員，他罷科米的官紓緩了壓力，並稱科米是「瘋子」。麥克馬斯特稱，那似乎是總統致力要尋找與俄羅斯合作空間的做法。而蒂勒森也在霍士新聞的「星期日新聞」節目上表示，特朗普此舉是試圖向俄羅斯官員傳達這樣一個信息，「他不想被國內影響我們的問題分散注意力」。

與此同時，國會兩黨議員21日在不同場合，對特朗普政府與俄羅斯的關係，以及特朗普在是次會議上處理科米問題的言論，表達出不同程度的關注。科米已同意22日到參院情報委員會作證。

鄧燕文編譯

中國學生 違法購槍遭沒收

邦及亞利桑那州當局接連
亞利桑那大學求學的共8名
指他們以不正當的手法取
憑據去購買那些槍械。但
做法並非存心不良。
日報》(Arizona Daily Star)
告訴該報，沒有證據顯示
「心不良」，但卻暴露了聯
在的大漏洞，給人有機可
驅動他們那樣做有多個因
禁個人擁槍而美國則不
也有學生稱，好玩才是最
桑那州的有關法律存在的
能在不知情的情況下違法。
ong，音譯)是涉嫌違法購
他說，在中國，個人根本
這樣更令人們渴望有槍。
漁獵廳的記錄顯示，他去
到的以及留學生的提示，
民狩獵許可證。有了那張
購買了一支美製的半自動
次帶上這支槍去射擊場實

12月6日清晨，州漁獵廳
(ICE)的幹員就找上門，
的來源，最終將他的槍沒
法取得狩獵許可證，屬於2
並繳交罰款。法庭文件顯

示，他現在沒有被控其他罪名。

報道稱，龔一飛的經歷並非單獨事件。法庭記錄及國安部調查顯示，時至5月初，在該大學有另外7名中國留學生被控以類似控罪，他們的槍支也同樣被沒收。

國安部調查局駐鳳凰城辦事處負責人布朗表示，以上檢控及沒收行動，屬於聯邦及州多個機構一年多來聯手進行的打擊跨國威脅聯盟計劃行動的最新發展。布朗指出，儘管這個計劃聽上去要打擊的是具威脅性的行為，但涉及的8名中國留學生並沒有任何不良意圖，不構成任何直接威脅。他指出，無論美國公民還是外國學生，都喜歡到沙漠打獵。他表示，他的機構發現，那是購買槍支的最普遍的動機。

根據聯邦有關法律，持有非移民簽證的人，如留學生，通常禁止擁有槍械，但如果有有效狩獵許可證則例外。

如要在亞州購買狩獵許可證，申請人必須在該州居住至少6個月，並聲明沒有在其他州或選區居住，但有關規定也列出持學生簽證(F-1)的人，如果無意放棄在海外的居住權則不在可購買狩獵許可證之列。

對於這類違法買槍的留學生，除了罰款及沒收槍械外，執法部門一般不會採取嚴厲的行動。但也有布朗稱的涉及留學生的最嚴重事件，一名中國學生將兩支AR-15步槍帶進亞利桑那州立大學校園，結果被驅逐出境。

鄧燕文編譯

加州火車(Caltrain)正尋求泊車費、月票 Go Pass、8次優惠票及收費區的改動

Caltrain

儘管客量增長，但加州火車仍然需依賴它的會員機構提供經費營運。保養加州火車老化設備和設施的成本明年將超過各會員機構所提供的經費。為了維持服務，加州火車正探討改動車費和泊車費。

正在考慮中的建議包括：

2017年10月1日起生效：

- 車費月票價格所按照的日數，由每月13日改為每月15日。(參考車費表以了解選項)
- 取消8次乘搭的特價車票
- 泊車月票價格所按照的日數，由每月10日改為每月15日，費用將55元漲至82.5元。
- 提高收費區車費25仙

2018年1月1日起生效：

- 提高Go Pass月票50%，由每人190元漲至285元或年薪15,960元至23,940元之員工收取最低車費
- 實行試驗計劃為週末或夜間乘客提供車費優惠－單程、一日券及「路路通」(Clipper)

車費表的草稿現正刊登於加州火車行政辦公室或官網**www.caltrain.com/proposedfarechanges**，如欲查詢可循上述方式參閱。

半島走廊聯合議會(Peninsula Corridor Joint Powers Board)將於以下時間及地點就擬議改動提出意見:

2017年7月6日星期四早上10時正
加州火車行政辦公室(Caltrain Administrative Office)
1250 San Carlos Ave. San Carlos
在公眾諮詢會進行前，相關意見可循以下方式遞交：
網上問卷：**www.caltrain.com/proposedfarechanges**
電郵：Changes@caltrain.com
郵寄：信封請註明「Peninsula Corridor Joint Powers Board，JPB Secretary」，郵寄地址為：P.O. Box 3006, San Carlos, CA 94070-1306
電話：1-800-660-4287

公眾會議

加州火車將舉行公眾會議展示相關建議資料以及蒐集意見，該會議的舉行時間及地點如下：

加州火車行政辦公室
2017年5月17日星期三下午4時30分至5時30分，於加州火車公民諮詢委員會(Caltrain Citizens Advisory Committee)會議舉行前
1250 San Carlos Ave. San Carlos

市民亦有機會親身向加州火車員工會面，了解車費改動和提供意見，包括：

三藩市火車站(San Francisco Caltrain Station)
4th & King St.，火車站時鐘下
5月23日星期二早上6時15分至8時15分

密爾勃雷火車站(Millbrae Caltrain Station)
100 California Dr.
6月7日星期三下午5時至7時

聖馬刁火車站(San Mateo Caltrain Station)
385 First Ave.
6月14日星期三早上9時至11時

希斯戴爾火車站(Hillsdale Caltrain Station)
3333 El Camino Real
6月6日星期二下午4時30分至6時30分

紅木城火車站(Redwood City Caltrain Station)
1 James Ave.
5月24日星期三早上7時至9時
6月10日星期六早上11時至下午1時

門羅公園市火車站(Menlo Park Caltrain Station)
1120 Merrill St.
5月26日星期五下午4時至6時

波羅阿多火車站(Palo Alto Caltrain Station)
95 University Ave.
6月8日星期四下午4時30分至6時30分
6月10日星期六早上10時至中午12時

辛尼戴爾火車站(Sunnyvale Caltrain Station)
121 W. Evelyn Ave.
6月12日星期一早上7時至9時

聖荷西狄里登火車站(San Jose Diridon Caltrain Station)
65 Cahill St.
6月3日星期六早上9時30分至11時30分
6月5日星期一早上5時15分至7時30分

摩根山火車站(Morgan Hill Caltrain Station)
17300 Depot St.
6月13日星期二早上6時至7時

吉爾雷火車站(Gilroy Caltrain Station)
7150 Monterey St.
6月8日星期四早上5時30分至6時30分

如需翻譯,請電 1.800.660.4287.

Morgan Hill Times

Thousands enjoy food, music, dancing

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Caltrain

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 10 days per month *(refer to fare table regarding options)*
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at www.caltrain.com/proposedfarechanges or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

PUBLIC MEETING

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

San Carlos Caltrain Administrative Office
Wed., May 17, 4:30 pm – 5:30 pm
Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office, 1250 San Carlos Ave.

PUBLIC OUTREACH

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

San Francisco Caltrain Station
4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

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Sat, June 10, 11 am – 1 pm

Menlo Park Caltrain Station
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Fri, May 26, 4 pm – 6 pm

Palo Alto Caltrain Station
95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm
Sat, June 10, 10 am – Noon

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Language assistance is available upon request. Call Customer Service at 1.800.660.4287.

Public hearing notice

Main Avenue and Madrone Pipeline Restoration Project

Santa Clara Valley Water District

Topic: Main Avenue and Madrone Pipeline Restoration Project

Who: Santa Clara Valley Water District

What: Public hearing on the Engineer's Report and the Mitigated Negative Declaration

When: June 13, 2017; Item is time certain at 1:00 P.M.

Where: Santa Clara Valley Water District Board Room
5700 Almaden Expressway, San Jose, CA 95118

The proposed work of improvement is described in the Main Avenue and Madrone Pipeline Restoration Project Engineer's Report. The Report is on file at the Clerk of the Board of Directors, 5700 Almaden Expressway, San Jose, California and on the water district's website:
http://www.valleywater.org/PublicReviewDocuments.aspx

The objective of the Main Avenue and Madrone Pipeline Restoration Project is to restore the pipeline system to its full operating capacity of conveying 10 cubic feet per second and 27 cubic feet per second, respectively, for a total of 37 cubic feet per second (cfs) from Anderson Reservoir or the Santa Clara Conduit for groundwater recharge via the Main Avenue Recharge Ponds and the Madrone Channel.

At the time and place fixed for the public hearing, the Board of Directors will receive comments on the Engineer's Report for the Project and consider adopting the project's Mitigated Negative Declaration prepared in accordance with California Environmental Quality Act. After considering the comments on the Engineer's Report, the Board will decide whether or not to proceed with the Project.

For more information about this hearing or this Project, contact Project Manager, **Joel Jenkins** at **(408) 630-2609.**

Reasonable efforts will be made to accommodate persons with disabilities wishing to attend this public hearing. For additional information on attending this hearing including requesting accommodations for disabilities or interpreter assistance, please contact the **Office of the Clerk of the Board** at **(408) 630-2277,** at least three business days prior to the hearing.

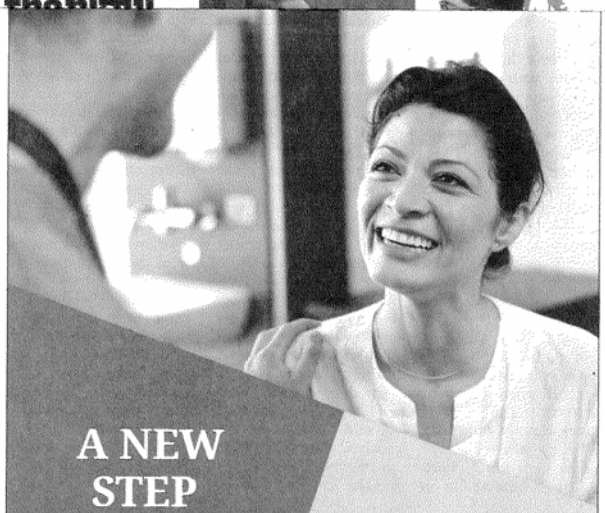
05/2017 BA

Gilroy Dispatch

Sanchez







A NEW STEP FORWARD

OPENING SUMMER 2017

The Barragan Family Diabetes Center

will allow Hazel Hawkins Hospital to better serve community members suffering from the impacts of diabetes-related health issues. It will provide comprehensive diabetes care for adults ages 18 years and above. Services include:

- Point of Care Lab Services for A1C
- Podiatry/Foot Care
- Retinal Screening
- Wound Care
- Certified Diabetes Educators offering Diabetes Education Classes
- Registered Dietitians
- Healthy Food Preparation Classes

Hazel Hawkins MEMORIAL HOSPITAL

930 Sunnyslope Road, Ste. A-2, Hollister

hazelhawkins.com/diabetes-services

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Caltrain

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The Examiner (San Francisco/San Mateo)

Examiner · SAN FRANCISCO · SINCE 1865

PUBLIC NOTICES

SAN MATEO COUNTY: 650-556-1556 E-mail: smlegals@sfmediaco.com
SAN FRANCISCO: 415-314-1835 E-mail: sflegals@sfmediaco.com

SAN FRANCISCO EXAMINER • DALY CITY INDEPENDENT • SAN MATEO WEEKLY • REDWOOD CITY TRIBUNE • ENQUIRER-BULLETIN • FOSTER CITY PROGRESS • MILLBRAE - SAN BRUNO SUN • BOUTIQUE & VILLAGER

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للترجمة اتصل على 1.800.660.4287
Թարգմանության համար զանգահարեք 1.800.660 4287.
如需翻譯,請電 1.800.660.4287
Pour traduction, appelez au 1.800 660.4287
Übersetzung unter +1.800.660.4287.
અનુવાદ માટે, 1.800 660.4287 પર ફોન કરો.
לתרגום יש להתקשר לטלפון 1.800.660.4287
अनुवाद के लिए, 1.800 660.4287 पर कॉल करें।
Per traduzioni chiamare 1.800.660.4287.
翻訳のご用命は,+1.800.660.4287までお電話ください。
번역을 원하시면, 1.800.660.4287번으로 전화하십시오.
[illegible] 1.800.660.4287.
برای ترجمه، با شماره 1.800.660 4287 تماس بگیرید.
Para tradução, ligue para 1.800.660.4287
Po tłumaczenie proszę dzwonić na 1 800 660.4287.
Если вам нужны услуги переводчика, обращайтесь по телефону 1.800.660.4287.
Za prevodjenje nazovite 1.800.660.4287.
Para traducción llame al 1.800.660.4287
Para sa pagsasalin sa ibang wika, mangyaring tumawag sa 1.800.660.4287
[illegible] 1.800.660.4287.
ترجمہ کے لیے، 1.800 660.4287 پر کال کریں۔
Cần dịch thuật, xin gọi 1.800.660.4287

CNS-3020136#

6/15, 6/22, 6/29, 7/6/17
NPEN-3021726#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0376302-00
Fictitious Business Name(s): **Lyrical Academy, 732 Bryant Street, San Francisco, CA 94107**, County of San Francisco
Registered Owner(s): Lyrical Opposition, 732 Bryant Street, San Francisco, CA 94107
The business is conducted by: a Corporation
The registrant commenced to transact business under the fictitious business name or names listed above on 6/7/2017
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Christian Bustos, Executive -Director
Lyrical Opposition
This statement was filed with the San Francisco County Clerk on June 7, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except, as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code)
6/15, 6/22, 6/29, 7/6/17
CNS-3020307#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No 273714
The following person(s) is (are) doing business as:
Zeno Advisory Services, 1800 Idyllwild Avenue, Redwood City, CA 94061 County of San Mateo
Jefferson Z. Amacker III 1800 Idyllwild Avenue, Redwood City, CA 94061
This business is conducted by an Individual
The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A
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/ Jefferson Z. Amacker III
This statement was filed with the County Clerk of San Mateo County on May 24, 2017
Mark Church, County Clerk
Anshu Nand, Deputy Clerk
Original
6/15, 6/22, 6/29, 7/6/17
NPEN-3020190#

EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No A-0376151-00
Fictitious Business Name(s): **La Fleur Femme, 51 Ross Alley, San Francisco, CA 94108**, County of San Francisco
Registered Owner(s): Sweetheart Florist and Trading L.L.C. (CA) 53 Ross Alley, San Francisco, CA 94108
The business is conducted by: A Limited Liability Company
The registrant commenced to transact business under the fictitious business name or names listed above on Not Applicable
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Karl Jia-Le Yu (Manager)
Sweetheart Florist and Trading LLC
This statement was filed with the San Francisco County Clerk on May 26, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except, as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code)
6/15, 6/22, 6/29 7/6/17
CNS-3019645#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No 273754
The following person(s) is (are) doing business as:
GCCT Logistics, 430 North Canal St. Unit #1 South San Francisco, CA 94080
Chor Yee Chong, 1280 Laguna St. Unit 1M, San Francisco, CA 94115
This business is conducted by an individual
The registrant(s) commenced to transact business under the fictitious business name or names listed above on n/a
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/ Chor Yee Chang
This statement was filed with the County Clerk of San Mateo County on June 1, 2017
Mark Church, County Clerk
Diana Siron, Deputy Clerk
New filing with Change
Previous file #269199
6/8, 6/15, 6/22, 6/29/17
NPEN-3017911#
EXAMINER - BOUTIQUE & VILLAGER

STATEMENT OF ABANDONMENT OF USE OF FICTITIOUS BUSINESS NAME
File No. 269199
Name of person(s) abandoning the use of the Fictitious Business Name: Chor Yee Cheng
Name of Business: **CAP Logistics**
Date of filing: May 10, 2016
Address of Principal Place of Business: 430 North Canal St., #1, South San Francisco, CA 94080
Registrant's Name: Chor Yee Cheng, 1280 Laguna St., Unit #1, San Francisco, CA 94115
The business was conducted by Individual.
S/ Chor Yee Cheng
This statement was filed with the County Clerk of San Mateo County on June 1, 2017.
Mark Church, County Clerk
Diana Siron, Deputy Clerk
6/8, 6/15, 6/22, 6/29/17
NPEN-3017902#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. 273660
The following person(s) is (are) doing business as:
TISH AND COMPANY, 1505 Brandywine Rd. San Mateo, CA 94402, County of San Mateo
Ellen Anne Chong, 1505 Brandywine Rd. San Mateo, CA 94402
This business is conducted by an Individual
The registrant(s) commenced to transact business under the fictitious business name or names listed above on 01/01/2017
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/ Ellen Anne Chong
This statement was filed with the County Clerk of San Mateo County on May 19, 2017
Mark Church, County Clerk
Diana Siron, Deputy Clerk
Original
6/8, 6/15, 6/22, 6/29/17
NPEN-3017884#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No 273769
The following person(s) is (are) doing business as:
ULTRA MODERN CONSULTING, 1849 El Parque Ct., Suite D, San Mateo, CA 94403, County of San Mateo
Thays Muniza Santaña Lima 488 W. Charleston #403, Palo Alto, CA 94306
This business is conducted by an individual
The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A
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/ Thays Lima
This statement was filed with the County Clerk of San Mateo County on May 30, 2017
Mark Church, County Clerk
Baaz De La Vega, Deputy Clerk
6/8, 6/15, 6/22, 6/29/17
NPEN-3017857#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0376165-00
Fictitious Business Name(s): **Tana Investment Advisors, 870 Market Street #1163, SF, CA 94102**, County of SF
Registered Owner(s): Azeb G. Clark, 539 7th Avenue, San Francisco, CA 94118
The business is conducted by: an individual
The registrant commenced to transact business under the fictitious business name or names listed above on 5/10/2007
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Azeb G. Clark
This statement was filed with the San Francisco County Clerk on May 30, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except, as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code).
6/8, 6/15, 6/22, 6/29/17
CNS-3017837#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0375806-00
Fictitious Business Name(s): **Hubbard & Sons Painting, 173 Grand St., San Francisco, CA 94134**, County of San Francisco
Registered Owner(s): Gary Hubbard, 173 Grand St San Francisco, CA 94134
The business is conducted by: an individual
The registrant commenced to transact business under the fictitious business name or names listed above on 5/2/17
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Gary Hubbard
This statement was filed with the San Francisco County Clerk on May 2, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except, as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code)
6/1, 6/8, 6/15, 6/22/17
CNS-3016922#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No. 273391
The following person(s) is (are) doing business as.
Allan's Programming Plus Services, 215 Camaritas Ave., S.S.F., CA 94080. County of S.M.
Allan B. Lansang, 215 Camaritas Ave., S.S.F., CA 94080
This business is conducted by an Individual
The registrant(s) commenced to transact business under the fictitious business name or names listed above on 5-2-17
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/ Allan B. Lansang
This statement was filed with the County Clerk of San Mateo County on May 2, 2017
Mark Church, County Clerk
Glenn S. Changtin, Deputy Clerk
Original
6/1, 6/8, 6/15, 6/22/17
NPEN-3016327#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. 273916
The following person(s) is (are) doing business as:
Airgas Dry Ice, 2530 Sever Road, Ste 300, Lawrenceville, GA 30043, County of Gwinnet
Mailing address, 259 N Radnor-Chester Road, Ste 100, Radnor, PA 19087
Airgas Carbonic, Inc. 2530 Sever Road, Ste. 300, Lawrenceville, GA 30043, DE
This business is conducted by a Corporation
The registrant(s) commenced to transact business under the fictitious business name or names listed above on 03/22/2012
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/ Lola Lin, Secretary for Airgas Carbonic, Inc
This statement was filed with the County Clerk of San Mateo County on June 14, 2017
Mark Church, County Clerk
DIANA SIRON, Deputy Clerk
Original
6/22, 6/29, 7/6, 7/13/17
NPEN-3016262#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. 273609
The following person(s) is

The Examiner (San Francisco/San Mateo)

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month *(refer to fare table regarding options)*
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at **www.caltrain.com/proposedfarechanges** or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

للترجمة اتصل على 1.800.660.4287
Թարգմանության համար զանգահարեք 1.800.660.4287.
如需翻譯,請致電 1.800.660.4287
Pour traduction, appelez au 1.800 660.4287
Übersetzung unter +1.800.660.4287.
અનુવાદ માટે, 1.800 660.4287 પર ફોન કરો.
1.800.660.4287 לתרגום יש להתקשר לטלפון
अनुवाद के लिए, 1.800 660.4287 पर कॉल करें।
Per traduzioni chiamare 1.800.660.4287.
翻訳のご用命は、+1.800.660.4287までお電話ください。
번역을 원하시면, 1.800.660.4287번으로 전화하십시오.
[illegible]
1.800.660.4287.
برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.
Para tradução, ligue para 1.800.660.4287
Po tłumaczenie proszę dzwonić na 1.800.660.4287.
Если вам нужны услуги переводчика, обращайтесь по телефону 1.800.660.4287.
Za prevodjenje nazovite 1.800.660.4287.
Para traducción llame al 1.800.660.4287
Para sa pagsasalin sa ibang wika, mangyaring tumawag sa 1.800.660.4287
[illegible] 1.800.660.4287.
ترجمہ کے لیے، 1.800 660.4287 پر کال کریں۔
Cần dịch thuật, xin gọi 1.800.660.4287

CNS-3020136#

6/15, 6/22, 6/29, 7/6/17
NPEN-3021726#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0376302-00
Fictitious Business Name(s): **Lyrical Academy, 732 Bryant Street, San Francisco, CA 94107**, County of San Francisco
Registered Owner(s): Lyrical Opposition, 732 Bryant Street, San Francisco, CA 94107
The business is conducted by: a Corporation
The registrant commenced to transact business under the fictitious business name or names listed above on 6/7/2017
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Christian Bustos, Executive Director
Lyrical Opposition
This statement was filed with the San Francisco County Clerk on June 7, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except, as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code)
6/15, 6/22, 6/29, 7/6/17
CNS-3020307#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No 273714
The following person(s) is (are) doing business as: **Zeno Advisory Services,** 1800 Idyllwild Avenue, Redwood City, CA 94061 County of San Mateo
Jefferson Z. Amacker III 1800 Idyllwild Avenue, Redwood City, CA 94061
This business is conducted by an Individual
The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A
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/ Jefferson Z. Amacker III
This statement was filed with the County Clerk of San Mateo County on May 24, 2017
Mark Church, County Clerk
Anshu Nand, Deputy Clerk
Original
6/15, 6/22, 6/29, 7/6/17
NPEN-3020190#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0376151-00
Fictitious Business Name(s): **La Fleur Femme, 51 Ross Alley, San Francisco, CA 94108**, County of San Francisco
Registered Owner(s): Sweetheart Florist and Trading L.L.C. (CA) 53 Ross Alley, San Francisco, CA 94108
The business is conducted by: A Limited Liability Company
The registrant commenced to transact business under the fictitious business name or names listed above on Not Applicable
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Karl Jia-Le Yu (Manager)
Sweetheart Florist and Trading LLC
This statement was filed with the San Francisco County Clerk on May 26, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except, as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code)
6/15, 6/22, 6/29 7/6/17
CNS-3019645#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No 273754
The following person(s) is (are) doing business as: **GCCT Logistics,** 430 North Canal St. Unit #1 South San Francisco, CA 94080
Chor Yee Cheng, 1280 Laguna St. Unit 1M, San Francisco, CA 94115
This business is conducted by an individual
The registrant(s) commenced to transact business under the fictitious business name or names listed above on n/a
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/ Chor Yee Cheng
This statement was filed with the County Clerk of San Mateo County on June 1, 2017
Mark Church, County Clerk
Diana Siron, Deputy Clerk
New filing with Change
Previous file #269199
6/8, 6/15, 6/22, 6/29/17
NPEN-3017911#
EXAMINER - BOUTIQUE & VILLAGER

STATEMENT OF ABANDONMENT OF USE OF FICTITIOUS BUSINESS NAME
File No. 269199
Name of person(s) abandoning the use of the Fictitious Business Name: Chor Yee Cheng
Name of Business: **CAP Logistics**
Date of filing: May 10, 2016
Address of Principal Place of Business: 430 North Canal St., #1, South San Francisco, CA 94080
Registrant's Name: Chor Yee Cheng, 1280 Laguna St., Unit #1, San Francisco, CA 94115
The business was conducted by Individual.
S/ Chor Yee Cheng
This statement was filed with the County Clerk of San Mateo County on June 1, 2017.
Mark Church, County Clerk
Diana Siron, Deputy Clerk
6/8, 6/15, 6/22, 6/29/17
NPEN-3017902#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. 273660
The following person(s) is (are) doing business as: **TISH AND COMPANY,** 1505 Brandywine Rd, San Mateo, CA 94402, County of San Mateo
Ellen Anne Chong, 1505 Brandywine Rd, San Mateo, CA 94402
This business is conducted by an Individual
The registrant(s) commenced to transact business under the fictitious business name or names listed above on 01/01/2017
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/ Ellen Anne Chong
This statement was filed with the County Clerk of San Mateo County on May 19, 2017
Mark Church, County Clerk
Diana Siron, Deputy Clerk
Original
6/8, 6/15, 6/22, 6/29/17
NPEN-3017884#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No 273769
The following person(s) is (are) doing business as: **ULTRA MODERN CONSULTING,** 1849 El Parque Ct., Suite D, San Mateo, CA 94403, County of San Mateo
Thays Munizga Santaña Lima 488 W. Charleston #403, Palo Alto, CA 94306
This business is conducted by an individual
The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A
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/ Thays Lima
This statement was filed with the County Clerk of San Mateo County on May 30, 2017
Mark Church, County Clerk
Baaz De La Vega, Deputy Clerk
6/8, 6/15, 6/22, 6/29/17
NPEN-3017857#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0376165-00
Fictitious Business Name(s): **Tana Investment Advisors, 870 Market Street #1163, SF, CA 94102**, County of SF
Registered Owner(s): Azeb G. Clark, 539 7th Avenue, San Francisco, CA 94118
The business is conducted by: an individual
The registrant commenced to transact business under the fictitious business name or names listed above on 5/10/2007
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Azeb G. Clark
This statement was filed with the San Francisco County Clerk on May 30, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except, as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code).
6/8, 6/15, 6/22, 6/29/17
CNS-3017837#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0375806-00
Fictitious Business Name(s): **Hubbard & Sons Painting, 173 Grand St., San Francisco, CA 94134**, County of San Francisco
Registered Owner(s): Gary Hubbard, 173 Grand St San Francisco, CA 94134
The business is conducted by: an individual
The registrant commenced to transact business under the fictitious business name or names listed above on 5/2/17
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Gary Hubbard
This statement was filed with the San Francisco County Clerk on May 2, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except, as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code)
6/1, 6/8, 6/15, 6/22/17
CNS-3016922#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No. 273391
The following person(s) is (are) doing business as: **Allan's Programming Plus Services,** 215 Camaritas Ave., S.S.F., CA 94080, County of S.M.
Allan B. Lansang, 215 Camaritas Ave., S.S.F., CA 94080
This business is conducted by an Individual
The registrant(s) commenced to transact business under the fictitious business name or names listed above on 5-2-17
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/ Allan B. Lansang
This statement was filed with the County Clerk of San Mateo County on May 2, 2017
Mark Church, County Clerk
Glenn S. Changtin, Deputy Clerk
Original
6/1, 6/8, 6/15, 6/22/17
NPEN-3016327#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. 273916
The following person(s) is (are) doing business as: **Airgas Dry Ice,** 2530 Sever Road, Ste 300, Lawrenceville, GA 30043, County of Gwinnet
Mailing address, 259 N Radnor-Chester Road, Ste 100, Radnor, PA 19087
Airgas Carbonic, Inc. 2530 Sever Road, Ste. 300, Lawrenceville, GA 30043, DE
This business is conducted by a Corporation
The registrant(s) commenced to transact business under the fictitious business name or names listed above on 03/22/2012
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/ Lola Lin, Secretary for Airgas Carbonic, Inc
This statement was filed with the County Clerk of San Mateo County on June 14, 2017
Mark Church, County Clerk
DIANA SIRON, Deputy Clerk
Original
6/22, 6/29, 7/6, 7/13/17
NPEN-3016262#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. 273609
The following person(s) is

Sing Tao (Chinese)



州火車(Caltrain)正尋求泊車費、月票Go Pass、8次優惠票及收費區的改動

儘管客量增長，但加州火車仍然需依賴它的會員機構提供經費營運。保養加州火車老化設備和設施的成本明年將超過各會員機構所提供的經費，為了維持服務，加州火車正探討改動車費和泊車費。

正在考慮中的建議包括：

2017年10月1日起生效：
- 車費月票價格所按照的日數，由每月13日改為每月15日，(參考車費表以了解選項)
- 取消8次乘搭的特價車票
- 泊車月票價格所按照的日數，由每月10日改為每月15日，費用將55元漲至82.5元。
- 提高收費區車費25仙

2018年1月1日起生效：
- 提高Go Pass月票50%，由每人190元漲至285元或年薪15,960元至23,940元之員工收取最低車費
- 實行試驗計劃為週末或夜間乘客提供車費優惠一單程、一日券及「路路通」(Clipper)

車費表的草稿現正刊登於加州火車行政辦公室或官網**www.caltrain.com/proposedfarechanges**，如欲查詢可循上述方式參閱。

半島走廊聯合議會(Peninsula Corridor Joint Powers Board)將於以下時間及地點就擬議改動提出意見：
2017年7月6日星期四早上10時正
加州火車行政辦公室(Caltrain Administrative Office)
1250 San Carlos Ave. San Carlos
在公眾諮詢會進行前，相關意見可循以下方式遞交：
網上問卷：**www.caltrain.com/proposedfarechanges**
電郵：Changes@caltrain.com
郵寄：信封請註明「Peninsula Corridor Joint Powers Board，JPB Secretary」，郵寄地址為：P.O. Box 3006, San Carlos, CA 94070-1306
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The Daily News

PLEA

From page 4

ditional time behind bars will total 13 days. Gattani also will spend two and a half months picking up trash four days a week along the freeways.

During the tense, hour-long hearing in Santa Clara County Superior Court, Rastogi read an emotional two-page statement, beseeching the judge to put Gattani behind bars for six full months. She also castigated the District Attorney's Office for writing a memo defending the plea agreement, which the judge had ordered the office to produce. The memo laid out the difficulties prosecutors would face if they took the case to trial, including the fact that by the time Rastogi went to police last spring, she only had two faint bruises, which might not meet the "traumatic condition" required to prove a felony.

But Rastogi characterized the memo as a "total invasion of privacy" that contained multiple errors and violated her privacy and that of the couple's toddler.

"My abuse continued by proxy, by the court system," she told the judge, questioning whether she would have to be dead or gravely injured for prosecutors to try the case. "Domestic violence is truly terrorism and should be termed such."

The case exploded into public view when Rastogi posted a victim-impact statement online in April. Like "Emily Doe," whose speech decrying Stanford student-athlete Brock Turner's light sentence became a viral rallying cry against "rape culture," Rastogi's statement about her husband's plea deal drew sympathy.

The deal also came under criticism because it reduces the chances Gattani will be deported to his native India than if he had been convicted of a violent felony. However, Gattani could still be deported; the case also has been mentioned by U.S. Attorney General Jeff Sessions as an example of a permissive immigration system he plans to whip into shape.

On Thursday, Danner said she listened to 13 audio recordings Rastogi made of her husband's allegedly abusive behavior, but found only one — in which it appeared Gattani slapped her nine times — to meet the criteria for criminal behavior. Rastogi was permitted to record her interactions with her husband at the time because he was under a restraining order allowing only peaceful contact stemming from his first conviction in 2015.

This time around, Gattani had faced two felony counts of domestic violence for allegedly beating Rastogi on two occasions, including the recording with the slaps. But prosecutors, citing difficulties in proving the case, agreed to let Gattani plead no contest to a felony "accessory after the fact" and misdemeanor "offensive touching" — even though it would be his second conviction related to allegations of domestic violence.

Rastogi also addressed the accessory charge in her statement before the judge, saying "How is he an accomplice? An accomplice to himself?"

At an earlier hearing in May, the judge also questioned the charge. In a brief filed at her request earlier this week, prosecutors argued that the law requiring the judge to find a factual basis for a no-contest plea has nothing to do with whether Gattani's conduct meets the elements of the charge. The test, they said, is whether Gattani understood the facts and consequences of what he was doing earlier this year when he pleaded no contest.

Danner agreed Thursday, noting it was permissible under a California Supreme Court decision.

After the hearing, Gattani's lawyer Mike Paez declined to comment. Rastogi's lawyer, Michael Pascoe, said the sentence was disappointing. Assistant District Attorney Brian Welch said there are "just cases where the prosecutors and the victim are always going to differ."

About 20 people rallied outside court before the hearing. Papiha Nandy, who organized the rally, said she hoped the high-profile case will send a much-needed message.

"Domestic violence is kept under wraps, we do not talk about it," she said, referring to the large immigrant community from South Asia in the Bay Area. "As a community it's time to stand up against it, act and speak up to spread the message that it won't be tolerated at all."

Gattani's first domestic-violence-related incident was witnessed by a Palo Alto mail carrier, who saw him pummeling her. But at the request of both Gattani and Rastogi, prosecutors reduced the misdemeanor domestic violence charge against him to disturbing the peace after Rastogi recanted her accusations. Gattani completed a 52-week domestic violence class and at the couple's request was released early in 2015 from formal probation and had his conviction expunged.

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month *(refer to fare table regarding options)*
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at **www.caltrain.com/proposedfare-changes** or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

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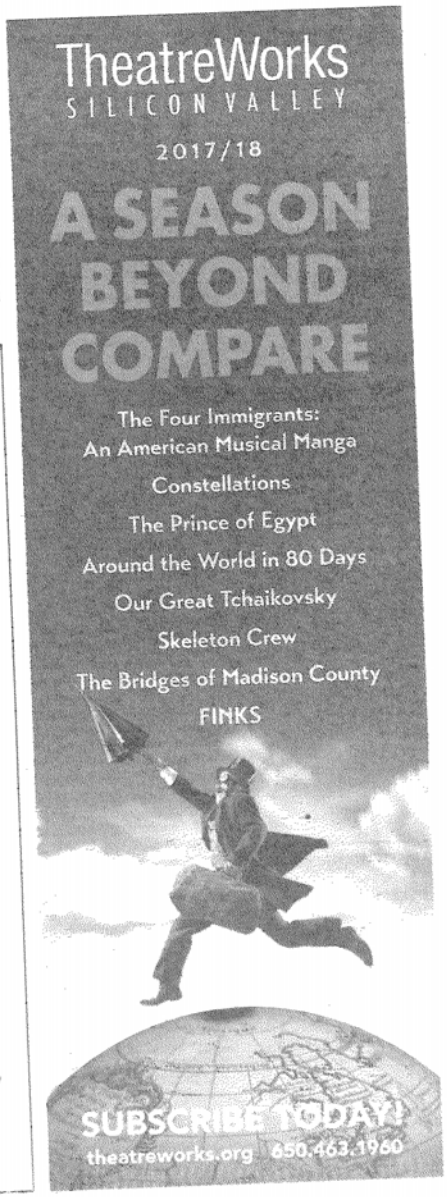

El Observador (Spanish)

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We are seeking qualified Class A drivers for local work in San Jose, driving transfer dump trucks, or end dump. **Be home every night, and get paid weekly!** TMT Enterprises, Inc., one of the most respected dump truck fleets in Northern California, is hiring full-time local drivers. This is your opportunity to join the A-team. Our drivers are the best paid in the industry. We offer generous compensation, including; paid medical, paid vacation, generous yearly performance bonus, paid sick days, and a 401k with matching company funds. Workdays are Monday through Friday, with occasional Saturday work (pays extra). Work days typically start around 5-6 AM, and end around 3-4 PM. We have an all late-model Peterbilt fleet, rigorously maintained by our in-house shop.

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The applicant must meet the following minimum requirements:

- Have a Class A license with a clean DMV report (1 point max).
- Minimum of one year of recent, verifiable experience in a Class A truck.
- Dump truck experience is a plus, but not required.
- Minimum 25+ years old.
- Need to be able to read, write, and communicate clearly in English. Spanish is a plus.
- Must be physically capable of handling the work, be able to lift at least fifty pounds, and be able to climb up and down on the trucks safely.
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Caltrain Busca Cambios para Parking,Go Pass, 8-ride y Zone Fare

A pesar del incremento en viajeros, Caltrain requiere contribuciones anuales de sus agencias miembros para fi nanciar operaciones. El próximo año, el costo de mantenimiento del equipo viejo de Caltrain y su infraestructura excederá las contribuciones de sus agencias miembros. Para poder mantener el servicio, Caltrain está explorando cambios a las tarifas y el estacionamiento.

Las proposiciones a considerar incluyen

Efectivo el 1 de octubre:
- Basar el precio del Monthly Pass en 15 días por mes en lugar de 13 días por mes (referirse a la tabla de tarifas con respecto a opciones)
- Eliminar el 8-ride Ticket con precio de descuento
- Basar los precios del Monthly Parking en 15 días por mes en lugar de 10 días por mes, de $55 a $82.50.
- Aumentar 25 centavos a Zone Fare

Efectivo el 1 de enero, 2018:
- Aumentar 50 centavos a las Tarifas del Go Pass, de $190 por persona a $285, y el costo mínimo para empleadores de $15,960 a $23,940.
- Implementar un programa piloto para proveer descuentos a los viajeros de fi n de semana y de noche – el valor de One Way, Day Pass y Clipper Cash

El borrador de la tabla de tarifas está disponible en www.caltrain.com/proposedfarechanges o en la Caltrain Administrative Office.
Peninsula Corridor Joint Powers Board comentará en los propuestos cambios de tarifas el día

Jueves, 6 de julio, 2017 a las 10:00 a.m.
Caltrain Administrative Offi ce
1250 San Carlos Ave., San Carlos
Los comentarios se pueden someter de varias maneras antes de la Audiencia Pública:
Cuestionario en línea en
www.caltrain.com/proposedfarechanges
por correo electrónico – Changes@caltrain.com
correo regular – Peninsula Corridor Joint Powers Board
JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306
o por teléfono – 1.800.660.4287
Para traducción llama al 1.800.660.4287.

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
NO. 17CV312013

Superior Court of California, County of Santa Clara-In the matter of the application of: Victor Pantoja and Guillermina Pantoja. Petitioner(s) Victor Pantoja and Guillermina Pantoja have filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Jesus Guzman Pantoja to Jesus Pantoja Guzman. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 09/19/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara.
June 20, 2017
Rise Jones Pichon
Judge of the Superior Court
June 23, 30; July 7, 14 2017

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
NO. 17CV311832

Superior Court of California, County of Santa Clara-In the matter of the application of: Mankanwal Nijjar. Petitioner(s) Mankanwal Nijjar has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Mankanwal Nijjar to Gunjan Nijjar. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 09/12/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara.
June 15, 2017
Rise Jones Pichon
Judge of the Superior Court
June 23, 30; July 7, 14 2017

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
NO. 17CV311809

Superior Court of California, County of Santa Clara-In the matter of the application of: Angelina Renee Fernandez. Petitioner(s) Angelina Renee Fernandez has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Angelina Renee Fernandez to Angelina Renee Ramos. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 09/12/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara.
June 15, 2017
Rise Jones Pichon
Judge of the Superior Court
June 23, 30; July 7, 14 2017

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
NO. 17CV311988

Superior Court of California, County of Santa Clara-In the matter of the application of: Yu Rui Chen. Petitioner(s) Yu Rui Chen has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Yu Rui Chen to Souffle Olin. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 09/19/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara.
June 20, 2017
Rise Jones Pichon
Judge of the Superior Court
June 23, 30; July 7, 14 2017

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
NO. 17CV311744

Superior Court of California, County of Santa Clara-In the matter of the application of: Yin Wai Lui. Petitioner(s) Yin Wai Lui has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Yin Wai Lui to Beatrix Yinwai Lui. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 09/12/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara.
June 13, 2017
Rise Jones Pichon
Judge of the Superior Court
June 23, 30; July 7, 14 2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 630492

The following person(s) is (are) doing business as La Victoria Taqueria 140 E. San Carlos St San Jose, CA 95112, Santa Clara County. Barrita Corporation 140 E. San Carlos St. San Jose, CA 95112. This business is conducted by a corporation; registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Nicandro Barrita
President
June 23, 30; July 7, 14 2017
This statement was filed with the County of Santa Clara on 05/31/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 631064

The following person(s) is (are) doing business as Polished Salon 4035 Evergreen Village Square Suite # 50 San Jose, CA 95135, Santa Clara County. Thanh Thi My Trinh 902 Glenfinnan Way San Jose, CA 95122. This business is conducted by an individual registrant has not begun transacting business under the fictitious business name or names listed hereon. "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.)
Thanh Thi My Trinh
June 23, 30; July 7, 14 2017
This statement was filed with the County of Santa Clara on 06/16/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 631174

The following person(s) is (are) doing business as JC Auto Detail 156 Santa Rosa Dr San Jose, CA 95111, Santa Clara County. Jose M Cazares 156 Santa Rosa Dr San Jose, CA 95111. This business is conducted by an individual registrant has not begun transacting business under the fictitious business name or names listed hereon. "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

The Examiner (San Francisco/San Mateo)

Examiner **PUBLIC NOTICES**

San Mateo County: 650-556-1556 E-mail: smlegals@sfmediaco.com *San Francisco: 415-314-1835 E-mail: sflegals@sfmediaco.com*

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Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

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- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

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- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at **www.caltrain.com/proposedfare-changes** or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

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CNS-3020136#

GOVERNMENT

NOTICE OF REGULAR MEETING SAN FRANCISCO BOARD OF SUPERVISORS BUDGET AND FINANCE SUB-COMMITTEE, THURSDAY, JUNE 29, 2017 – 10:00 AM CITY HALL, LEGISLATIVE CHAMBER ROOM 250 1 DR. CARLTON B. GOODLETT PLACE SAN FRANCISCO, CA 94102

The agenda packet and legislative files are available at www.sfgov.org, in Room 244 at the address listed above or by calling 415-554-5184

NOTICE OF HEARING ON PROPOSED ON-STREET SHARED VEHICLE PARKING PERMIT FEES.

The San Francisco Municipal Transportation Agency (SFMTA) Board of Directors will hold a public hearing on Tuesday July 18 2017 to consider proposed on-street shared vehicle parking permit fees. The hearing will be held at City Hall #1Dr Carlton B. Goodlett Place, Room 400 at 1:00 p.m. Additional information can be obtained at www.sfmta.com

CIVIL

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
Case No 16CIV02722
Superior Court of California County of San Mateo
Petition of Jefferson Dela Cruz Gomez for Change of Name
TO ALL INTERESTED PERSONS
Petitioner filed a petition with this court for a decree changing names as follows: Jefferson Dela Cruz Gomez to Rain Dela Cruz Gomez
The Court orders that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file a written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing.
Notice of Hearing
Date: July 11 2017 Time: 9:00 a.m. Dept: PJ
The address of the court is 400 County Center, Redwood City CA 94063
A copy of this Order to Show Cause shall be published at least once each week for four successive weeks prior to the date set for hearing on the petition in the following newspaper of general circulation, printed in this county: The Examiner
Date: May 31 2017
Jonathan E. Karesh
Judge of the Superior Court
6/6 6/13 6/20 6/27/17
NPEN-3018204#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAMES

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0376362-00
Fictitious Business Name(s): **Food and Liquor World, 728 Post St, San Francisco, CA 94109**. County of San Francisco
Registered Owner(s)
OHM Shree Sai Investments LLC (CA) 928 Mission St, San Francisco, CA 94103
The business is conducted by A Limited Liability Company
The registrant commenced to transact business under the fictitious business name or names listed above on N/A
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Chetan Patel / Owner
OHM Shree Sai Investments LLC
This statement was filed with the San Francisco County Clerk on June 12, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920 a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except as provided in Subdivision (b) of Section 17920 where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code)
6/20 6/27 7/4 7/11/17
CNS-3021714#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0376301-00
Fictitious Business Name(s): **Milkbomb Ice Cream, 415 De Haro St, Unit 105 San Francisco CA 94107**. County of San Francisco
Registered Owner(s)
Jenner Venture Group LLC (CA) 367 Calotte Avenue Lathrop CA 95330
Incorporated in California
The business is conducted by A Limited Liability Company
The registrant commenced to transact business under the fictitious business name or names listed above on N/A
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Jan - Michael Manuel - Owner
Jenner Venture Group LLC
This statement was filed with the San Francisco County Clerk on June 7, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920 a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code)
6/20 6/27 7/4 7/11/17
CNS-3021432#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No. 273605
The following person(s) is (are) doing business as: **Shape Technology**, 1 Trillium Ln, San Carlos, CA 94070, County of San Mateo
STI Communications Inc. 751 Laurel Street #446, San Carlos, CA 94070, California
This business is conducted by a Corporation
The registrant(s) commenced to transact business under the fictitious business name or names listed above on 03/01/1995
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/ Kimberly Rose, President
This statement was filed with the County Clerk of San Mateo County on May 17, 2017
Mark Church, County Clerk
Diana Siron, Deputy Clerk
Original
6/13 6/20 6/27 7/4/17
NPEN-3020033#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. 273636
The following person(s) is (are) doing business as: **Kumon Math and Reading Center of Foster City**, 951 M Edgewater Blvd, Foster City CA 94404 County of San Mateo Mailing Address 1241 Ribbon St, Foster City, CA 94404
Foster Learning Inc, 951 M Edgewater Blvd, Foster City CA 94404, CA
This business is conducted by a Corporation
The registrant(s) commenced to transact business under the fictitious business name or names listed above on 6/5/2017
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/ Melitta Hon - President
This statement was filed with the County Clerk of San Mateo County on June 5, 2017
Mark Church, County Clerk
Diana Siron, Deputy Clerk
Original
6/13 6/20 6/27 7/4/17
NPEN-3019158#
EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0376182-00
Fictitious Business Name(s): **7 Elevan 2366-20643D, 2000 Ocean Ave., San Francisco, CA 94127**, County of San Francisco
Registered Owner(s)
Ineffable Stores Inc, 2441 Homer Lane, Hayward, CA 94545; CA
The business is conducted by a Corporation
The registrant commenced to transact business under the fictitious business name or names listed above on 5/11/2017
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Sikander Singh, President
Ineffable Stores Inc
This statement was filed with the San Francisco County Clerk on May 31, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code)
6/13 6/20 6/27 7/4/17
CNS-3018865#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0376088-00
Fictitious Business Name(s): **Fanny's Employment Agency, 728 Pacific Ave., #111, San Francisco, CA 94133**. County of S.F.
Registered Owner(s)
Liu Fei Hong, 8 Cyrus Place, San Francisco, CA 94109
The business is conducted by an individual
The registrant commenced to transact business under the fictitious business name or names listed above on 05/23/17
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Liu Fei Hong
This statement was filed with the San Francisco County Clerk on May 23, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code)
6/6 6/13 6/20 6/27/17
CNS-3016719#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0376124-00
Fictitious Business Name(s): **Lucky House, 868 Jackson St., San Francisco, CA 94133**, County of SF
Registered Owner(s):
Nianzu Zeng, 1746 McKinnon Ave., San Francisco, CA 94124
The business is conducted by an individual
The registrant commenced to transact business under the fictitious business name or names listed above on 5/25/17
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000).)
S/ Nianzu Zeng
This statement was filed with the San Francisco County Clerk on May 25, 2017
NOTICE-In accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except as provided in Subdivision (b) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq., Business and Professions Code)
6/6 6/13 6/20 6/27/17
CNS-3016711#
SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0375923-00
Fictitious Business Name(s): **Izakaya Roky, 1819 Market St., San Francisco, CA 94103** County of San

Bay Area News Group

last summer, but recall proponents note he still could potentially preside over civil lawsuits alleging sexual assault.

Other signatories included Jillian McNerney, cofounder of Electing Women Silicon Valley; San Jose City

ister as sex offender for the rest of his life. Turner served three months in jail and has moved back to his hometown in Ohio.

Katherine Spillar, cofounder of the Feminist Majority and executive editor of Ms. magazine, told the

ers also will have a chance on the same ballot to immediately pick his replacement, just as they did when they ousted Gov. Gray Davis in 2003 and chose Arnold Schwarzenegger to replace him out of 134 other candidates.

until midsummer.

Two judges have been recalled in California, in San Francisco in 1913 and Los Angeles in 1932. The first judge had reduced bail for felony assault of a teenage girl.

Dauber predicted the

Herhold

FROM PAGE 1

EX-SAN JOSE COUNCILMAN PIERLUIGI OLIVERIO » As Oliverio's long council tenure wound down last year, he ran for two other jobs — first, for Congress, and then the Open Space Authority. He got beaten both times. Now out of office, the likeable Oliverio is running hard for the supervisor's job of Ken Yeager, who is termed out in 2018. What kind of animal does he need? A penguin is ideal for one reason: It molts. At key times, it sprouts pin feathers to replace old plumage. What could be of more comfort to a politician running for three jobs in a year?

SAN JOSE COUNCILMAN DON ROCHA » More than a few people were confused by Rocha's vote last week to oppose the new Google development near the main San Jose train station. On the losing end of a 10-1 tally, the councilman explained that he wanted to assure that the development satisfied labor and did not hurt the poor. He also had procedural objections. It was still a mystifying vote. His support animal? A sphinx. Mythic, yes. But it doesn't have to be fed.

U.S. SENATOR DIANNE FEINSTEIN » Yes, she turned 84 last week. And she will be 85 when the fall 2018 elections roll around. But there's no reason to despair. If Feinstein can install an aquarium, her support animal should be a fish — the orange roughy, also known as the deep sea perch. It doesn't dart and weave. And it has an extraordinary lifespan — as much as 149 years. That should quiet those critics of her age — like that smart-aleck Herhold — once and for all.

SHERIFF LAURIE SMITH » The embattled sheriff is not popular among her own troops. And she is facing a challenge from former undersheriff John Hirokawa in next year's election. What she needs most is an animal that can instill fear. I suggest a badger. True, it is not warm and cuddly. But it does have persistence and big foreclaws. For an officeholder known for her sheriff's advisory board — made'up of folks politically close to her — it's a choice with an enviable double meaning.

U.S. REP ERIC SWALWELL » The third-term congressman from the East Bay, who upset Pete Stark back in 2012, has made national headlines recently with his attacks on President Trump's administration and its ties with Russia. What's the ideal Swalwell support animal? A bullfrog. Not only are they green — good for the environment — but they're loud. And they sing out in choruses, a nice metaphor for Congress.

VICE-MAYOR MAGDALENA CARRASCO » When Sylvia Arenas was elected to the San Jose council last fall with the help of Carrasco and her ex-partner, State Senate President Kevin DeLeon, a lot of people assumed it was a twofer: As Carrasco voted, so would Arenas. In fact, Arenas has displayed a mind of her own. What kind of animal does the vice-mayor need? A kangaroo with a pouch. Yes, it eats a fair amount. But it will remind her ally Arenas where her loyalties ought to lie — with Carrasco.

SUPERVISOR DAVE CORTESE » The president of the board of supervisors has always been in it for the long run. The son of a politician himself, he has been a member of the East Side Union High School District board, a San Jose councilman, and a supervisor. He has run twice for mayor and is expected to seek Jim Beall's state senate seat when Beall is termed out in 2020. What does Cortese need? A camel. Not only can it go miles without water, it can chew thistles and endure sandstorms. And fitting for a politician who has been known to display a chip on his shoulder over his East Side origins, a good camel has a visible hump.

PRESIDENT DONALD TRUMP » I know: Many people think Trump should forget about party loyalties and simply bring an ass into the Oval Office. It could be tied up under the portrait of Andrew Jackson. But the truth is that our nation's leader doesn't need any new support animal. He already has a red panda hibernating on his head.

Contact Scott Herhold at sherhold@bayareanewsgroup.com.

FROM 1998 THRU 2002

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 19 days per month, rather than 13 days per month *(refer to fare table regarding options)*
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from $95 to $82.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940
- Implementing a pilot program to provide discounts for weekend and evening rides – One-way, Day Pass and Clipper cash value

The draft fare chart is available at **www.caltrain.com/proposedfare-changes** or at the Caltrain Administrative Office

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

1.800.660.4287

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1.800.660.4287
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Para traducción llame al 1.800.660.4287.
1.800.660.4287

ARE YOU 55 YEARS OLD AND LOOKING FOR WORK?

Must be unemployed and meet low-income guidelines.

Sourcewise Senior Employment Services offers free job assistance & caregiver training.

Call (408) 3[illegible] 5200, Option 5

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All on Four Dental Implants
Custom Milled Fixed Permanent Bridge

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Center for Implant Dentistry
3381 Walnut Ave. Fremont CA
www.BayAreaImplantDentistry.com

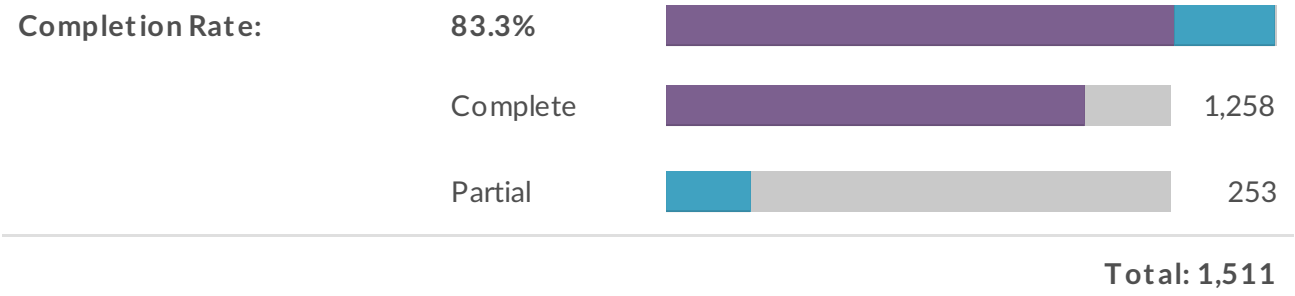
Dr. Jain

Dr. Gupta

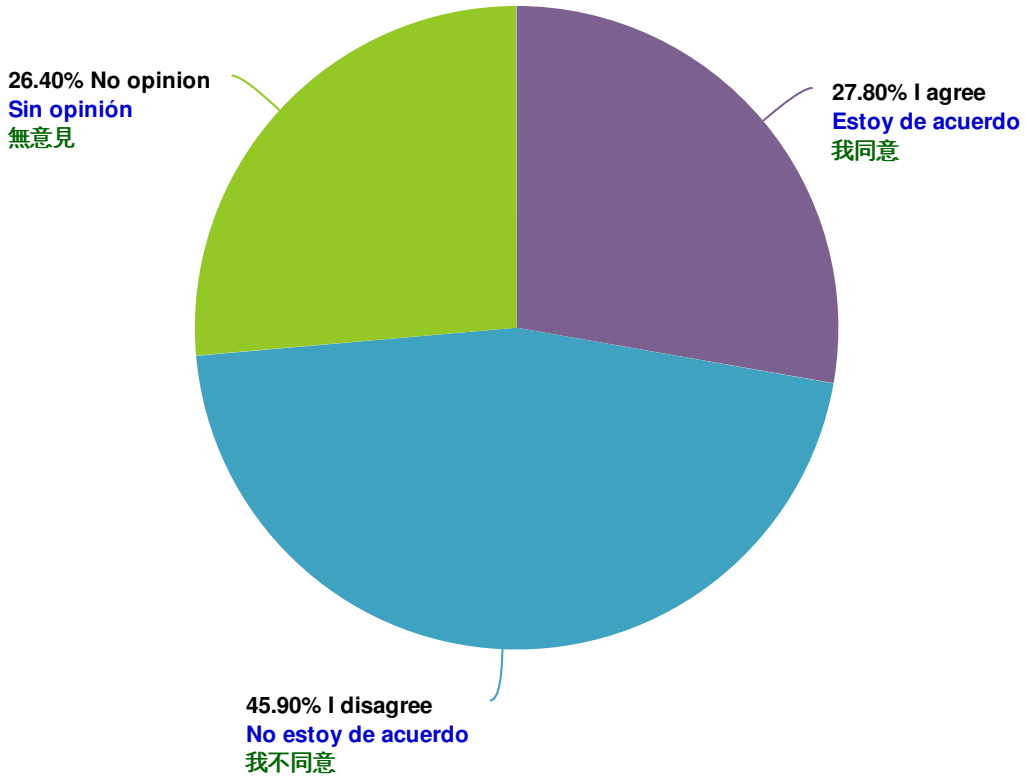
ATTACHMENT 14 –
FY18 PROPOSED FARE & PARKING CHANGES: ONLINE SURVEY (ENGLISH, SPANISH AND CHINESE) & RESULTS

Report for FY 2018 Proposed Fare & Parking Increases - Public Comment Form

Response Counts



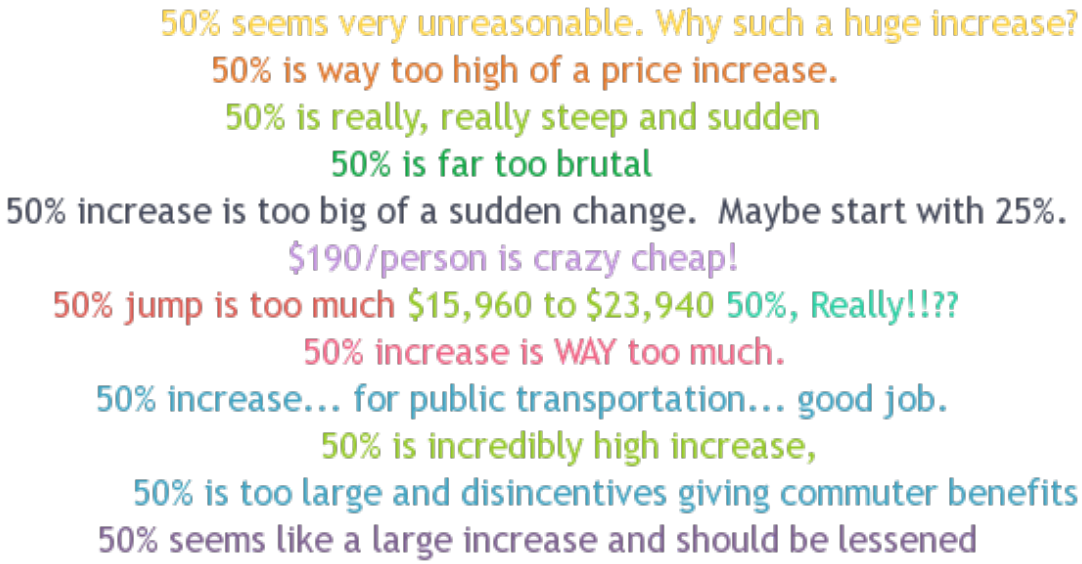
1. Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940. Go Pass is Employer/Residential-sponsored annual pass that offers unlimited rides on Caltrain through all zones, seven days a week for one low annual cost.



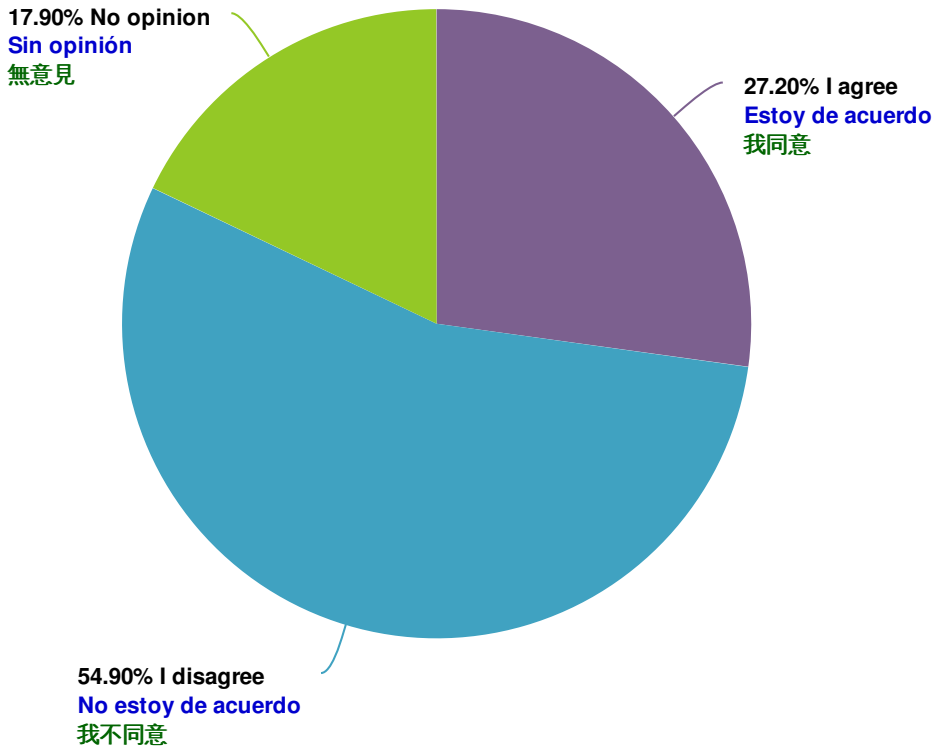
Value	Percent	Responses
I agree Estoy de acuerdo 我同意	27.8%	416
I disagree No estoy de acuerdo 我不同意	45.9%	687
No opinion Sin opinión 無意見	26.4%	395

Total: 1,498

2. Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.



3. Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to fare table regarding options). Caltrain Monthly Pass, available only on the Clipper card, is valid for use for the calendar month for which issued. Monthly passes are honored for unlimited weekday trips between zones indicated on the pass. On Saturdays, Sundays and holidays, the pass is honored for unlimited trips between all zones.



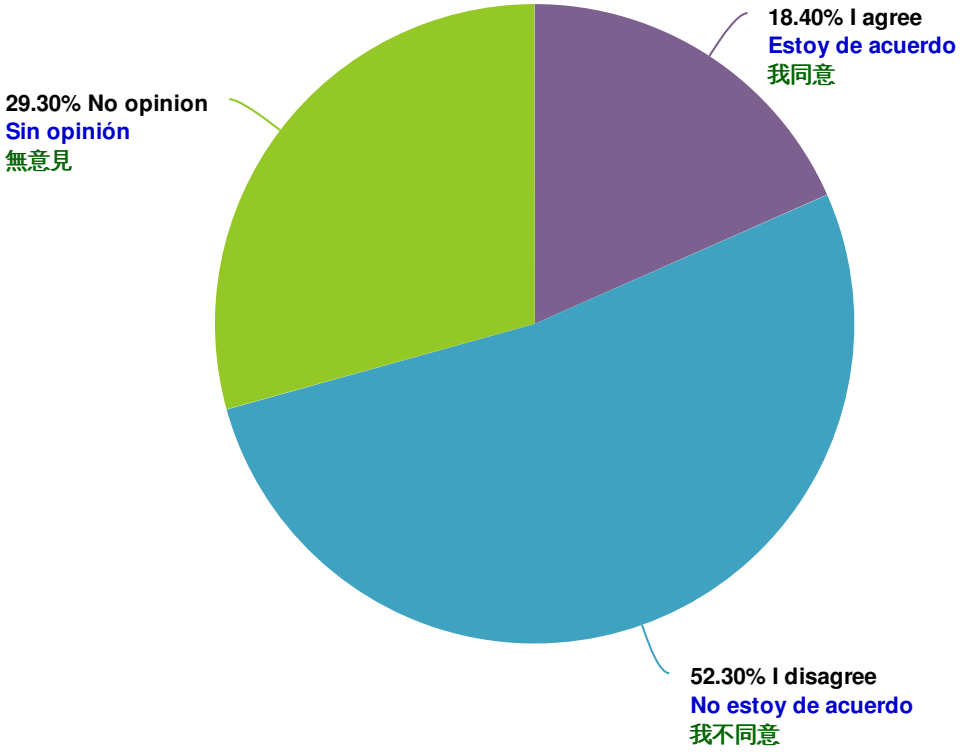
Value	Percent	Responses
I agree Estoy de acuerdo 我同意	27.2%	407
I disagree No estoy de acuerdo 我不同意	54.9%	823
No opinion Sin opinión 無意見	17.9%	268

Total: 1,498

4. Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to fare table regarding options). Caltrain Monthly Pass, available only on the Clipper card, is valid for use for the calendar month for which issued. Monthly passes are honored for unlimited weekday trips between zones indicated on the pass. On Saturdays, Sundays and holidays, the pass is honored for unlimited trips between all zones.

An unlimited pass should be unlimited at all times and in all zones.
$30+ month increase is too much
Increase it by one day this year and one day next year.
15 days is half a month, not 13, so this makes sense.

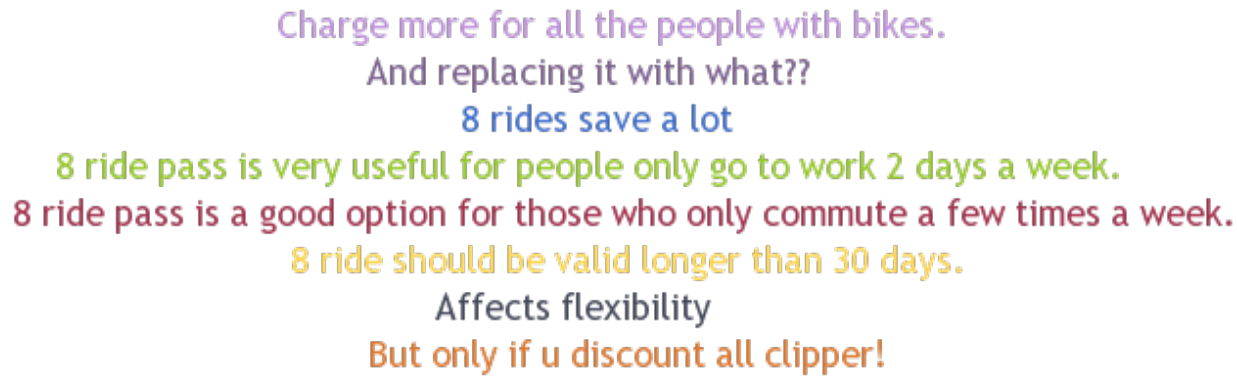
5. Eliminating the discounted 8-ride Ticket. 8-ride Ticket is available only on the Clipper® card and is valid for 30 days from date of purchase within zones indicated on ticket.



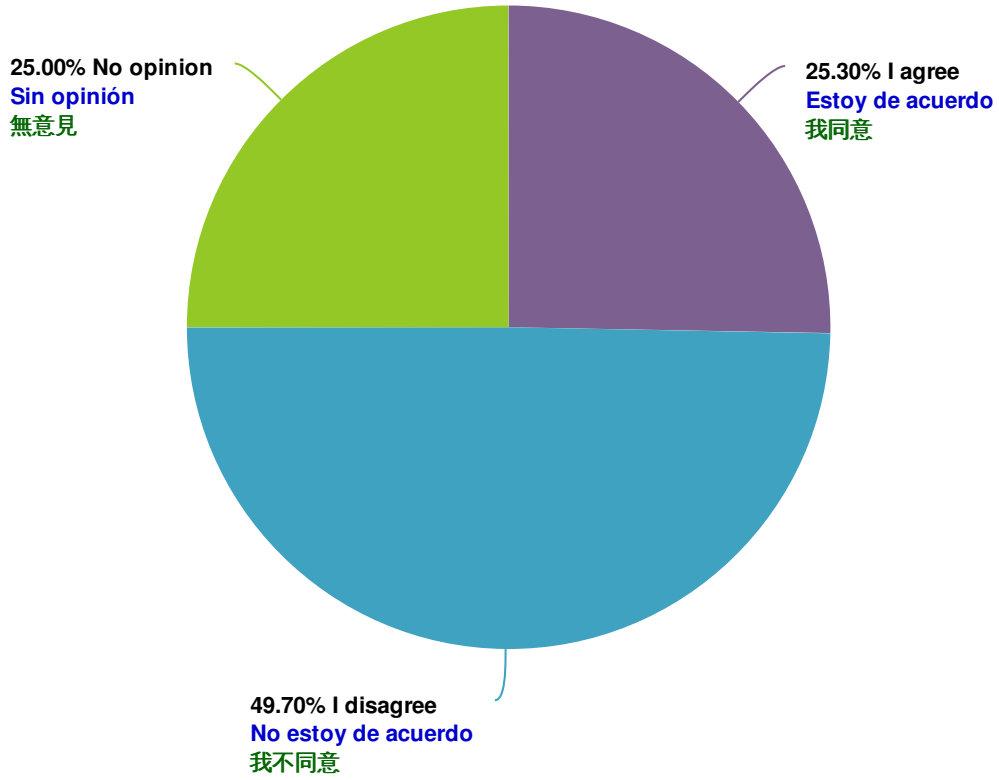
Value	Percent	Responses
I agree Estoy de acuerdo 我同意	18.4%	276
I disagree No estoy de acuerdo 我不同意	52.3%	784
No opinion Sin opinión 無意見	29.3%	439

Total: 1,499

6. Eliminating the discounted 8-ride Ticket. 8-ride Ticket is available only on the Clipper® card and is valid for 30 days from date of purchase within zones indicated on ticket.



7. Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50. Monthly Parking is only sold in conjunction with a Monthly Pass, 8-ride Ticket or a Go Pass.



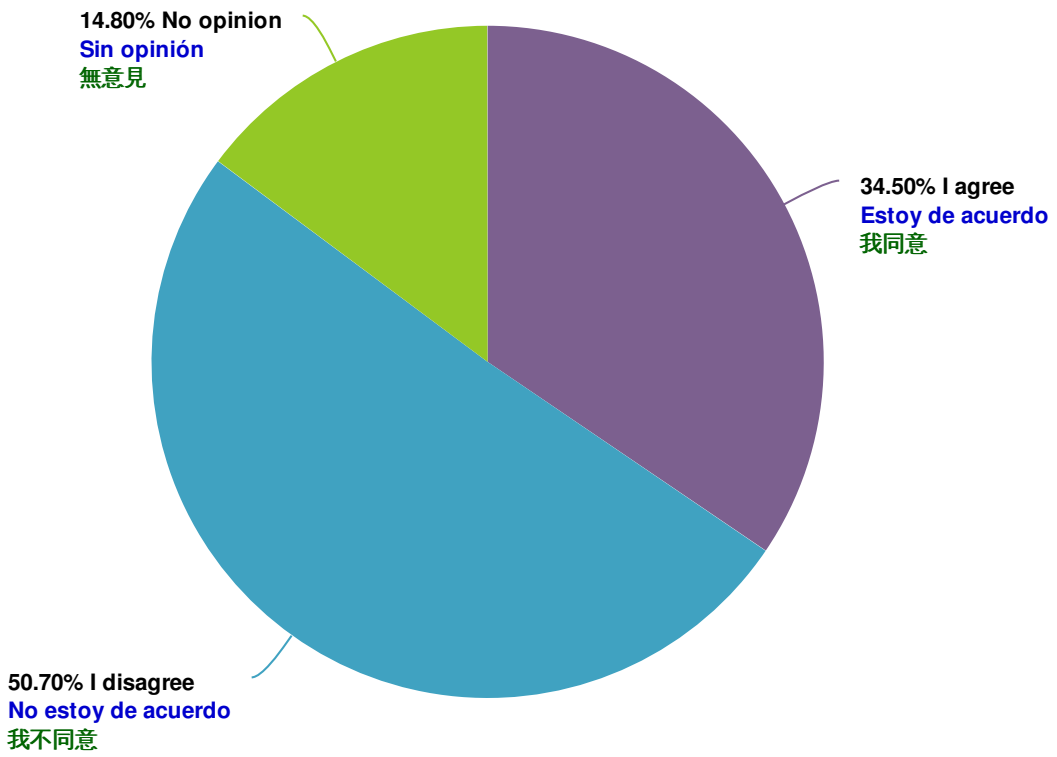
Value	Percent	Responses
I agree Estoy de acuerdo 我同意	25.3%	379
I disagree No estoy de acuerdo 我不同意	49.7%	745
No opinion Sin opinión 無意見	25.0%	375

Total: 1,499

8. Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50. Monthly Parking is only sold in conjunction with a Monthly Pass, 8-ride Ticket or a Go Pass.

82.50 is a lot of money
12 days base I can understand but not 15 days.
10 to 12/13 would be a reasonable increase, this is 50% increase.
50% increase cannot be justified if the amount and the quality stay the same.

9. Increasing the Zone fare by 25 cents. Fare changes to the zone will impact One-way, Day Pass, Clipper cash value, 8-ride and Monthly Pass products. Adult zone upgrade would increase from $2 to $2.25 and Eligible Discount zone upgrade would remain at $1.



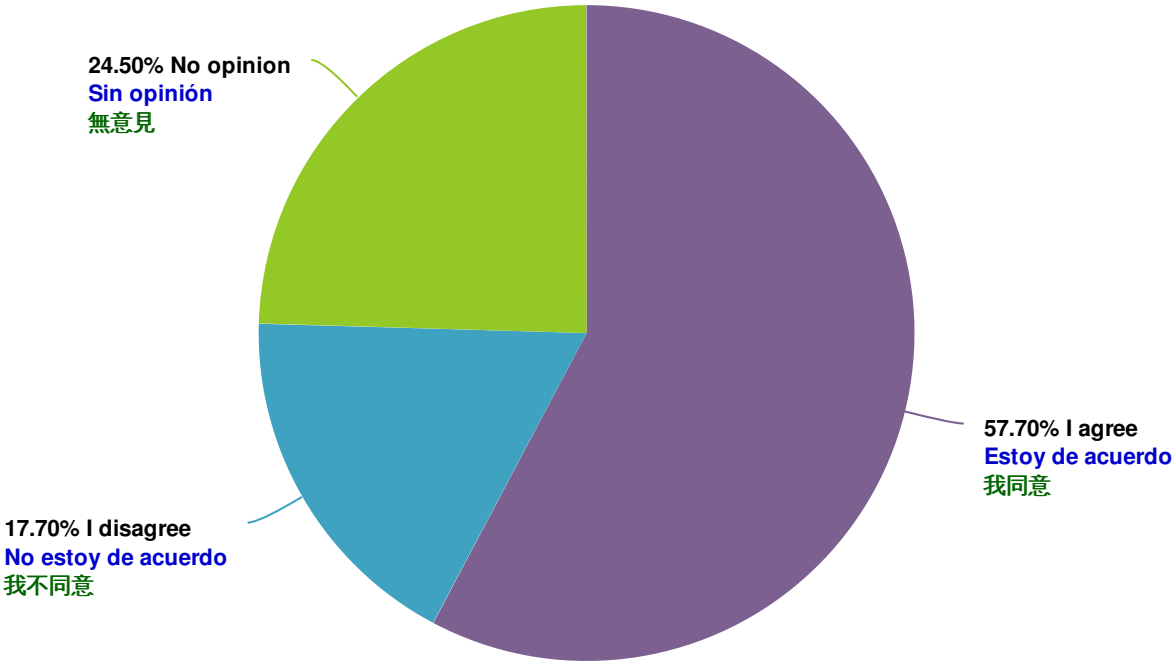
Value	Percent	Responses
I agree Estoy de acuerdo 我同意	34.5%	517
I disagree No estoy de acuerdo 我不同意	50.7%	760
No opinion Sin opinión 無意見	14.8%	222

Total: 1,499

10. Increasing the Zone fare by 25 cents. Fare changes to the zone will impact One-way, Day Pass, Clipper cash value, 8-ride and Monthly Pass products. Adult zone upgrade would increase from $2 to $2.25 and Eligible Discount zone upgrade would remain at $1.

Base and zone fares are likely the most inelastic.
Again, why the increase?? Where will the increase be used?
25 cents per zone is an acceptable increase.
15 cents would be more reasonable
$.25 is a minimal increase which makes sense.
This change is negligable
$0.25 seems a reasonable increase.
25 cents adds up. Let's do it.
A recent increase has not improved service.
Already costs too much

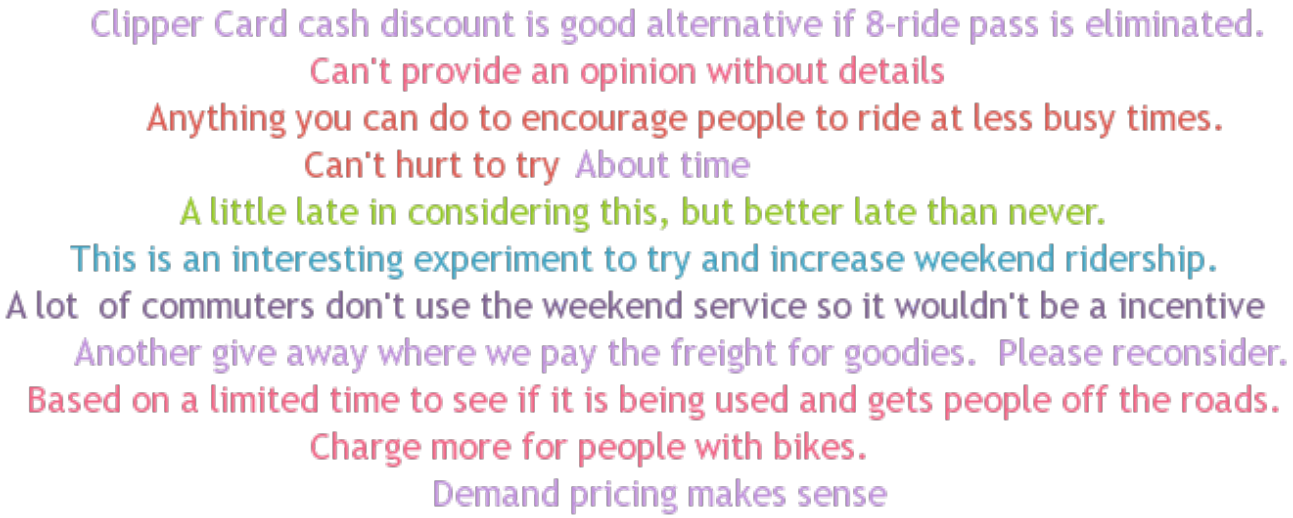
11. Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value.



Value	Percent	Responses
I agree Estoy de acuerdo 我同意	57.7%	866
I disagree No estoy de acuerdo 我不同意	17.7%	266
No opinion Sin opinión 無意見	24.5%	368

Total: 1,500

12. Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value.



13. Please help Caltrain identify which proposed fare changes should take priority over the others. Rank from 1 to 6, being 1 the top priority and 6 the least priority.

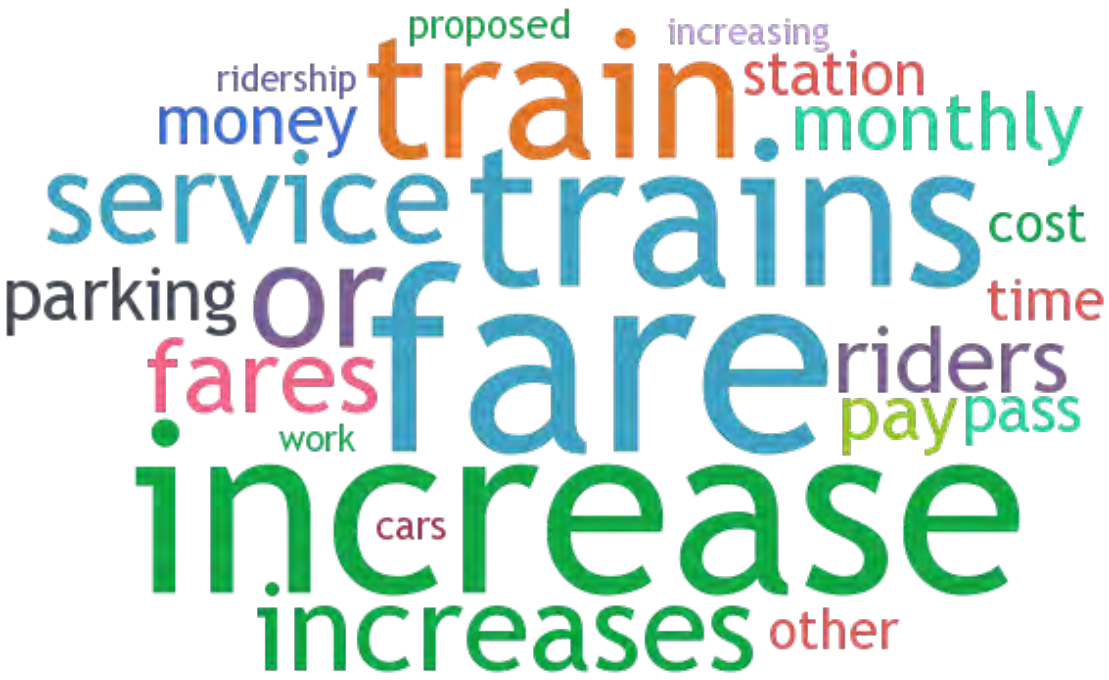
Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value. Implementar un programa piloto para ofrecer descuentos para conductores de noche y fines de semana – Valor en efectivo de ida, pase para el día y Clipper. 實施一個試驗計劃，為周末和晚間乘客提供單程、每日通行票和路路通卡值折扣。	1		4,689	1,116
Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940. Aumentar las tarifas de Go Pass un 50 %, de $190 por persona a $285 o costo mínimo a empleadores de $15,960 a $23,940. 增加Go Pass收費百分之五十，從每人$190增至$285，或僱主最低費用從$15,960增至$23,940。	2		3,937	1,072
Increasing the Zone fare by 25 cents. Aumentar 25 centavos la tarifa por zona. 增加區域票價收費25分。	3		3,849	1,080



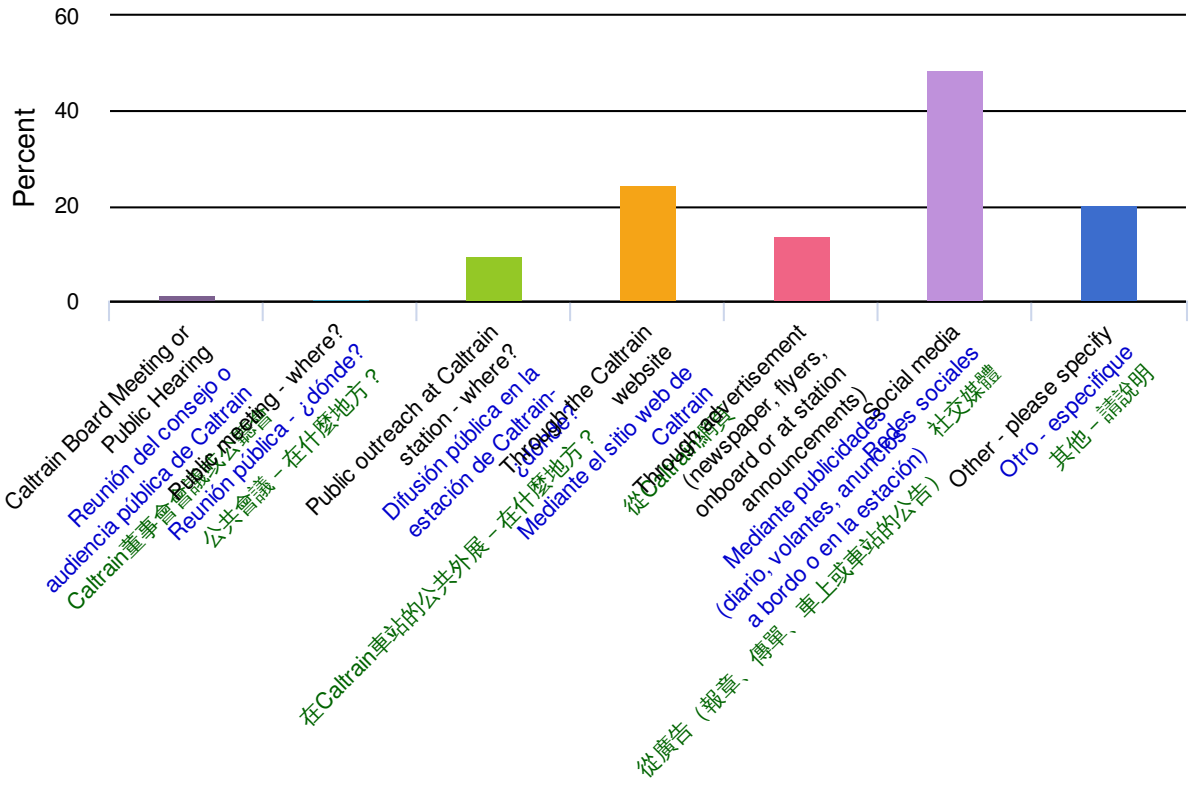
Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50. Basar los precios del estacionamiento mensual en 15 días por mes, en vez de 10 días por mes de $55 a $82.50. 根據每月十五天而非每月十天的每月停車收費，從$55增至$82.50。	4		3,742	1,070
Eliminating the discounted 8-ride Ticket. Eliminar el 8-ride Ticket con descuento. 取消特價乘8次的車票	5		3,599	1,074
Basing Monthly Pass prices on 15 days per month, rather than 13 days per month Basar los precios del pase mensual en 15 días por mes, en vez de 13 días por mes. 根據每月十五天而非每月十三天的改變月票價格	6		3,088	1,071



14. For additional comments not related to the proposed fare changes, please enter here.

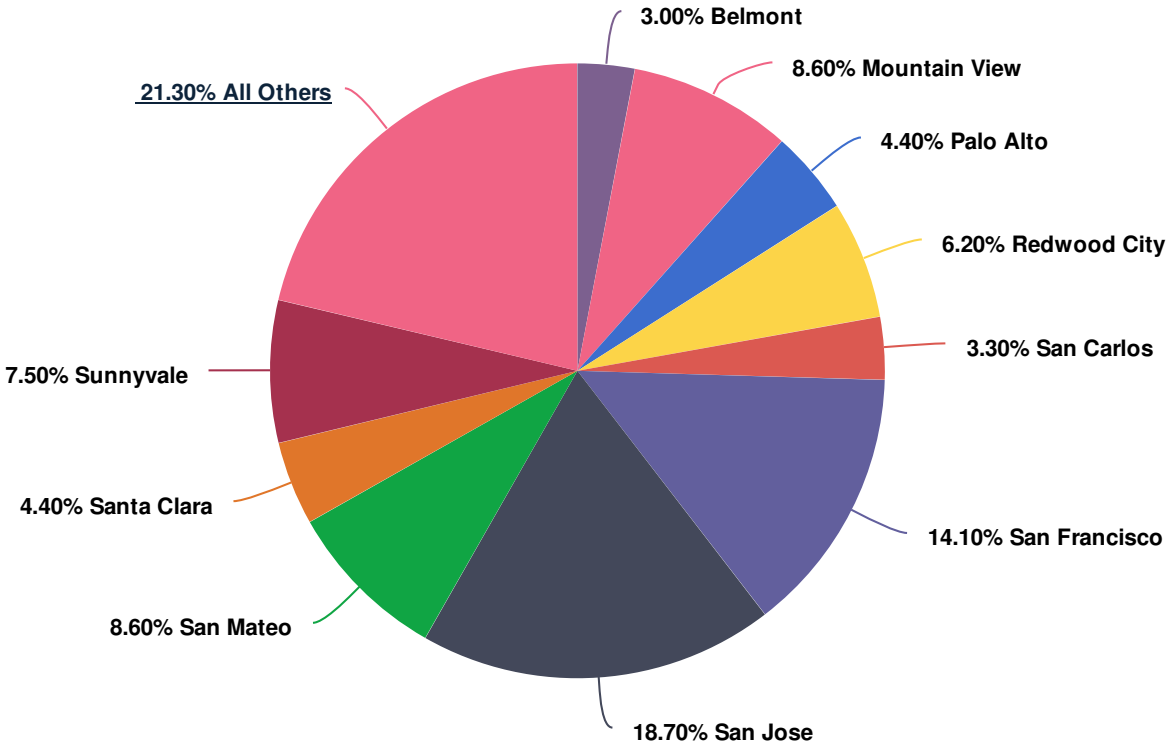


15. How did you learn about the Caltrain Proposed Fare Changes? (check ALL that apply)



Value	Percent	Responses
Caltrain Board Meeting or Public Hearing Reunión del consejo o audiencia pública de Caltrain Caltrain董事會會議或公聽會	1.3%	16
Public meeting - where? Reunión pública - ¿dónde? 公共會議 – 在什麼地方？	0.5%	6
Public outreach at Caltrain station - where? Difusión pública en la estación de Caltrain- ¿dónde? 在Caltrain車站的公共外展 – 在什麼地方？	9.7%	120
Through the Caltrain website Mediante el sitio web de Caltrain 從Caltrain網頁	24.5%	302
Through advertisement (newspaper, flyers, onboard or at station announcements) Mediante publicidades (diario, volantes, anuncios a bordo o en la estación) 從廣告（報章、傳單、車上或車站的公告）	13.9%	172
Social media Redes sociales 社交媒體	48.7%	601
Other - please specify Otro - especifique 其他 – 請說明	20.2%	249

16. In which city do you live?



Value	Percent	Responses
Belmont	3.0%	38
Mountain View	8.6%	110
Palo Alto	4.4%	56
Redwood City	6.2%	79
San Carlos	3.3%	42
San Francisco	14.1%	179
San Jose	18.7%	238
San Mateo	8.6%	109

Total: 1,274

Value	Percent	Responses
Santa Clara	4.4%	56
Sunnyvale	7.5%	95
Atherton	0.2%	3
Brisbane	0.2%	3
Burlingame	2.7%	34
Campbell	0.9%	11
Cupertino	1.0%	13
Daly City	0.5%	7
East Palo Alto	0.9%	11
Foster City	1.4%	18
Gilroy	1.3%	16
Hillsborough	0.1%	1
Los Altos	0.9%	12
Los Altos Hills	0.1%	1
Los Gatos	0.2%	2
Menlo Park	2.7%	35
Millbrae	1.6%	21
Milpitas	0.2%	2
Morgan Hill	1.3%	16
San Bruno	1.0%	13

Total: 1,274

Value	Percent	Responses
Saratoga	0.3%	4
South San Francisco	0.5%	7
Woodside	0.4%	5
Other city Otra ciudad 其他城市	2.9%	37

Total: 1,274

ATTACHMENT 15 –
FY18 PROPOSED FARE & PARKING CHANGES:
SURVEY HARD COPIES
(ENGLISH, SPANISH AND CHINESE)

FY18 Proposed Fare & Parking Changes Survey – Hardcopy (English)

FY 2018 Proposed Fare & Parking Increases

Please mark if you agree, disagree or have no opinion and provide additional comments about your position on each of the proposed fare changes.

1) Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.
Go Pass is Employer/Residential-sponsored annual pass that offers unlimited rides on Caltrain through all zones, seven days a week for one low annual cost. *

☐ I agree ☐ I disagree ☐ No opinion

Comments:

2) Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to fare table regarding options)
Caltrain Monthly Pass, available only on the Clipper card, is valid for use for the calendar month for which issued. Monthly passes are honored for unlimited weekday trips between zones indicated on the pass. On Saturdays, Sundays and holidays, the pass is honored for unlimited trips between all zones.*

☐ I agree ☐ I disagree ☐ No opinion

Comments:

3) Eliminating the discounted 8-ride Ticket.
8-ride Ticket is available only on the Clipper® card and is valid for 30 days from date of purchase within zones indicated on ticket. *

☐ I agree ☐ I disagree ☐ No opinion

Comments:

4) Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50.
Monthly Parking is only sold in conjunction with a Monthly Pass, 8-ride Ticket or a Go Pass.*

☐ I agree ☐ I disagree ☐ No opinion

Comments:

5) Increasing the Zone fare by 25 cents.
Fare changes to the zone will impact One-way, Day Pass, Clipper cash value, 8-ride and Monthly Pass products. Adult zone upgrade would increase from $2 to $2.25 and Eligible Discount zone upgrade would remain at $1.*

☐ I agree ☐ I disagree ☐ No opinion

Comments:

6) Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value.*

☐ I agree ☐ I disagree ☐ No opinion

Comments:

7) Please help Caltrain identify which proposed fare changes should take priority over the others. Rank from 1 to 6, 1 being the top priority and 6 the least.

_____Increasing Go Pass fares by 50 percent from $190 per person to $285 or minimum cost to employers from $15,960 to $23,940.
_____Basing Monthly Pass prices on 15 days per month, rather than 13 days per month.
_____Eliminating the discounted 8-ride Ticket.
_____Increasing the Zone fare by 25 cents.
_____Basing Monthly parking prices on 15 days per month rather than 10 days per month from $55 to $82.50.
_____Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value.

8) For additional comments not related to the proposed fare changes, please enter here.

9) How did you learn about the Caltrain Proposed Fare Changes? (check ALL that apply)

☐ Caltrain Board Meeting or Public Hearing
☐ Public meeting - where?: _____
☐ Public outreach at Caltrain station - where?: _____
☐ Through the Caltrain website
☐ Through advertisement (newspaper, flyers, onboard or at station announcements)
☐ Social media
☐ Other - please specify: _____

10) In which city do you live?

☐ Atherton	☐ East Palo Alto	☐ Los Altos Hills	☐ Morgan Hill	☐ Redwood City	☐ Santa Clara
☐ Belmont	☐ Foster City	☐ Los Gatos	☐ Mountain View	☐ San Bruno	☐ Saratoga
☐ Brisbane	☐ Gilroy	☐ Menlo Park	☐ Pacifica	☐ San Carlos	☐ South San Francisco
☐ Burlingame	☐ Half Moon Bay	☐ Millbrae	☐ Palo Alto	☐ San Francisco	☐ Sunnyvale
☐ Campbell	☐ Hillsborough	☐ Milpitas	☐ Portola Valley	☐ San Jose	☐ Woodside
☐ Colma	☐ Los Altos	☐ Monte Sereno		☐ San Mateo	☐ Other city: _____
☐ Cupertino					
☐ Daly City					

11) Please provide your name and e-mail address. (optional)

Name: _____

E-mail: _____

Thank you for your comments

FY18 Proposed Fare & Parking Changes Survey – Hardcopy (Spanish)

Año fiscal 2018. Tarifa propuesta y aumentos para estacionamiento

Marque si está de acuerdo, no está de acuerdo o no tiene opinión y brinde comentarios adicionales

1) Aumentar las tarifas de Go Pass un 50 %, de $190 por persona a $285 o costo mínimo a empleadores de $15,960 a $23,940.

Go Pass es el pase anual patrocinado por el empleador/residencial que ofrece viajes ilimitados en Caltrain a lo largo de todas las zonas, los siete días de la semana por un costo anual bajo.*

☐ Estoy de acuerdo ☐ No estoy de acuerdo ☐ Sin opinión

Comentarios:

2) Basar los precios del pase mensual en 15 días por mes, en vez de 13 días por mes (dirigirse a la tabla de tarifas para conocer las opciones)

El pase mensual de Caltrain, disponible solo en la tarjeta Clipper, es válido para su uso el mes calendario para el que se emitió. Los pases mensuales se respetan para viajes ilimitados los días de semana entre las zonas indicadas en el pase. Los sábados, domingos y feriados, el pase se respeta para los viajes ilimitados entre las zonas.*

☐ Estoy de acuerdo ☐ No estoy de acuerdo ☐ Sin opinión

Comentarios:

3) Eliminar el 8-ride Ticket con descuento.

El 8-ride ticket está disponible en la tarjeta Clipper® y es válido para 30 días desde la fecha de compra dentro de las zonas indicadas en el ticket. *

☐ Estoy de acuerdo ☐ No estoy de acuerdo ☐ Sin opinión

Comentarios:

4) Basar los precios del estacionamiento mensual en 15 días por mes, en vez de 10 días por mes, de $55 a $82.50.

El estacionamiento mensual se vende únicamente en conjunto con el pase mensual, el 8-ride Ticket o un Go Pass.*

☐ Estoy de acuerdo ☐ No estoy de acuerdo ☐ Sin opinión

Comentarios:

5) Aumentar 25 centavos la tarifa por zona.

Los cambios de tarifa en la zona afectarán los productos de ida, el pase para el día, el valor en efectivo de Clipper, 8-ride y el pase mensual. La actualización de la zona para adultos aumentaría de $2 a $2.25 y la actualización de la zona con descuento elegible permanecería en $1.*

☐ Estoy de acuerdo ☐ No estoy de acuerdo ☐ Sin opinión

Comentarios:

6) Implementar un programa piloto para ofrecer descuentos para conductores de noche y fines de semana – Valor en efectivo de ida, pase para el día y Clipper.*

☐ Estoy de acuerdo ☐ No estoy de acuerdo ☐ Sin opinión

Comments:

7) Ayude a Caltrain a identificar qué cambios en la tarifa propuestos deben priorizarse por sobre el resto. Califique del 1 al 6, donde 1 es la principal prioridad y 6 la última.

_____Aumentar las tarifas de Go Pass un 50 %, de $190 por persona a $285 o costo mínimo a empleadores de $15,960 a $23,940.
_____Basar los precios del pase mensual en 15 días por mes, en vez de 13 días por mes.
_____Eliminar el 8-ride Ticket con descuento.
_____Aumentar 25 centavos la tarifa por zona.
_____Basar los precios del estacionamiento mensual en 15 días por mes, en vez de 10 días por mes de $55 a $82.50.
_____Implementar un programa piloto para ofrecer descuentos para conductores de noche y fines de semana – Valor en efectivo de ida, pase para el día y Clipper.

8) Para comentarios adicionales no relacionados con los cambios de tarifa propuestos, ingrese aquí.

9) ¿Cómo conoció los cambios de tarifa propuestos de Caltrain? (marque TODAS las opciones que correspondan)

☐ Reunión del consejo o audiencia pública de Caltrain
☐ Reunión pública - ¿dónde?: _____
☐ Difusión pública en la estación de Caltrain- ¿dónde?: _____
☐ Mediante el sitio web de Caltrain
☐ Mediante publicidades (diario, volantes, anuncios a bordo o en la estación)
☐ Redes sociales
☐ Otro - especifique: _____

10) ¿En qué ciudad vive?

☐ Atherton	☐ East Palo Alto	☐ Los Altos Hills	☐ Morgan Hill	☐ Redwood City	☐ Santa Clara
☐ Belmont	☐ Foster City	☐ Los Gatos	☐ Mountain View	☐ San Bruno	☐ Saratoga
☐ Brisbane	☐ Gilroy	☐ Menlo Park	☐ Pacifica	☐ San Carlos	☐ South San Francisco
☐ Burlingame	☐ Half Moon Bay	☐ Millbrae	☐ Palo Alto	☐ San Francisco	☐ Sunnyvale
☐ Campbell	☐ Hillsborough	☐ Milpitas	☐ Portola Valley	☐ San Jose	☐ Woodside
☐ Colma	☐ Los Altos	☐ Monte Sereno		☐ San Mateo	☐ Otra ciudad: _____
☐ Cupertino					
☐ Daly City					

11) Escriba su nombre y dirección de correo electrónico (opcional)

Nombre: _____

Correo electrónico: _____

Gracias por sus comentarios.

Caltrain

FY18 Proposed Fare & Parking Changes Survey – Hardcopy (Chinese)

2018財政年度增加收費和停車建議

請標記你是同意，不同意或無意見，並提供你對每項收費改變建議之評論。

1) 增加Go Pass收費百分之五十，從每人$190增至$285，或僱主最低費用從$15,960增至$23,940。
Go Pass是一個僱主／居民贊助的全年通行計劃，以一次付全年的低費用，每周七天可乘無限次數的Cal train來往所有區域。*

☐ 我同意 ☐ 我不同意 ☐ 無意見

評論

2) 根據每月十五天而非每月十三天（參看有關選擇的收費表）的月票價格
Caltrain月票，只用路路通卡Clipper提供，於發出月份使用有效。月票在其指定的區域在周日內可作無限次數搭乘，在星期六，星期日和公眾假日，在所有區域均可作無限搭乘。*

☐ 我同意 ☐ 我不同意 ☐ 無意見

評論

3) 取消特價乘8次的車票
8次乘車票只用路路通卡Clipper提供，有效日期從購買日開始三十天內，可來往車票指定之區域*。

☐ 我同意 ☐ 我不同意 ☐ 無意見

評論

4) 根據每月十五天而非每月十天的每月停車收費，從$55增至$82.50。
每月停車只與月票、8次搭乘或Go Pass同時購買。*

☐ 我同意 ☐ 我不同意 ☐ 無意見

評論

5) 增加區域票價收費25分。
區域車票收費之改變，將影響單程、每日通行票、路路通卡值、8次搭乘和月票。區域成人票價從$2增至$2.25，而符合資格之區域折扣價仍保持$1。*

☐ 我同意 ☐ 我不同意 ☐ 無意見

評論

6) 實施一個試驗計劃，為周末和晚間乘客提供單程、每日通行票和路路通卡值折扣。*

☐ 我同意 ☐ 我不同意 ☐ 無意見

評論

7) 請幫助Caltrain識別票價改變建議之優先。請用1至6的排級，1為最優先，6為最低優先，排定以下項目優先次序。

____增加Go Pass收費百分之五十，從每人$190增至$285，或僱主最低費用從$15,960增至$23,940。

____根據每月十五天而非每月十三天的改變月票價格

____取消特價乘8次的車票

____增加區域票價收費25分。

____根據每月十五天而非每月十天的每月停車收費，從$55增至$82.50。

____實施一個試驗計劃，為周末和晚間乘客提供單程、每日通行票和路路通卡值折扣。

8) 請在此處提供與改變票價無關之其他評論。

9) 你是如何知道Caltrain改變票價之建議的？（選擇所有適用項目）

☐ Caltrain董事會會議或公聽會
☐ 公共會議－在什麼地方？_____
☐ 在Caltrain車站的公共外展－在什麼地方？_____
☐ 從Caltrain網頁
☐ 從廣告（報章、傳單、車上或車站的公告）
☐ 社交媒體
☐ 其他－請說明：_____

10) 你住在哪個城市:

☐ Atherton	☐ East Palo Alto	☐ Los Altos Hills	☐ Morgan Hill	☐ Redwood City	☐ Santa Clara
☐ Belmont	☐ Foster City	☐ Los Gatos	☐ Mountain View	☐ San Bruno	☐ Saratoga
☐ Brisbane	☐ Gilroy	☐ Menlo Park	☐ Pacifica	☐ San Carlos	☐ South San Francisco
☐ Burlingame	☐ Half Moon Bay	☐ Millbrae	☐ Palo Alto	☐ San Francisco	☐ Sunnyvale
☐ Campbell	☐ Hillsborough	☐ Milpitas	☐ Portola Valley	☐ San Jose	☐ Woodside
☐ Colma	☐ Los Altos	☐ Monte Sereno		☐ San Mateo	☐ 其他城市：_____
☐ Cupertino					
☐ Daly City					

11) 請提供你的姓名和電郵（是否填寫悉隨尊意）。

姓名:_____

電郵：_____

謝謝你的評論。

ATTACHMENT 16 –
FY18 PROPOSED FARE & PARKING CHANGES:
COMMENT MATRIX

Caltrain Comments - Proposed Fare and Parking Increase FY 2018
Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1	5/4/17	x			1	x			3	x			5	x			4	x			2	x			6
2	5/4/17	x			3	x			1	x			4	x			6	x			5	x			2
3	5/10/17		x		6	x			3		x		2	x			4		x		5		x		1
4	5/10/17		x		1	x			3		x		4		x		2	x			5			x	6
5	5/10/17	x			2	x			3			x	4		x		6	x			1		x		5
6	5/10/17		x				x					x	2		x				x				x		1
7	5/10/17		x				x					x			x			x				x			6
8	5/10/17		x		1	x			3		x		5		x		2	x			6	x			
9	5/10/17		x		6		x		3	x			1		x		5			x	4			x	2
10	5/10/17		x		5			x	4			x	2		x		3	x			1		x		6
11	5/10/17		x					x	2			x	3		x		5			x				x	6
12	5/10/17		x		6	x			4	x			1		x		5	x			2	x			3
13	5/10/17			x	3			x	5			x	2		x		6			x	4	x			1
14	5/10/17		x		5	x			3	x			1		x		6	x			2		x		4
15	5/10/17			x				x			x				x					x		x			
16	5/10/17		x				x		2	x			3		x		6		x		5	x			
17	5/10/17		x				x					x			x				x					x	
18	5/10/17		x				x				x		6		x				x					x	
19	5/10/17		x		5		x		4		x		2		x		6		x		3		x		1
20	5/10/17	x			2	x			4		x		1	x			5	x			3		x		6
21	5/10/17			x	1		x		5	x			3		x		6		x		4	x			2
22	5/10/17		x		5			x	2			x	1		x		6			x	3			x	4
23	5/10/17		x				x				x				x				x			x			
24	5/10/17		x		6	x			4	x			2		x		5	x			1		x		3
25	5/10/17		x		6		x		5			x	4		x		3	x			1		x		2
26	5/10/17		x		3		x		5		x		4		x		6	x			1		x		2
27	5/10/17		x		6		x		3			x	1		x		5			x	2			x	4
28	5/10/17		x		5			x	4			x	1		x		6		x		3	x			2
29	5/10/17		x				x				x				x				x			x			
30	5/10/17	x			2		x		5			x	1		x		6		x		4			x	3
31	5/10/17	x			2	x			5			x	1		x		6		x		4			x	3
32	5/10/17		x		6		x		3			x	1			x	5	x			2			x	4
33	5/10/17	x			1	x			5		x		6	x			3	x			2	x			4
34	5/10/17		x		6		x		5		x		2		x		4	x			1		x		3
35	5/10/17			x	5			x	4		x		6	x			3	x			2	x			1
36	5/10/17		x				x					x			x				x					x	
37	5/10/17		x				x				x				x				x					x	
38	5/10/17		x		5	x			3	x			1		x		6	x			2			x	4

		Go Pass Increase
No.	**Date**	**Comments**
1	5/4/17	
2	5/4/17	
3	5/10/17	50% seems like a large increase and should be lessened
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	Gradual fare increase for GoPass would make more sense.
10	5/10/17	Go pass people ride the train every day! Talk about biting the hand which feeds you...raise the ticket prices at the machine.
11	5/10/17	My employer pays for all GoPass passes for employees. Since my employer has been very congnizant of fees, there is a good chance that they would stop offering this benefit. If I no longer receive the GoPass from my employer, I will stop taking the train.
12	5/10/17	
13	5/10/17	
14	5/10/17	50% jump is too much
15	5/10/17	
16	5/10/17	
17	5/10/17	this pushes me back to my car. I can commute cheaper in my car to SF when I combine parking costs with train fare.
18	5/10/17	What? Pay more and keep the same slow service, obsolete trains, old and run-down uncomfortable cars, and crappy schedule? Wow, what a deal! When is Caltrain going to modernize and fix all the systemic deficiencies witht the rail transport system in SF BA? Lets answer that question first, and then Iâ€™ll tell you whether you deserve to charge me higher fees across the board for anything.
19	5/10/17	It's already very high. If the amount was to be increased I would have to begin driving to work which is cheaper.
20	5/10/17	
21	5/10/17	
22	5/10/17	
23	5/10/17	
24	5/10/17	This is unfair to put this back on companies that pay for employees- this will likely only hurt employees as companies may just stop offering for a 50% hike- just too much at once
25	5/10/17	This will result in many companies discontinuing the go passes, which will negatively impact your riders. You're unfairly going after the companies that support caltrain, and their employees use of public transportation. This is going to backfire and many people will no longer have reliable means to commute.
26	5/10/17	
27	5/10/17	Another ridiculously high increase, 50%, who doubles fares when ridership has increased as much as it has on dirty trains and poor time performance. The trains are packed the new schedule makes it almost impossible to get to work by 9:00 and we're going to pay more for that. Your forcing people back in their cars. It would be less expensice for me to drive than pay for a pass + parking
28	5/10/17	
29	5/10/17	
30	5/10/17	Better solution than monthly passes
31	5/10/17	Agree that employers can afford to pay more for the benefits of Caltrain, but believe any increase should be phased in over 2-3 years.
32	5/10/17	This is too much of a change. Also, the federal tax limit on reimbursed transportation costs are $255/month (http://www.ebcflex.com/Menu/Resources/ComplianceBuzz/tabid/1140/ArticleID/388/IRS-Announces-2017-Health-FSA-and-Transportation-Plan-Limits.aspx). Going over this limit would make it difficult and complicated to have subsidized transportation.
33	5/10/17	
34	5/10/17	
35	5/10/17	50% seems very unreasonable. Why such a huge increase?
36	5/10/17	We should encourage people to use public transportation.
37	5/10/17	
38	5/10/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	Monthly pass is mostly for work commuters with five day weeks. 15 day fare translates to three weeks in a month.
10	5/10/17	
11	5/10/17	
12	5/10/17	
13	5/10/17	
14	5/10/17	
15	5/10/17	
16	5/10/17	
17	5/10/17	given that there is only 20 working days in most months, and many folks work from home several times per month, you may finish up selling les monthly passes. this pushes me back to my car. I can commute cheaper in my car to SF when I combine parking costs with train fare.
18	5/10/17	What? Pay more and keep the same slow service, obsolete trains, old and run-down uncomfortable cars, and crappy schedule? Wow, what a deal! When is Caltrain going to modernize and fix all the systemic deficiencies witht the rail transport system in SF BA? Lets answer that question first, and then Iâ €™ll tell you whether you deserve to charge me higher fees across the board for anything.
19	5/10/17	
20	5/10/17	
21	5/10/17	Strongly disagree with gouging the consumer when the goal is to get commuters off the road and be more eco friendly. It's already less expensive for me to drive my electric vehicle than take the train and this will discourage being green.
22	5/10/17	
23	5/10/17	
24	5/10/17	
25	5/10/17	I suggest a fair and equitable way of raising prices across the board, not focusing on one particular segment of your users. I think many of these suggestions are too aggressive, while others make sense. Just find a happy balance and don't expect one specific group, or change, to solve all of the problems.
26	5/10/17	I strongly disagree because most of the time we do not get parking specially in stations like Sunnyvale and Mountain View. I end up using parking pass for less than 13 days due to shortage of parking.
27	5/10/17	This doesn't really make sense.
28	5/10/17	
29	5/10/17	
30	5/10/17	Monthly pass is already too expensive. Most people only work 20 days a month. This offers no incentive
31	5/10/17	*My agreement to this is contingent on parking not being increased. Monthly passes should be encouraged over single fares. A 5 day "discount" for a monthly pass will be neutral in value for many commuters when sick days and vacations are taken into account. The only "value" for commuters would be not having to tag on and off everyday.
32	5/10/17	This is too much of a change. Also, the federal tax limit on reimbursed transportation costs are $255/month (http://www.ebcflex.com/Menu/Resources/ComplianceBuzz/tabid/1140/ArticleID/388/IRS-Announces-2017-Health-FSA-and-Transportation-Plan-Limits.aspx). Going over this limit would make it difficult and complicated to have subsidized transportation.
33	5/10/17	
34	5/10/17	
35	5/10/17	
36	5/10/17	People who buy monthly pass usually do not take train during the weekend.
37	5/10/17	
38	5/10/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	
10	5/10/17	
11	5/10/17	
12	5/10/17	
13	5/10/17	
14	5/10/17	
15	5/10/17	
16	5/10/17	
17	5/10/17	
18	5/10/17	
19	5/10/17	
20	5/10/17	
21	5/10/17	
22	5/10/17	
23	5/10/17	
24	5/10/17	
25	5/10/17	Agree if only there is a valid reason to remove this option (not only based on profits), and that there is an alternative solution being presented that still fits these group's needs.
26	5/10/17	
27	5/10/17	
28	5/10/17	
29	5/10/17	
30	5/10/17	
31	5/10/17	I have never used this product. I am not sure who it is aimed for.
32	5/10/17	
33	5/10/17	8 ride ticket is a convenient feature that is for people who uses Caltrain often but not for the whole month, with rising fare changes there may be a demand in these even more than before.
34	5/10/17	
35	5/10/17	No reason to eliminate this.
36	5/10/17	
37	5/10/17	
38	5/10/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	Monthly pass is mostly for work commuters with five day weeks. 15 day fare translates to three weeks in a month.
10	5/10/17	Currently parking in San Carlos is 'hit-or-miss' since the process of building the adjacent 'transit center' took up 505 of the parking spaces. Most mornings I cannot even park there and have to drive to Redwood City...which I may as well just continue to drive on into work.
11	5/10/17	If the monthly parking pass increases to $83 a month it will no longer make sense for me to ride caltrain. I will instead drive to work and not use my GoPass at all. $55 for the parking pass already seems high to me, but if this needs to be increased then a $5 increase would be acceptable, but no more than this.
12	5/10/17	
13	5/10/17	It seems like an arbitrary increase. Monthly parking covers the month whether it is "based on 10 or 15 days." The increase is substantial and too large.
14	5/10/17	That's a substantial increase
15	5/10/17	I park in San Mateo and $55 is already more expensive than SM parking in general. To park in the exactly same parking lot I can pay only $2.50/day to SM versus $55 on the Caltrain parking pass. I will definitely stop purchasing Caltrain parking pass if the prices go up
16	5/10/17	
17	5/10/17	50% price increase is ridiculous, after a recent 10% price increase. In Sunnyvale CAltrain doesn't even own the parking structure . . . at least that is what I am told. Is Sunnyvale charging Caltrain more us of the parking structure? this pushes me back to my car. I can commute cheaper in my car to SF when I combine parking costs with train fare.
18	5/10/17	What? Pay more and keep the same slow service, obsolete trains, old and run-down uncomfortable cars, and crappy schedule? Wow, what a deal! When is Caltrain going to modernize and fix all the systemic deficiencies witht the rail transport system in SF BA? Lets answer that question first, and then Iâ €™ll tell you whether you deserve to charge me higher fees across the board for anything.
19	5/10/17	This is way too much for parking! I would rather drive to work than pay an additional $27.50 a month to park at facilities that sometimes don't have enough parking for Caltrain riders.
20	5/10/17	
21	5/10/17	Strongly disagree with gouging the consumer when the goal is to get commuters off the road and be more eco friendly. It's already less expensive for me to drive my electric vehicle than take the train and this will discourage being green.
22	5/10/17	
23	5/10/17	
24	5/10/17	If parking is increased I feel that would be very unfair to those who have planned and budgeted parking into their monthly budget vs. one quarter for zone change is resonable
25	5/10/17	A 50% increase is unheard of in any market. I feel like these increase proposals are all geared towards higher earners and companies who employ them. You're going to force companies to stop providing commuter benefits, which will then directly impact riders. This is going to backfire.
26	5/10/17	
27	5/10/17	Absolutely ridiculous fare increase!!!!!!!!
28	5/10/17	This is way too big of an increase for parking passes.
29	5/10/17	
30	5/10/17	Parking is not guaranteed and runs out quickly. Don't you think you'd have more passengers if they could park for free.
31	5/10/17	$330 dollar a year increase for parking is very steep -- this will encourage parking in neighborhood streets. People who are already driving to Caltrain are also the most likely to reconsider using Caltrain's services and opt to clog the 101 instead because they are already in their car -- my own commute from Santa Clara to San Francisco is shorter by car when I use a carpool lane on 101.
32	5/10/17	Does not impact me but it does seem too much of a change: I ride my bike to the station
33	5/10/17	
34	5/10/17	
35	5/10/17	The parking is too impacted, so something needs to happen and increasing prices might be the answer. However, if the prices are increased, there needs to be parking available every day. If I pay $82 a month and still can't find parking that's not ok. It's pretty terrible that public transportation is so unattainable for the low income folks who need it most. Your best solution would be to add additional parking at all stations (Mountain View especially)
36	5/10/17	
37	5/10/17	
38	5/10/17	If monthly parking is increased to $82.5, people won't spend that much money to pay for parking and train ticket. Because the price together is too expensive, and I'd rather just drive everyday.

		Zone Fare Increase
No.	**Date**	**Comments**
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	
10	5/10/17	
11	5/10/17	
12	5/10/17	
13	5/10/17	
14	5/10/17	
15	5/10/17	
16	5/10/17	
17	5/10/17	you are a monopoly, does my opinion really count?
18	5/10/17	What? Pay more and keep the same slow service, obsolete trains, old and run-down uncomfortable cars, and crappy schedule? Wow, what a deal! When is Caltrain going to modernize and fix all the systemic deficiencies witht the rail transport system in SF BA? Lets answer that question first, and then Iâ €™ll tell you whether you deserve to charge me higher fees across the board for anything.
19	5/10/17	
20	5/10/17	
21	5/10/17	Strongly disagree with gouging the consumer when the goal is to get commuters off the road and be more eco friendly. It's already less expensive for me to drive my electric vehicle than take the train and this will discourage more folks from being green.
22	5/10/17	
23	5/10/17	
24	5/10/17	This seems to be the most fair option
25	5/10/17	I'm ok with reasonable fare increases, as long as they impact all riders equally.
26	5/10/17	
27	5/10/17	This one's not as hard to take.
28	5/10/17	The Caltrain is already very expensive
29	5/10/17	
30	5/10/17	Already costs too much
31	5/10/17	The zone system should be reformed. Perversely the zone system costs those who cannot afford to live closer to S.F. more than those who are fortunate enough to live closer. It disparately impacts the poor and middle class and should be abolished.
32	5/10/17	
33	5/10/17	
34	5/10/17	
35	5/10/17	I understand the need to keep up with the market.
36	5/10/17	
37	5/10/17	
38	5/10/17	

		Pilot Program
No.	**Date**	**Comments**
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	
10	5/10/17	Don't know about week-ends, but evening ridership is a ghost town; there is nobody on the trains.
11	5/10/17	
12	5/10/17	
13	5/10/17	
14	5/10/17	
15	5/10/17	
16	5/10/17	
17	5/10/17	
18	5/10/17	
19	5/10/17	
20	5/10/17	
21	5/10/17	
22	5/10/17	
23	5/10/17	
24	5/10/17	Same train going the same places- don't punish the people that pay to ride to work... the folks riding on weekends are going for fun events- they can work that into their budget of fun
25	5/10/17	Everyone should pay the same, regardless of when they travel.
26	5/10/17	
27	5/10/17	
28	5/10/17	
29	5/10/17	
30	5/10/17	Unaffected
31	5/10/17	Discounted weekend service is fine, if
32	5/10/17	This does not affect me but I do believe Caltrain is underutilized on weekends.
33	5/10/17	
34	5/10/17	
35	5/10/17	Anything you can do to encourage people to ride at less busy times.
36	5/10/17	
37	5/10/17	
38	5/10/17	

		General
No.	**Date**	**Comments**
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	
10	5/10/17	
11	5/10/17	
12	5/10/17	
13	5/10/17	
14	5/10/17	
15	5/10/17	
16	5/10/17	
17	5/10/17	instead of delaying each train ride by several minutes each time you make a schedule change, please shift everything to earlier in the morning, instead of later. I can no longer get to work on time due to later train arrivals. I now must commute by car or show up at work an hour earlier.
18	5/10/17	
19	5/10/17	
20	5/10/17	
21	5/10/17	
22	5/10/17	
23	5/10/17	
24	5/10/17	
25	5/10/17	Find other ways to generate revenue, like the increased advertising. Caltrain is a lifeline for many riders.
26	5/10/17	
27	5/10/17	
28	5/10/17	
29	5/10/17	
30	5/10/17	
31	5/10/17	Please implement "quiet cars" where talking and cell phone use is prohibited.
32	5/10/17	Please consider tax implications as many GoPass users have subsidized passes.
33	5/10/17	
34	5/10/17	If the goal is to provide funds to cover Caltrain's increased maintenance costs, it seems to me like the best way to cover cost for this is to spread out the price increase across all riders. For that reason, I don't think it makes sense to increase prices only for one type of rider (8-ride discounted ticket, only those who pay for parking, only Go Pass fares) and instead makes more sense to distribute this increase across fares that all riders contribute to (e.g. increasing zone fare by $0.25)
35	5/10/17	
36	5/10/17	
37	5/10/17	
38	5/10/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
39	5/10/17		x		6			x	4			x	3		x		5			x	2			x	1
40	5/10/17		x		5			x	3		x		4			x	2		x		6			x	1
41	5/10/17			x	5			x	3			x	2		x		6			x	4			x	1
42	5/10/17		x		5	x			1		x		3		x		6		x		2	x			4
43	5/10/17			x	5			x	4			x	1		x		6	x			2	x			3
44	5/10/17																								
45	5/10/17		x					x			x				x					x				x	
46	5/10/17		x		5	x			4	x			2		x		6	x			1			x	3
47	5/10/17	x					x			x					x				x		6	x			
48	5/11/17			x	5		x		3	x			2		x		6	x			1	x			4
49	5/11/17			x	3			x	4			x	2		x		6			x	1	x			5
50	5/11/17		x		4			x	2			x	6	x			3			x	1	x			5
51	5/11/17		x		5	x			2			x	4		x		6			x	3	x			1
52	5/11/17	x			3		x		6	x			2		x		4		x		5	x			1
53	5/11/17	x					x				x				x				x			x			
54	5/11/17	x			1		x		6	x			3		x		5	x			2			x	4
55	5/11/17		x		4			x	1			x	6		x		3		x		2			x	5
56	5/11/17			x	4		x		5	x			2		x		6	x			3	x			1
57	5/11/17	x			1		x		4		x		5	x			2		x		3		x		6
58	5/11/17	x			3	x			2			x	1		x		6	x			4		x		5
59	5/11/17			x	1		x		6			x	4		x		5	x			2			x	3
60	5/12/17			x	3		x		6		x		4		x		5			x	2	x			1
61	5/12/17		x		3		x		6		x		4		x		5		x		2			x	1
62	5/12/17		x			x					x		2	x			4	x			3	x			5
63	5/12/17		x				x				x				x				x				x		
64	5/12/17			x	1			x	3		x		6		x		2		x		5			x	4
65	5/12/17		x		6		x		3	x			2		x		5		x		4	x			1
66	5/12/17	x			1		x		5		x		4			x	3		x		6	x			2
67	5/12/17		x				x		1		x				x				x				x		
68	5/12/17	x			1	x			6	x			3	x			4	x			2	x			5
69	5/12/17		x					x	3			x			x		5	x				x			2
70	5/12/17			x			x					x				x			x					x	
71	5/12/17			x	3		x		6		x		4		x		2		x		5	x			1
72	5/12/17	x			1		x		6		x				x				x			x			
73	5/12/17	x			1			x	4		x		6		x		5	x			2			x	3
74	5/13/17	x			2	x			3		x		4	x			1		x		6	x			5
75	5/13/17			x	5			x	4			x	3			x	1		x		6	x			2

		Go Pass Increase
No.	**Date**	**Comments**
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	If price increases. I will stop using Caltrain. It defeats my purpose to use caltrain. It will become more expensive for me. I would rather drive to work.
46	5/10/17	
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	50% increase is too big of a sudden change. Maybe start with 25%.
51	5/11/17	Again to raise GO passes by 50% will discourage employers from opting into this program.
52	5/11/17	The Go Pass should be offered for all residents, not just companies. If CalTrain can afford to give these rates to big corporations, then it should be affordable for all residents that make much less than these companies. I would pay $285/year for the Go Pass in a heartbeat.
53	5/11/17	
54	5/11/17	
55	5/11/17	I think an increase of 50% is pretty outrageous to be perfectly blunt.
56	5/11/17	It already seems to be difficult enough to get employers to sign up for the program. Increasing the per-person cost is more reasonable than raising the employer minimum cost. Increasing the employer minimum cost by nearly 33% would make it even more of a challenge for medium businesses to implement, where they may already not see a ton of use for their individual employees.
57	5/11/17	Let employers cover some of the costs of rampant job growth with no attention to housing/transportation.
58	5/11/17	Agreed provided my employer does not pass the cost increase in to me.
59	5/11/17	
60	5/12/17	
61	5/12/17	
62	5/12/17	
63	5/12/17	
64	5/12/17	The employers will react to this appropriately
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	This is a crazy spike in our Go Pass fares. It is crazy unacceptable. Agree if Caltrain has an increase in fares but $95 increase is outrageously insane.
70	5/12/17	
71	5/12/17	
72	5/12/17	
73	5/12/17	Employees have right to live within walking distance from work
74	5/13/17	
75	5/13/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	
46	5/10/17	
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	
52	5/11/17	The monthly pass is already too expensive for the average income resident, especially if you are traveling 3 zones on the train!
53	5/11/17	
54	5/11/17	
55	5/11/17	I'm not entirely sure what this changes. I would just ask that increases in fare not be so much that it forces us to decide if we even want to take public transit anymore. There should be incentive, not punishment. I pay $3,000 a year to ride the CalTrain and I appreciate the ability to sit and not have to worry about crazy drivers, but $3k is a lot of money.
56	5/11/17	Disagree with this only to ensure that Caltrain remains viable and competitive with other bay area pricing providers. If the increase is from 13 days to 15 days, this is not as bad as 10->15 days, but still represents nearly a 15% increase. That's much higher than other similar rate increases.
57	5/11/17	This is a ridiculous increase considering you are cutting weekend service (the biggest "free" benefit of the monthly pass). A service reduction coupled with a significant increase in price is just ridiculous. This is why people oppose federal funding, we know it will be wasted and you'll be clamoring to raise rates/cut service regardless of how much cash you get.
58	5/11/17	
59	5/11/17	This is a 50% increase. It is a very high increase in monthly pass prices. All at once? Seems very unfair honestly speaking. I myself and other people would start reconsider other options with this 50% increase. Driving daily would become cheaper.
60	5/12/17	
61	5/12/17	Stop increasing fares! Lower salaries of your executives! People who are using Caltrain to get to work do not have high salaries to support your increases!!!!!!!!
62	5/12/17	
63	5/12/17	
64	5/12/17	
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	
70	5/12/17	The new prices are INSANE for someone paying to go from Gilroy to Palo Alto with zero bullet trains.
71	5/12/17	
72	5/12/17	
73	5/12/17	
74	5/13/17	
75	5/13/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	
46	5/10/17	
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	
52	5/11/17	You should offer an annual pass like the Go Pass, at the same rate that corporations get it , per employee, for all residents of the valley!
53	5/11/17	
54	5/11/17	
55	5/11/17	I really don't know what there ever was one.
56	5/11/17	This is kind of useless as it's currently implemented. It would be more beneficial to see similar pass systems to those used in other municipalities and countries. (i.e 1 day pass, 3 day pass, 7 day pass, etc.)
57	5/11/17	I will simply stop using Caltrain for my commute if you eliminate this. I get delayed and sit around for hours with no opportunity for a refund already, I am not paying more for my often delayed daily commute.
58	5/11/17	
59	5/11/17	I never used those so no clue.
60	5/12/17	
61	5/12/17	
62	5/12/17	
63	5/12/17	
64	5/12/17	The uncontrolled fare hike can't continue indefinitely. People will respond by not using the service
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	
70	5/12/17	
71	5/12/17	Why are we eliminating this?
72	5/12/17	
73	5/12/17	Strongly disagree. Punishing a daily commuter instead of a one-time ticket buyer is just not right. Eliminating this means it makes more sense to carpool rather than use Caltrain, even considering parking costs. Doesn't make sense again of Caltrain electrification being "about the environment" when at the same time shying away customers like this.
74	5/13/17	
75	5/13/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	It's a pretty steep increase especially given that the price just increased a few months ago
44	5/10/17	
45	5/10/17	If parking price increases. I will stop using Caltrain. It defeats my purpose to use caltrain. It will become more expensive for me. I would rather drive to work.
46	5/10/17	This is a huge increase and with the lack of enforcement or basic safety features I cannot justify paying such a huge increase to park at the train station.
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	I strongly disagree - raising monthly parking by over 50% is ridiculous. It is my understanding that we are trying to get cars off the road, this proposal is encouraging people to drive to work as it is cheaper than paying for parking.
52	5/11/17	There is rarely available spots, so most of the time you are paying and not able to find a spot. Do Not raise this fare.
53	5/11/17	
54	5/11/17	
55	5/11/17	Absolutely not. The last parking increase was only $5. How in the hell do you justify the increase? There is plenty of parking across the street at SAP center.
56	5/11/17	A 33% increase is massive and may or may not solve the parking needs and issues of all areas. It would make more sense to regulate parking in a manner similar to BART, where parking rates are determined per station based on the needs and demand at each station. (i.e a lesser used station could remain at $55 while SJD may increase to $80)
57	5/11/17	Discourage people from driving is fine with me, there is never any parking anyway.
58	5/11/17	I strongly oppose this increase. Paying almost $100/month for parking is exhorbitant especially when considering that purchasing a pass does not guarantee you a space. I would not continue to purchase monthly parking passes and would consider using alternate forms of transportation.
59	5/11/17	I don't use caltrain parking, but also a 50% increase is a large number. Not a joke or something insignificant that people will go with.
60	5/12/17	
61	5/12/17	Stop increasing fares! Lower salaries of your executives! People who are using Caltrain to get to work do not have high salaries to support your increases!!!!!!!!
62	5/12/17	
63	5/12/17	
64	5/12/17	
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	$33 spike is outrageous too. I guess caltrain doesn't believe in low % of spike and just slams the train rider with ridiculous high in fares.
70	5/12/17	
71	5/12/17	
72	5/12/17	
73	5/12/17	San Francisco area consumer price index is rising 2%/year, I just don't understand why you try to jack up 50%. If it is the first price increase since 1997, then it makes sense.
74	5/13/17	
75	5/13/17	

		Zone Fare Increase
No.	**Date**	**Comments**
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	
46	5/10/17	
47	5/10/17	It is already expensive to travel from one zone to one other zone, so increasing the pricing does not make sense.
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	
52	5/11/17	The cost of running the trains does not change depending on the distance that the passenger is traveling. There should not be a up-charge (even now) for taking the train from Milbrea to San Bruno. I say one blanket charge.
53	5/11/17	
54	5/11/17	
55	5/11/17	The increase is much too high. You will alienate riders and force them back into their cars. 3 in 5 CalTrain riders have cars and many of those people probably have car payments. I am on of these people. I have $334 a month for my car and $246 a month for CalTrain.
56	5/11/17	This is a reasonable increase given the circumstances.
57	5/11/17	You just increased in 2016. Service has been terrible lately, you are re-flooring SF (for no visible reason) and screwing with everyone's commute. Trains are overcrowded and break down often. Why should we pay more for this terrible service?
58	5/11/17	
59	5/11/17	Reasonable
60	5/12/17	
61	5/12/17	Fares are high enough as it is! People who work in SF are almost paying MORE to get to work then salaries
62	5/12/17	
63	5/12/17	
64	5/12/17	see above
65	5/12/17	
66	5/12/17	Fares have been increased yearly, but it doesn't look that Caltrain spent money wisely. Ex. the LED displays were installed at San Francisco and San Jose - money was spent on it, but this system doesn't provide any returns of investment. Caltrain should focus on optimizing efficiency instead of squeezing money from customers.
67	5/12/17	
68	5/12/17	
69	5/12/17	$.25 is a minimal increase which makes sense.
70	5/12/17	
71	5/12/17	It's already a lot to upgrade a zone, please don't increase.
72	5/12/17	
73	5/12/17	This is normal course of inflation
74	5/13/17	
75	5/13/17	

		Pilot Program
No.	**Date**	**Comments**
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	
46	5/10/17	
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	
52	5/11/17	Having cheaper fares for weekend and evening riders will promote economic growth between the valley and city residence since people will be more willing to travel to the city for cheaper rates.
53	5/11/17	
54	5/11/17	
55	5/11/17	I ride to work, so business hours are my ridership.
56	5/11/17	
57	5/11/17	Why should commuters subsidize weekend /evening riders who may be tourists? I ride to get to work, this comes out of my income. Let them pay for their vacation.
58	5/11/17	Would not apply to me as I recieve a Go Pass from my employer. However, it seems like a poor idea considering you are increasing all other prices due to a lack of revenue.
59	5/11/17	
60	5/12/17	
61	5/12/17	
62	5/12/17	
63	5/12/17	
64	5/12/17	
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	I think this will encourage more riders during weekend
70	5/12/17	
71	5/12/17	Makes sense.
72	5/12/17	
73	5/12/17	
74	5/13/17	
75	5/13/17	

		General
No.	**Date**	**Comments**
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	
46	5/10/17	
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	
52	5/11/17	Offer residents of the Bay Area/Silicon Valley the option to buy the Go Pass, or an annual pass.
53	5/11/17	
54	5/11/17	
55	5/11/17	I really do not believe you should increase fares so significantly. Especially for your loyal riders. I have taken CalTrain to work for 5+ years. What's with the huge increase?
56	5/11/17	
57	5/11/17	
58	5/11/17	Consistent breakdowns and disruption of service will strongly affect public support for these increases. Why would anyone pay more for unreliable transportation? Also, what happened to all of the money from the measure passed during the Nov. 2016 election?
59	5/11/17	
60	5/12/17	
61	5/12/17	Let contractors who work full time at the company participate in Go Pass program! Stop discrimination! Why allow interns but not contractors????
62	5/12/17	
63	5/12/17	
64	5/12/17	Caltrain needs to get rid of zones, not 8-ride tickets. The fare should be distance-based, like BART of any other modern public transit.
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	
70	5/12/17	
71	5/12/17	
72	5/12/17	
73	5/12/17	Please raise prices for one-time tickets boylught in cash by 50%. The strategy of raising rates for current customers are exact same tactics of Comcast. Caltrain should do better than this.
74	5/13/17	
75	5/13/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
76	5/13/17		x				x				x				x				x				x		
77	5/13/17			x				x				x				x			x		6	x			1
78	5/14/17	x			3		x		6		x		4	x			2	x			1	x			5
79	5/14/17		x		5		x		3	x			4		x		6	x			1	x			2
80	5/15/17	x			2	x			6			x	1	x			3	x			5	x			4
81	5/15/17	x			5		x		1		x				x				x			x			3
82	5/15/17	x			1		x		6		x		5			x	4			x	3	x			2
83	5/15/17			x	3		x		4			x	1		x		6	x			2			x	5
84	5/15/17		x		6		x		2		x		1		x		5		x		3		x		4
85	5/15/17		x				x				x				x				x			x			
86	5/15/17			x	1		x		5	x			2		x		6		x		4		x		3
87	5/15/17			x			x				x				x		1		x					x	
88	5/15/17	x				x				x				x				x					x		
89	5/16/17			x	3		x		4			x	2		x		5		x		6		x		1
90	5/16/17	x			2	x			4		x		6	x			5			x	3	x			1
91	5/16/17		x				x				x					x				x			x		
92	5/16/17		x		5		x		4		x		3		x		6		x		2			x	1
93	5/16/17		x		4		x		2		x		6		x		3		x		5	x			1
94	5/16/17			x	3		x		6			x	1		x		5		x		2			x	4
95	5/16/17			x	6		x		1			x	3		x		2			x	4			x	5
96	5/16/17			x	4		x		3		x		5		x		2		x		1	x			6
97	5/16/17		x		5		x		4		x		6		x		3	x			2	x			1
98	5/16/17		x		4	x			5	x			3		x		6		x				x		1
99	5/16/17			x			x		6		x				x				x				x		
100	5/16/17	x			2	x			4			x	6	x			1			x	3	x			5
101	5/16/17			x	6		x		3		x		5			x	4	x			2	x			1
102	5/16/17			x	3		x		5			x	1		x		6	x			2		x		4
103	5/16/17			x	4		x		5			x	1		x		6	x			2		x		3
104	5/16/17		x		4		x		3		x		5		x		6	x			2	x			1
105	5/16/17		x		5		x		4			x	3		x		1		x		2	x			6
106	5/16/17			x		x						x		x					x			x			
107	5/16/17	x			3		x		5		x		6			x	1	x			2			x	4
108	5/16/17	x					x				x				x				x				x		
109	5/16/17		x		5		x		3			x	1	x			2		x		6	x			4
110	5/16/17	x			2	x			1		x		6	x			3		x		5	x			4

		Go Pass Increase
No.	**Date**	**Comments**
76	5/13/17	
77	5/13/17	
78	5/14/17	
79	5/14/17	Nonsense change. Think about these persons who need caltrain every day working. Is it possible for them to have such salary jump?
80	5/15/17	
81	5/15/17	Tech companies in the area can do more to shoulder the cost of passes.
82	5/15/17	
83	5/15/17	
84	5/15/17	Why don't you enforce your ticket purchase policy instead of raising fees? I have had my pass checked once since April 1 (today is May 15). I have taken the train all but one business day in that span.
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares.
86	5/15/17	
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	
91	5/16/17	
92	5/16/17	Increasing fares by 50%. Outrageous!
93	5/16/17	
94	5/16/17	
95	5/16/17	
96	5/16/17	
97	5/16/17	In addition to being the steepest increase here, the higher minimum cost blocks out smaller employers from participating, making it only worthwhile for the tech giants. Lots of companies would participate at a lower minimum.
98	5/16/17	I wish I got a 50% increase. This is doubling someone's monthly out of pocket expenses.
99	5/16/17	Passing the fare increase to employers is better than passing it to the individual riders.
100	5/16/17	
101	5/16/17	
102	5/16/17	
103	5/16/17	
104	5/16/17	This increase will cause lots of hardship for riders. It is a huge increase at one time. You are not going to make up the shortfall by increasing fares this much as people will find alternative transportation.
105	5/16/17	
106	5/16/17	GoPass is probably under-priced and should be increased but how much? VTA has analyzed its program and has a policy-based explanation. Caltrain should also.
107	5/16/17	
108	5/16/17	
109	5/16/17	Can we raise fares only for high-income people so that low-income people can afford to ride Caltrain?
110	5/16/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
76	5/13/17	
77	5/13/17	
78	5/14/17	Think it makes more sense to increase the base fare for infrequent riders who are probably less price sensitive since they are usually taking the train to an event (e.g. ball game or concert) that they have paid significantly more for.
79	5/14/17	
80	5/15/17	
81	5/15/17	This a HUGE cost being put on riders. It's hard to justify paying this much when the conditions of trains have remained the same. Trains are still overcrowded (even with the new add-ons). We're paying exorbitant fees to stand in crowded sardine cans.
82	5/15/17	
83	5/15/17	No where to sit on Giants game days. Packed like sardines with obnoxious drunks!
84	5/15/17	check tickets 9see above) Plus, improve your infrastructure. Have turnstiles or gates in order to enter the platform as opposed to anyone being able to walk on and get on the train. Have an additional conductor who can check tickets.
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares.
86	5/15/17	
87	5/15/17	Increased number of riders and didn't improve service. I don't see the value of 20% increased fare. It would be great to see, the increase fare improves which part. Most of public transportation system doesn't increase the fare, >10%. It is the reason why we call 'public' transportation.
88	5/15/17	
89	5/16/17	
90	5/16/17	
91	5/16/17	
92	5/16/17	You just raised the fares recently, now you want >12% more? Most people take the train 20 days per month. Your are hardly offering a discount!
93	5/16/17	I use the monthly pass during most months but this would have me reconsider. If I do not have a monthly pass, I would be less likely to ride Caltrain.
94	5/16/17	Caltrain is already very expensive and represents money out of the pocket for working class people. Raising the rates for monthly passes hits the people who rely on Caltrain the most the hardest.
95	5/16/17	
96	5/16/17	
97	5/16/17	It's already cutting it close to break-even for people who occasionally drive or work from home instead of commuting. This guarantees it'll be mostly worthless.
98	5/16/17	
99	5/16/17	It hurts regular commuters more than necessary. The service on Caltrain is never pleasant. It doesn't make sense to pay more for the poor service (conductors are bossy, trains are late frequently, train cars are low quality, etc).
100	5/16/17	
101	5/16/17	
102	5/16/17	
103	5/16/17	So much more riders than way before. One that rides every day for past 15+ years can tell the difference!
104	5/16/17	
105	5/16/17	
106	5/16/17	
107	5/16/17	Since zone fare is already going up, monthly pass rate is already increasing.
108	5/16/17	
109	5/16/17	
110	5/16/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
76	5/13/17	
77	5/13/17	
78	5/14/17	Think it makes more sense to increase the base fare for infrequent riders who are probably less price sensitive since they are usually taking the train to an event (e.g. ball game or concert) that they have paid significantly more for.
79	5/14/17	
80	5/15/17	
81	5/15/17	This a HUGE cost being put on riders. It's hard to justify paying this much when the conditions of trains have remained the same. Trains are still overcrowded (even with the new add-ons). We're paying exorbitant fees to stand in crowded sardine cans.
82	5/15/17	
83	5/15/17	
84	5/15/17	how is this hurting Caltrain? not expensive enough for you? Only hurts the rider
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares.
86	5/15/17	
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	This is a very often used form of ticket for me and a lot of people I know. It provides flexibility for when I transit into SF. There are times when I go to SF 15 times a month but there are lot of times when I go in 6-8 times only. If you take away this option, I will be paying for more rides than I can take.
91	5/16/17	
92	5/16/17	This is terrible. People use this ticket if they take the train only sometimes. Now they will just drive!
93	5/16/17	On months that I do not use the Monthly pass, I use 8 ride tickets. Not having this option would make my commute more expensive.
94	5/16/17	
95	5/16/17	
96	5/16/17	
97	5/16/17	Every reasonable commuter rail offers discounted multiride tickets. New York MTA does (10-ride pass), Chicago Metro does (same thing).
98	5/16/17	
99	5/16/17	8-ride is useful, and it doesn't make sense to discontinue. It should be valid for 30 days from the date of activation, not the date of purchase. Sometimes whole 8-ride expires without being used, and it is not easy to get a refund for unused products especially when commuter benefits are used. This is just another way for Caltrain to exploit its customers and charge for the services that they never used. Additionally, we sometimes have to pay twice for a service (Clipper takes days to fix issues with monthly pass, and it is required for us to buy another tickets, etc). Caltrain is not forgiving about those cases, and some conductors exploit their authority to punish the customers.
100	5/16/17	
101	5/16/17	
102	5/16/17	
103	5/16/17	
104	5/16/17	This is a very affordable alternative for riders that don't work a 40 hour week in the city
105	5/16/17	
106	5/16/17	
107	5/16/17	You need a frequent commuter option that bridges between the monthly pass and the full daily rate. Many commuters work from home periodically and the 8 pack works well for them.
108	5/16/17	
109	5/16/17	
110	5/16/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
76	5/13/17	
77	5/13/17	
78	5/14/17	
79	5/14/17	I remembered it was $30 when I started taking caltrain. It does not make sense the dramatic increase.
80	5/15/17	
81	5/15/17	This a HUGE cost being put on riders. It's hard to justify paying this much when the conditions of trains have remained the same. Trains are still overcrowded (even with the new add-ons). We're paying exorbitant fees to stand in crowded sardine cans.
82	5/15/17	
83	5/15/17	This a ridiculous increase!!! All these price increases a person can just clog the roads and DRIVE for cheaper!!!
84	5/15/17	You already charge too much for parking. You don't enforce monthly or day permits in the lots. Why am I paying more when you are not doing your job of enforcement?
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares.
86	5/15/17	Every increase for parking is not fair!! Try to lessen the cars on the road! One might as well just drive to San Francisco because of the ever rising prices!
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	
91	5/16/17	
92	5/16/17	Increasing parking by 50% is outrageous. I can't even find a spot unless I go early.
93	5/16/17	
94	5/16/17	
95	5/16/17	
96	5/16/17	Given that it is now the NORM for Caltrain to be late it would be irresponsible and monopolistic to increase these these prices. FIRST be on time. THEN increase prices, and customers will pay willingly.
97	5/16/17	Same issue as monthly pass, too high to be worth it at that price point for anyone who doesn't Caltrain literally every day. 10->13 seems more reasonable.
98	5/16/17	Are you building more lots? Parking is already a nightmare, we have to get there SO early to even get a spot. If you increase spots perhaps, but this is a lot of money to pay for a month on top of the increase your pass. Plus we have to spend money to even drive to caltrain stations. This is an unfair price increase as you already raised it just this year. Stop the madness or start building more spots so we don't have to battle for the ones that are there.
99	5/16/17	50% increase cannot be justified if the amount and the quality stay the same.
100	5/16/17	
101	5/16/17	
102	5/16/17	So expensive just to park in lot Monday thru Friday this is NOT a fair increase in cost!
103	5/16/17	So much more riders and still increasing rates. Such a big increase that is totally unfair!!!
104	5/16/17	This is another huge one-time increase that will affect many rider. You are tying to implement too many increases at once!!
105	5/16/17	
106	5/16/17	Customize parking prices based on prevailing parking rate in city.
107	5/16/17	
108	5/16/17	
109	5/16/17	
110	5/16/17	

		Zone Fare Increase
No.	**Date**	**Comments**
76	5/13/17	
77	5/13/17	This would already make it more impossible for people to get anywhere due to the cost. Clipper card should be kept the same.
78	5/14/17	
79	5/14/17	
80	5/15/17	
81	5/15/17	
82	5/15/17	
83	5/15/17	
84	5/15/17	what am I paying for? Trains don't run on time. Trains are running less to my desired stop in the afternoon. You have given less options and now you want more money.
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares.
86	5/15/17	
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	
91	5/16/17	
92	5/16/17	You just raised the fares recently!
93	5/16/17	This would make my commute more expensive.
94	5/16/17	
95	5/16/17	
96	5/16/17	Given that it is now the NORM for Caltrain to be late it would be irresponsible and monopolistic to increase these these prices. FIRST be on time. THEN increase prices, and customers will pay willingly.
97	5/16/17	
98	5/16/17	You have the most ridership you have ever had. Which means more money coming in. Don't get greedy. When the next bubble hits you guys will be wishing for this steady stream of riders.
99	5/16/17	The service on Caltrain is never pleasant. It doesn't make sense to pay more for the poor service (conductors are bossy, trains are late frequently, train cars are low quality, etc).
100	5/16/17	
101	5/16/17	
102	5/16/17	
103	5/16/17	
104	5/16/17	
105	5/16/17	
106	5/16/17	After the last fare increase ridership went down. Continuing to increase fares risks decreasing ridership and return.
107	5/16/17	
108	5/16/17	
109	5/16/17	Can we raise fares only for high-income people so that low-income people can afford to ride Caltrain?
110	5/16/17	

		Pilot Program
No.	**Date**	**Comments**
76	5/13/17	
77	5/13/17	
78	5/14/17	
79	5/14/17	
80	5/15/17	
81	5/15/17	
82	5/15/17	
83	5/15/17	
84	5/15/17	You can't manage what you have, why start something new?
85	5/15/17	
86	5/15/17	
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	
91	5/16/17	
92	5/16/17	
93	5/16/17	
94	5/16/17	
95	5/16/17	
96	5/16/17	
97	5/16/17	
98	5/16/17	So increase it for your loyal customers but give one time customers a break? I don't agree. Your loyalty customer should get the breaks.
99	5/16/17	Discounting weekend and evening riders would not help the commuters that is a majority of Caltrain users.
100	5/16/17	
101	5/16/17	
102	5/16/17	Who rides on weekends except for weekend workers! One rides Monday thru Friday to get to work...wouldn't take Caltrain with family to go city.
103	5/16/17	
104	5/16/17	
105	5/16/17	
106	5/16/17	
107	5/16/17	
108	5/16/17	
109	5/16/17	
110	5/16/17	

		General
No.	**Date**	**Comments**
76	5/13/17	
77	5/13/17	
78	5/14/17	
79	5/14/17	There are many ways to save and collect money, but not from these working class. We are working hard everyday and relied on public transportation.
80	5/15/17	
81	5/15/17	
82	5/15/17	
83	5/15/17	
84	5/15/17	that is a pointless question as each person will say the lowest priority is what will hurt them most.
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares. Your trains currently do not meet demand for your bike riding passengers, and increasing the price of a ticket without providing some improvement of service/capacity is not okay.
86	5/15/17	On Giants afternoon weekday games provide more trains for people that go and are NOT every day commuters! They are drunk loud fans!
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	Plz do not eliminate the 8 ride ticket. The ticket prices are already high and the 8-ride ticket gives a way to buy only as much as needed. If you take this away - we will be paying a lot more on a monthly basis and not even using the rides we pay for.
91	5/16/17	
92	5/16/17	
93	5/16/17	
94	5/16/17	If Caltrain is losing money and needs a rate increase why is it being wasted on improving the FLOORS in the SF station? That is literally the lowest priority concern.
95	5/16/17	
96	5/16/17	Given that it is now the NORM for Caltrain to be late it would be irresponsible and monopolistic to increase these these prices. FIRST be on time. THEN increase prices, and customers will pay willingly.
97	5/16/17	
98	5/16/17	Please enforce that bikes should let everyone exit before they do. They should WAIT for everyone and then go down the ramps. People are getting hit with tires and they slow the process of getting off the train because we have to dodge them. Please enforce the rules that bikes exit last.
99	5/16/17	Caltrain really needs to step up and improve its services. Better train the conductors on customer services, be prompt about schedules, offer better schedules (more trains), use environment friendly cars.
100	5/16/17	
101	5/16/17	
102	5/16/17	2 Conductors and 1 Engineer and still need to increase rates...ridiculous!
103	5/16/17	
104	5/16/17	What about all the funds set aside for the electrification? Why can't some of these funds be use for Caltrain to maintain service and keep ridership costs reasonable?
105	5/16/17	
106	5/16/17	
107	5/16/17	Clipper needs to fix the delay between payment and credit on the card!!
108	5/16/17	
109	5/16/17	
110	5/16/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
111	5/16/17		x		6	x			4		x		5	x			3	x			2	x			1
112	5/16/17		x		5		x		6		x		4		x		1		x		3		x		2
113	5/16/17		x			x					x		5		x		6		x			x			1
114	5/16/17		x		2		x		5		x		3		x		4		x		6	x			1
115	5/16/17			x	1			x	2		x		6		x		3		x		5		x		4
116	5/16/17	x			1		x		6		x		4			x	3		x		5	x			2
117	5/16/17	x			4	x			5	x			3	x			2		x		6	x			1
118	5/16/17			x	1		x		5		x		3			x	2		x		4	x			6
119	5/16/17	x			2	x			3		x		6	x			1		x		5	x			4
120	5/17/17		x		2		x		5		x		3		x		1		x		4		x		6
121	5/17/17	x			5	x			2	x			6	x			1	x			3	x			4
122	5/17/17	x				x				x				x				x						x	
123	5/17/17		x		6	x			2		x		5		x		1		x		3	x			4
124	5/17/17			x	3		x		6		x		5		x		2	x			1			x	4
125	5/17/17		x		3		x		5	x			1		x		4		x		6	x			2
126	5/17/17		x		6		x		3		x		5		x		4		x		2		x		1
127	5/17/17		x		3		x		5	x			2		x		4	x			1			x	6
128	5/17/17	x			1	x			2	x			3		x		5		x		6	x			4
129	5/17/17		x				x				x				x				x			x			
130	5/17/17		x		6	x			3	x			1		x		5	x			2			x	4
131	5/17/17	x			1	x			4			x	6	x			5		x		3	x			2
132	5/17/17	x						x			x				x				x			x			1
133	5/17/17	x			2		x		6		x		5	x			4	x			3	x			1
134	5/17/17	x			2			x	5			x	4	x			3		x		6	x			1
135	5/17/17			x				x				x				x				x				x	
136	5/17/17	x			1		x				x					x			x		6		x		
137	5/17/17		x		6		x		3		x		5		x		4		x		2	x			1
138	5/17/17			x				x				x				x				x				x	
139	5/17/17			x	6		x		1		x		5		x		4		x		2	x			3
140	5/17/17		x		5			x	3		x		6	x			2		x		4	x			1
141	5/17/17		x		3		x		6		x		4		x		2		x		5		x		1
142	5/17/17	x			1		x		6			x	3		x		5		x		4			x	2
143	5/17/17		x				x				x				x				x			x			

		Go Pass Increase
No.	**Date**	**Comments**
111	5/16/17	It would be fine if it was available to low-income earners, 80% of whom commute by car because they can't afford transit.
112	5/16/17	
113	5/16/17	
114	5/16/17	
115	5/16/17	
116	5/16/17	Large employers should pay more for Go Passes. My employer does not provide any commuter benefits so I bare the burden of paying about $1700 a year for Caltrain on top of Bart fares.
117	5/16/17	
118	5/16/17	
119	5/16/17	It's a steep hit, but the value to the employees is still quite high. Of course it might be tough for some large employers to absorb.
120	5/17/17	
121	5/17/17	
122	5/17/17	Please figure out a way to make Caltrain financially self sufficient and less reliant on government funding for operations.
123	5/17/17	
124	5/17/17	This option is not viable for my company at this time, but if it was this increase is excessive.
125	5/17/17	If a company could pay only for the employees who will use it, then the new prices would be fair--perhaps even low, but since an employer has to pay for all employees, even when only a fraction of them use Caltrain, it makes it unattractive to many employers.
126	5/17/17	
127	5/17/17	This one-time increase would be too steep and should be done over multiple steps, similar to the monthly passes.
128	5/17/17	
129	5/17/17	50% is too much of a hike, where's the comparable equivalent improvement to justify such a large increase? At that price, those employers could easily switch to buses as an alternative.
130	5/17/17	If this goes through, MANY employers will not eat the cost and either discontinue the GO Pass or pass the cost on to employees = more employees will begin driving and the traffic situation in the Bay area will get even WORSE!
131	5/17/17	
132	5/17/17	
133	5/17/17	I think these large employers should pay more.
134	5/17/17	
135	5/17/17	Out of all riders how many (percent) are GoPass?
136	5/17/17	GoPass providers need to pony up more; those of us without GoPass are underwriting the companies (not people, companies) that offer GoPass. Your budget has to come from somewhere. Companies should contribute; they can afford it far more than individuals
137	5/17/17	
138	5/17/17	When will more detailed GoPass data be available?
139	5/17/17	I don't really know what a Go Pass is
140	5/17/17	Keep fare costs as low as possible. Cut staff or reduce their wages. You have a requisition for a Director of IT I have applied for that is still open and I never even received an acknowledgement of having applied despite leaving voicemail for Penny. Penny clearly isn't doing her job, fire her. I can help reduce and eliminate Windows licensing expenses as well by using free and open source software alternatives with better security and reliability.
141	5/17/17	Again, Caltrain is already too expensive for most people except the rich to use on a regular basis. This is unfair.
142	5/17/17	
143	5/17/17	Need to get results of fare study before proposing increases

		Monthly Pass Multiplier
No.	**Date**	**Comments**
111	5/16/17	
112	5/16/17	
113	5/16/17	
114	5/16/17	
115	5/16/17	
116	5/16/17	I already pay a lot for Caltrain with earnings from after taxes. My employer does not provide pre tax commuter benefits. I will take a hit with another increase in prices.
117	5/16/17	
118	5/16/17	
119	5/16/17	The monthly pass is a generous discount. I often bought one even if I only expected to make 10 round trips in a month, because it capped my expense and included local travel on SamTrans and VTA.
120	5/17/17	
121	5/17/17	
122	5/17/17	
123	5/17/17	
124	5/17/17	I understand that costs go up, but this is a bit excessive. Once again, I will look to see if there are alternative ways for me to get to my office to avoid CalTrain. If the proposed increases were in the 5-8% range it would be easier to justify, based on cost of living and providing the services. But, CalTrain sites that they are facing a $10M short fall for 2018 budget year. Sound to me like CalTrain should look to hiring people that can actually manage the budget as opposed to raising our rates so significantly.
125	5/17/17	Many people these days work non-traditional schedules, travel, work from home one or two days a week, etc., so are unlikely to save anything with the monthly pass. Caltrain needs to encourage loyalty to the regular (but not daily) riders. I take the train 1-2 days per week--with some incentives, I could ramp that up to 2-4 days per week.
126	5/17/17	
127	5/17/17	The proposed increase for a monthly pass would be more than 20% based on the current fare. This increase is too much and may deter a lot of riders making Caltrain less attractive. If an increase is necessary, it should be considered in two or three steps.
128	5/17/17	
129	5/17/17	Why would anyone agree to a yearly increase when there is no improvement to the quality of the service. There's less seats, frequent breakdowns, and no comparable increase in gas prices which is one of Caltrain's main competitors.
130	5/17/17	
131	5/17/17	
132	5/17/17	
133	5/17/17	This will make me less likely to commute by Caltrain, which is already more expensive than commuting by car, because it makes the monthly passes less of a good deal. I think that this fare increase in unacceptable!
134	5/17/17	
135	5/17/17	
136	5/17/17	Leave the fare price base alone!
137	5/17/17	
138	5/17/17	
139	5/17/17	It is already so expensive! I am unfortunately just at the edge of two zones (Lawrence & Redwood City) so my monthly pass for three zones is super expensive.
140	5/17/17	Months have 28 to 31 days in a Gregorian calendar and approximately 28 days in lunar calendars. Neither 13 nor 15 day month durations are congruent with Earth months and are unnecessarily confusing.
141	5/17/17	Again, Caltrain is already too expensive for most people except the rich to use on a regular basis. This is unfair.
142	5/17/17	Raising the fare for my monthly pass will make it more difficult for me to continue riding with Caltrain. As someone with no other option but to ride Caltrain to and from work each day, this increases the financial burden upon me.
143	5/17/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
111	5/16/17	For tourists
112	5/16/17	
113	5/16/17	
114	5/16/17	
115	5/16/17	The 8-ride ticket makes use of Caltrain much more attractive for my commute to work 2-days per week.
116	5/16/17	This also hurts people who work part time
117	5/16/17	
118	5/16/17	
119	5/16/17	I don't understand why you can't offer some benefit for people who ride often but not enough to justify a monthly.
120	5/17/17	
121	5/17/17	
122	5/17/17	
123	5/17/17	
124	5/17/17	I find the 8-ride ticket package useful when I am traveling for my company and will only need to ride CalTrain a handful of times during that month.
125	5/17/17	In the age of Clipper cards, the 8-ride seems outdated, BUT it would be nice to find a way to give a discount to those of us who are regular riders but not regular enough to buy a monthly pass. Could you offer something like BART's high value ticket?
126	5/17/17	
127	5/17/17	
128	5/17/17	
129	5/17/17	Does not achieve the goal of retaining/increasing ridership.
130	5/17/17	
131	5/17/17	
132	5/17/17	
133	5/17/17	I commute from San Jose to San Francisco everyday when I am in the bay and not traveling for business. On months where I will spend enough time in the area I use a monthly pass, but there are often months that I am not within the bay for enough days in a calendar month and I rely on the 8 ride tickets to make the journey more affordable.
134	5/17/17	
135	5/17/17	How long the 8-ride tickets are good for (do they expire on 10/1? What if you purchase them on 9/30?)
136	5/17/17	No! This option should be available to those who do not need a monthly pass but need to buy tickets for more than one ride.
137	5/17/17	With all of these measures, it seems like CalTrain is trying to decrease its ridership!
138	5/17/17	
139	5/17/17	
140	5/17/17	No. maintain all discounted incentive fare. Make Caltrain more economical than BART.
141	5/17/17	The 8-ride ticket is valuable for various people who may only need Caltrain two or three times a week. It should be valid for 60 days, not 30 days. Why discourage people from riding Caltrain regularly?
142	5/17/17	
143	5/17/17	It is useful to encourage transit use.

		Monthly Parking Multiplier
No.	**Date**	**Comments**
111	5/16/17	
112	5/16/17	
113	5/16/17	
114	5/16/17	
115	5/16/17	Rising parking prices discourage use of Caltrain until last mile or first mile options to station are convenient.
116	5/16/17	
117	5/16/17	
118	5/16/17	
119	5/16/17	Parking has often felt very subsidized and those of us who never park at a station get no benefit from it.
120	5/17/17	
121	5/17/17	
122	5/17/17	
123	5/17/17	why the need to price gouge loyal customers. I've ridden the peninsula train since 1974 and have seen prices go up and service go DOWN
124	5/17/17	The proposed increase in parking fares will make this service very difficult to justify as it is increasing harder to be able to live month to month. I would find alternative ways to get to the station to avoid the parking fees.
125	5/17/17	
126	5/17/17	
127	5/17/17	The same than for monthly passes applies here. The one-time increase would be too much and should be staged over two or three times.
128	5/17/17	Too m any people are not paying for parking and parking on city street. Your parking program does not work like it should.
129	5/17/17	That's a 50% increase, I thought Caltrain was trying to increase/maintain ridership? How would making it cheaper to drive achieve that?
130	5/17/17	That price increase is way too much! If riders stop driving down to station and get rides - it will be MORE of a mess at Diridon! And the VTA takes WAY TOO long to consider using it instead of parking at station. Maybe increase parking by $10 would be acceptable - not $30 !
131	5/17/17	Increasing the incentives to not drive to Caltrain makes sense IF it shifts people to public transit, bikes or walking, and doesn't shift people away from Caltrain.
132	5/17/17	
133	5/17/17	
134	5/17/17	
135	5/17/17	
136	5/17/17	
137	5/17/17	
138	5/17/17	
139	5/17/17	
140	5/17/17	I am OK with increasing costs for car owners to fund rail.
141	5/17/17	Again, Caltrain is already too expensive for most people except the rich to use on a regular basis. This is unfair.
142	5/17/17	I highly disagree with this monthly parking increase. As someone with a 3 zone monthly pass and monthly parking passes, this increase will make Caltrain significantly more expensive than driving to and from work.
143	5/17/17	

		Zone Fare Increase
No.	**Date**	**Comments**
111	5/16/17	Except for low-income earners!!
112	5/16/17	I have multiple children who use the train to get to school and the Clipper Cards are already expensive.
113	5/16/17	
114	5/16/17	Caltrain is already too expensive.
115	5/16/17	The rising fare reduces my willingness to take Caltrain.
116	5/16/17	This hurts people who work part time
117	5/16/17	
118	5/16/17	
119	5/16/17	This is going to be a steep hit for some riders.
120	5/17/17	
121	5/17/17	
122	5/17/17	
123	5/17/17	
124	5/17/17	This proposed increase is nominal and I can understand the need.
125	5/17/17	Caltrain is already way more expensive than driving for me ($24.70 roundtrip including parking from Zone 1 to 4 vs. $6 rountrip for gas). I prefer the train since it is more relaxing and more green, but as prices keep going up, I find myself more conscious of the cost.
126	5/17/17	
127	5/17/17	
128	5/17/17	
129	5/17/17	Why would anyone agree to a yearly increase when there is no improvement to the quality of the service. There's less seats, frequent breakdowns, and no comparable increase in gas prices which is one of Caltrain's main competitors.
130	5/17/17	
131	5/17/17	Why not more of an increase, or less? Need data.
132	5/17/17	
133	5/17/17	
134	5/17/17	
135	5/17/17	
136	5/17/17	I travel zones 2 to 6 inclusive; that monthly pass is almost $300 already and you are proposing to raise it a year early. What are you going to do next year? raise it again? It looks like you are subsidizing low income/GoPass with those of us locked into monthly passes. See comment above
137	5/17/17	
138	5/17/17	
139	5/17/17	
140	5/17/17	I think rail fares should be made as inexpensive as possible. Do not eliminate nor increase the discounted rate 8 ride and monthly passes. Encourage more to use Caltrain, keep passenger costs as low as possible or even free if subsidized somehow.
141	5/17/17	Caltrain is already too expensive for most people except the rich to use on a regular basis. This is unfair. It sounds like Caltrain is trying to reduce overcrowding by only serving the rich.
142	5/17/17	
143	5/17/17	Increases should await results of fare study

		Pilot Program
No.	**Date**	**Comments**
111	5/16/17	
112	5/16/17	
113	5/16/17	
114	5/16/17	Off-peak discount pricing just makes sense. The ultimate goal should be to reduce private vehicle dependency along the Caltrain corridor.
115	5/16/17	Trains are already full on weekends and evenings.
116	5/16/17	keeping it equitable
117	5/16/17	
118	5/16/17	
119	5/16/17	This is an interesting idea. I no longer ride enough to have a pass, but I appreciated that weekends included all zones as that was when I most often went end to end.
120	5/17/17	I'd rather not have a discount for weekend / evening riders and instead NOT increase monthly pass fares.
121	5/17/17	
122	5/17/17	
123	5/17/17	
124	5/17/17	I do not use CalTrain services at these times so this will not benefit me.
125	5/17/17	
126	5/17/17	
127	5/17/17	I don't think this will increase ridership on weekends and hence does not look important to me.
128	5/17/17	
129	5/17/17	
130	5/17/17	I don't feel like the problem here is evening or weekend riders. The real problem is commuting in the Bay Area. The Caltrain needs to be a better solution!
131	5/17/17	provided good data is acquired during the pilot.
132	5/17/17	Roudntrip from SJ to SF is $20. This cost more than driving to the city...I would take caltrain more if it's cheaper.
133	5/17/17	I think this is a good idea to reduce congestion in peak hours.
134	5/17/17	
135	5/17/17	
136	5/17/17	The difference in cost has to come from somewhere; this would mean I subsidize these discounts with my fare increases. The buck has to stop somewhere; have these people pay their "fare" share like the rest of us instead of using us to underwrite the difference in fare collections
137	5/17/17	
138	5/17/17	
139	5/17/17	
140	5/17/17	More methods to provide passenger discounts seems worthwhile to increase riders.
141	5/17/17	Instead, Caltrain should save money by eliminating one of the "conductors" during lighter ridership times (if not, during all times).
142	5/17/17	
143	5/17/17	

		General
No.	**Date**	**Comments**
111	5/16/17	You need low-income passes and fares!!
112	5/16/17	
113	5/16/17	
114	5/16/17	
115	5/16/17	Better coordination of Caltrain and BART times at Millbrae should be a very high priority. As is, the transfer from Caltrain to BART is outrageous with BART trains leaving just as passengers get off Caltrain and run to catch BART with doors closing on BART just as runners arrive. Very frustrating & poor!
116	5/16/17	
117	5/16/17	
118	5/16/17	
119	5/16/17	Overall it is a steep increase coming on the heels of last year's increase. It feels like Caltrain riders are being asked to pay disproportionately for VTA's fiscal issues.
120	5/17/17	
121	5/17/17	
122	5/17/17	
123	5/17/17	
124	5/17/17	
125	5/17/17	
126	5/17/17	
127	5/17/17	I believe before Caltrain is considering a fare increase, it must look into improving it's current service. Trains are old and reaching their end of life soon. Also the current schedule is too infrequent and trains during peak hours are far too overcrowded. If there is a clear plan to address those issues I am sure that riders will be more willing to accept the frequent and rather steep fare increases.
128	5/17/17	
129	5/17/17	
130	5/17/17	I do not take the train to the city on the weekends as there is not enough bullet service. But driving is not a problem as there's so much less traffic. Caltrain (Bart and VTA) need to be solution to our traffic mess during weekday commutes. If I had to drive to work - I would not work at Stanford. There is no way I could commute by car and remain sane. Not to mention the problems in Palo Alto if people stop taking the train to work!
131	5/17/17	
132	5/17/17	
133	5/17/17	
134	5/17/17	Let multiple employers of low wage service workers join together to buy discount passes for their employers.
135	5/17/17	Is Caltrain considering an annual pass?
136	5/17/17	YOUR CHOICES IN THE TABLE ABOVE DON'T WORK!!!
137	5/17/17	
138	5/17/17	Will there be public outreach meetings in SF, SM and SJ? If so when and where?
139	5/17/17	
140	5/17/17	Run more frequent and extensive service on weekends. Currently Gilroy and areas south of San Jose are not well serviced at all even during the week and not at all on weekends. That is unacceptable. In civilized environments like Berlin, rail service is 24 hours on Friday and Saturdays to promote people taking trains and reduce the likelihood of drunk driving on weekends when most people are off work.
141	5/17/17	It seems like Caltrain is trying to reduce overcrowding by pushing away low- and middle-income people, instead of increasing the number of trains and the number of train cars.
142	5/17/17	
143	5/17/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
144	5/17/17			x	1		x		6			x	2		x		5		x		4			x	3
145	5/17/17		x		5		x		3	x			1		x		6		x		2	x			4
146	5/17/17																								
147	5/17/17		x				x				x		6		x				x		3		x		
148	5/17/17			x	5		x		6	x			2			x	3			x	4	x			1
149	5/17/17		x		5	x			1		x		3			x	6	x			2	x			4
150	5/17/17			x	1		x		6			x	4			x	2		x		5	x			3
151	5/17/17			x	2		x		4		x		5			x	3		x		6	x			1
152	5/18/17	x			1	x			2			x	4	x			3	x			5			x	6
153	5/18/17		x		5	x			4		x		6			x	2		x		3	x			1
154	5/18/17		x		3			x	2		x		5			x	4		x		6	x			1
155	5/18/17		x		5		x		6	x			3		x		4	x			1			x	2
156	5/18/17	x			4		x		5	x			1		x		6	x			2	x			3
157	5/18/17	x			1			x		x			2			x		x			3	x			
158	5/18/17	x			1	x			3			x	5	x			2	x			6	x			4
159	5/18/17			x	2		x		4		x					x	3		x		6	x			1
160	5/18/17			x				x				x				x				x				x	
161	5/18/17		x				x					x			x				x					x	
162	5/18/17			x				x				x				x				x		x			
163	5/18/17			x				x				x				x				x				x	
164	5/18/17			x				x				x				x				x				x	
165	5/18/17			x				x				x				x				x				x	
166	5/18/17		x				x					x			x				x					x	

		Go Pass Increase
No.	**Date**	**Comments**
144	5/17/17	
145	5/17/17	Have you shared this proposal with the employers?, are they willing to pay it? 50% increase is really high.
146	5/17/17	
147	5/17/17	
148	5/17/17	
149	5/17/17	
150	5/17/17	
151	5/17/17	
152	5/18/17	CalTrain should do more to allow smaller businesses to participate, perhaps through some sort of aggregation groups.
153	5/18/17	I was trying to get my employer to sign up for this and this increase will be more difficult
154	5/18/17	This increase will guarantee less ridership.
155	5/18/17	
156	5/18/17	
157	5/18/17	
158	5/18/17	while this is a steep one time increase, it is both reasonable and necessary
159	5/18/17	
160	5/18/17	
161	5/18/17	
162	5/18/17	
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
144	5/17/17	
145	5/17/17	
146	5/17/17	
147	5/17/17	
148	5/17/17	A 20% fare increase here is quite steep. I would seriously consider working from home an extra day a week or carpooling with coworkers to get below 15 days per month if this were implemented.
149	5/17/17	
150	5/17/17	You should encourage more monthly passes and less use of e-cash on Clipper
151	5/17/17	Riders should get discounts for frequency, not penalized for it.
152	5/18/17	
153	5/18/17	
154	5/18/17	
155	5/18/17	This is an extremely large increase in price, one that seems frankly ridiculous. As someone who rides commutes via Caltrain approx. 5x per month I would likely be discouraged by this increase and would favor driving instead.
156	5/18/17	
157	5/18/17	
158	5/18/17	
159	5/18/17	Monthly passes are expensive enough as it is. It hasn't even been 2 years since the last increase!
160	5/18/17	
161	5/18/17	
162	5/18/17	
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
144	5/17/17	
145	5/17/17	
146	5/17/17	
147	5/17/17	
148	5/17/17	8 Ride was always a pain. I frequently had unused passes when I did 8 ride tickets.
149	5/17/17	
150	5/17/17	
151	5/17/17	Using the Clipper card is easier, although sometimes the readers don't work so the max fare is charged. Riders should have options, not be forced to purchase Clipper. Being forced to use Clipper is not fair to people visiting the bay area, and it doesn't take tourist transportation into consideration.
152	5/18/17	
153	5/18/17	I rarely make the required 15 rides for the monthly pass but to use the Caltrain regularly
154	5/18/17	There should be MORE incentives to ride, not taking away the limited incentives we have already.
155	5/18/17	
156	5/18/17	
157	5/18/17	confusing as all heck
158	5/18/17	
159	5/18/17	I buy two 8-ride tickets every month, because I don't have exactly the same commute every day.
160	5/18/17	
161	5/18/17	
162	5/18/17	
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
144	5/17/17	This would be highway robbery!! I can barely afford the one month train pass and the $55 parking fee as it is!
145	5/17/17	This increase is huge!, what is the rational of the increase? The monthly pass fee will be increased and the parking fee as well, it is not affordable for everyone to pay these increases. Many people have to rely on the car to go to the train station, this increase is not an incentive to use the train, it won't contribute to take cars out of the streets.
146	5/17/17	
147	5/17/17	What about the stations where parking is free? Morgan Hill etc. all stations should pay for parking.
148	5/17/17	
149	5/17/17	
150	5/17/17	
151	5/17/17	
152	5/18/17	This will cause more riders to avoid parking by using street parking near the stations. This proposal implies that parking at SJ Diridon or Sunnyvale where the lots fill up quickly is of the same value as at Lawrence, where they are never full.
153	5/18/17	
154	5/18/17	
155	5/18/17	
156	5/18/17	big increase
157	5/18/17	
158	5/18/17	
159	5/18/17	
160	5/18/17	
161	5/18/17	
162	5/18/17	
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

		Zone Fare Increase
No.	**Date**	**Comments**
144	5/17/17	I highly disagree with a fare increase. Why penalize the commuters who are doing our roads and an environment a favor? Raise the day, one-way passes, but not commuter fares!
145	5/17/17	
146	5/17/17	
147	5/17/17	Trains overcrowded most of the time you end up standing. Increasing rates people should have a seat rather then pay for standing.
148	5/17/17	
149	5/17/17	
150	5/17/17	Increase the paper ticket zone fare price only.
151	5/17/17	Most of the time, it is cheaper to drive rather than take the train. Raising fares will encourage me to drive more often.
152	5/18/17	
153	5/18/17	Increase the discount with it
154	5/18/17	There was a recent increase in fares not too long ago. What is the reason for this increase? There is already funding for the electrification of CalTrain...
155	5/18/17	
156	5/18/17	
157	5/18/17	
158	5/18/17	
159	5/18/17	Caltrain is expensive enough as it is. It hasn't even been 2 years since the last increase!
160	5/18/17	
161	5/18/17	
162	5/18/17	
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

		Pilot Program
No.	**Date**	**Comments**
144	5/17/17	
145	5/17/17	
146	5/17/17	
147	5/17/17	Ridership is heaviest during work week yet you want to give weekend & evening riders a discount? Not fair!!!
148	5/17/17	Weekend and evening service is slower, so it should be cheaper.
149	5/17/17	
150	5/17/17	
151	5/17/17	
152	5/18/17	
153	5/18/17	
154	5/18/17	There should be MORE incentives to ride Caltrain. Incentives guarantee more riders and therefore less pollution and traffic on the road.
155	5/18/17	
156	5/18/17	
157	5/18/17	strongly agree
158	5/18/17	great way to generate goodwill in ridership community at of-fpeak times
159	5/18/17	Try it. This could be a way to increase ridership, when you have unused capacity available.
160	5/18/17	
161	5/18/17	
162	5/18/17	This sounds good, especially more family train travel for weekends, if we can lower the cost, single tickets are expensive when added up. I use train for work, but cost too much for 5 members family travel, especially when u want more ridership at time when when family can do things togetger, WEEKENDS!!!!
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

		General
No.	**Date**	**Comments**
144	5/17/17	
145	5/17/17	Any change should be done in phases, you can not expect to increase all fares at the same time and riders to approve the change. We understand a good train service requires investment but the funding can't come directly from the riders. The cost of living in this area is already high, all the utilities are increasing as well, will the people be able to eat? Parking is a must in the stations and increasing the fares won't motivate anyone to continue to use the train. It will be great if you also engage with the employers, will they provide a subsidy for these fare changes? I do agree we can all contribute to the Caltrain but these increases are not affordable for everyone. Thanks!!
146	5/17/17	
147	5/17/17	
148	5/17/17	
149	5/17/17	
150	5/17/17	
151	5/17/17	
152	5/18/17	You should see about a levy on Giants game tickets -- their game traffic disrupts commuter access. Yesterday (5/17/17) the 258 left riders at the station at Palo Alto due to being over capacity.
153	5/18/17	
154	5/18/17	Public Transportation already costs more money than driving a personal car. It is also less convenient in most cases. Caltrain needs to use incentives, discounts and programs that will increase ridership by decreasing cost and increasing reliability and convenience.
155	5/18/17	I have been a vocal advocate of the Caltrain system and have supported you guys on the fight for Electrification Funding. These proposed fair increases seem like a slap in the face to riders.
156	5/18/17	- do the increase in phases - monthly pass and parking fee increases together will not work. big increase - review go pass - employers to pay more
157	5/18/17	monthly pass tagging is horrible please get rid of zones
158	5/18/17	
159	5/18/17	
160	5/18/17	Is there any way Caltrain could reduce prices by reducing the number of employees required to operate the trains? Many trains overseas automate fare collection, which lowers the per-ride operational cost. Fewer employees per train would help support a higher frequency of service (not sure if you have the train or track capacity for the latter). Have you modeled the expected passenger loss due to the higher fare? It's my understanding that ridership has decreased this past year. I'm OK with charging what's necessary for the service to operate but it would be good to know you have some sort of passenger model based on the fare price. I'm also worried that fewer passengers would translate to fewer trains; probably my #1 goal for Caltrain would be an increased service frequency during the day and at night.
161	5/18/17	What? Pay more and keep the same slow service, obsolete trains, old and run-down uncomfortable cars, and crappy schedule? Wow, what a deal! When is Caltrain going to modernize? Lets answer that question first, and then I'll tell you whether you deserve to charge me higher fees across the board for anything.
162	5/18/17	
163	5/18/17	Caltrain's antiquated and insanely inequitable fixed zone-based fares are a holdover from the bad old days when station agents and train crews punched and sold paper tickets. Having only a few large fare zones made for a smaller set of easily-memorized cash fares. Currently, riding 1 station stop south from Redwood City costs $5.75 — $2 MORE than riding 8 station stops north to Millbrae ... and the SAME as riding 13 station stops north to SF! (Note: such fare inequities exist at all stations on or near fare zone boundaries.) All Caltrain ticket sales were switched to TVMs or Clipper for well over a decade now, so switching to an equitable distance-based fare matrix — as BART has always had — is a long overdue "no-brainer." Standard one-way fares would be composed of a base, say $2, plus a distance-based component of say 15 cents per mile. All other ticket types would be based on a multiplier (e.g. 0.5x for senior/child/disabled, 8x for 7-day passes, 26x for 30-day passes). Depending on the base fare, distance charge and multipliers chosen, the switch to equitable distance-based fares could be made either revenue-neutral or revenue-increasing and reprogramming the existing TVMs and Clipper could easily accommodate this. BART posts station-specific charts showing the cost to ride to any other station, and has apps and online fare calculators easily accessible from anywhere: https://www.bart.gov/tickets/calculator Unlike BART's dumb TVMs, Caltrain's intelligent TVMs actually know and display fares prior to purchase ... so distance-based fares would be much easier for riders than on BART. Note that BART's is an approximation of a pure distance-based fares. As a careful study of the BART fare matrix shows, they still have some closely-spaced downtown stations which they chose to treat as one for fare purposes ... and they also have surcharges for use of certain special high-cost stations such as SFO ($4) or OAK ($6). Of course, Caltrain's intelligent TVMs and/or Clipper could easily handle all of this too. The existing zone-upgrade fare is also easily retained and implemented for monthly pass holders with distance based fares. Simply tag-on and -off, and the correct net mileage ridden outside the pre-paid segment covered by the monthly pass is automatically deducted from the stored (cash) value on the rider's Clipper card. "Easy peasy"!
164	5/18/17	If "Caltrain plans assume consideration of a fare increase every two years." then why is an increase being considered for October 2017? The fares were last increased in 2016, and that is one year.
165	5/18/17	Hello JPB Secretary, I have been a comitted rider since I graduated college in 2012 and moved back to the suburbs. I think the fare increase each two years is not fair to the community. Public transportation should be acessible and affordable. I would like to suggest the option for companies to have ad space on the trains or at each station not just SF. How much would Caltrain be able to charge each company? Could that help in decreasing costs for riders and bringing money to the budget? What government grants can Caltrain have? What if corporations also rent out trains off peak hours and fill them for e.g. a conference in SF from Google. A specific company rental from Mountain View to SF. Could Caltrain do a company transportation and make money?
166	5/18/17	Caltrain, Are you kidding me, raising parking costs by over 50%. Increasing the already expensive passes also. How about having conductors check tickets more often, catch the people riding for free. Check parking passes at stations where people park for free cause they know they can. I see conductors sitting in seats talking to people and not working. Eliminate the waste and make it affordable.

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
167	5/18/17		x				x					x			x				x					x	
168	5/18/17		x				x					x			x					x				x	
169	5/18/17			x				x				x				x				x				x	
170	5/18/17		x				x					x			x					x				x	
171	5/18/17		x		2		x		6		x		4		x		5	x			3		x		1
172	5/19/17		x		4		x		6			x	3	x			1		x		5	x			2
173	5/19/17			x	3			x	4		x		6			x	5	x			1	x			2
174	5/19/17			x	6		x		2		x		3			x	5		x		4		x		1
175	5/19/17			x	6		x		5			x	2		x		4		x		3	x			1
176	5/19/17		x		6	x			3		x		5	x			1	x			2	x			4

		Go Pass Increase
No.	**Date**	**Comments**
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	
172	5/19/17	It seems fair to raise the rate but this huge percentage increase all at once doesn't seem fair. This seems like punishment for doing thr right thing (encouraging use of public transportation). Again, a bond or other secure funding source for Caltrain would have been a lot better solution.
173	5/19/17	
174	5/19/17	
175	5/19/17	
176	5/19/17	Increasing 10 percent is good. But 50 percent at time is too costly

		Monthly Pass Multiplier
No.	**Date**	**Comments**
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	This is a huge increase. I for one cannot afford to have my train pass increase by over $55 per month. plus an increase on monthly parking... I wont be able to afford to go to work.
172	5/19/17	This will lead to fewer people taking Caltrain. People are working different schedules (working from home, longer schedules so they can get an extra day off, etc.) Today is a Friday and the train had a lot less passengers. This will discourage many people from buying a monthly pass since the discount won't be as meaningful.
173	5/19/17	
174	5/19/17	
175	5/19/17	
176	5/19/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	
172	5/19/17	
173	5/19/17	I have been going to SJSU for a year now, and the 8-ride has always been something I use a lot. It's cheaper than buying the monthly and/or single rides. My friends who also live around the peninsula and who go to school in SJ buy the 8-ride ticket. I think taking this option out is not a really good idea, esp. to students who commute like me. I would prefer to have an 8-ride fare increase rather than fully eliminating it. Thanks for hearing out my opinion.
174	5/19/17	
175	5/19/17	
176	5/19/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	I for one cannot afford having my parking pass increase by $27.50 a month with an additional $55 for my monthly pass. I won't be able to afford to go to work.
172	5/19/17	More should be done to increase the cost of parking. Monthly train tickets have a multiplier effect - the daily rate increases and the number of days charged increases. This is not the case with parking, where the daily rate is staying the same. Raise the daily rate. But also think bigger - think of better ways to use the parking lot land like doing long term land leases. Muni did that with land near the Embarcadero for a hotel. Look at that model. If done right, it would bring Caltrain more customers than the loss of a parking lot would lose.
173	5/19/17	
174	5/19/17	
175	5/19/17	
176	5/19/17	

		Zone Fare Increase
No.	**Date**	**Comments**
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	
172	5/19/17	There are other ways to deal with a funding shortage. BART just successfully passed a bond. Caltrain should have taken that route so the cost is spread to 101 users who also get huge benefits from having a well used Caltrain. This fare increase is almost 20% for monthly users and will scare many of them away from Caltrain.
173	5/19/17	
174	5/19/17	
175	5/19/17	
176	5/19/17	

		Pilot Program
No.	**Date**	**Comments**
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	
172	5/19/17	
173	5/19/17	
174	5/19/17	Weekend travel is a luxury item whereas weekday travel/commute is a necessary expenditure. Please don't penalize the working folks who need to use the rain for daily transportation.
175	5/19/17	
176	5/19/17	

		General
No.	**Date**	**Comments**
167	5/18/17	First, "proposed increase" is code for "we are doing this, so who cares what you have to say." Second, you are again holding a public meeting in the middle of the week at a time when most people are at work. People need to be at their jobs to pay for the outrageous increases you are proposing…how can they leave work early to attend the meeting? The fares will again be discussed in July, on a week day at 10am…when people are at work… How about a Saturday afternoon meeting? Or a weeknight at 7 or 7:30om when people can attend? I forgot, you don't want people to attend. I have filled out the survey but that is insufficient for me to eviscerate you in writing. Fare increase coming, the second in about two years: let's justify that decision, shall we? The trains run on time every day: negative When a train has an issue, the stoppage/delays are minimal and commuters are gently impacted if at all: negative Conductors check tickets on a regular basis, making sure everyone who is riding is paying: negative Conductors enforce rules on the train from cell phone usage to feet on the seats: negative Parking is regulated and enforced at all stations: negative On Giants game days, additional trains are run to ease the congestion and allow for a smaller impact on every day commuters: negative But with the fair increase, good things will happen, right? With the fair increase, Caltrain will be adding free wifi on all trains: negative With the fair increase, Caltrain will be upgrading its infrastructure to cut back on delays: negative With the fair increase, Caltrain will be running additional trains to give riders more flexibility and options: negative The head man gets a 50K bonus for his fine work: affirmative Caltrain is mismanaged: affirmative Perhaps the fair increase is needed to pay a 500K salary for a guy who is unable to manage his way out of a wet paper sack. I currently have a GoPass. I have no idea if my company will give in to extortion or if they will end the program. I understand that everyone's situation is different. Some will have no choice but to pay all that you demand because this is there only option for transportation. If my company leaves the GoPass program, I will discontinue riding Caltrain. Based on your "proposed" (certain) increase, my cost for riding Caltrain (2 zones) and a parking permit will total $246.00/month. If I drive gas will cost be around $100.00/month and I can pocket the remainder for car maintenance and still come out well ahead of what you want to charge. Thankfully, I am only 2 zones. Imagine how people in 3 or more zones are going to react. Ultimately, in the 4 years I have been riding Caltrain, Caltrain has never been accountable for their business. Parking enforcement is the sheriff department's issue. We don't get enough money from the state to improve infrastructure from rails to modern trains to whatever else…We don't have the money to put an extra conductor on trains to help check tickets and enforce rules.
168	5/18/17	I am writing to voice my concern for the proposed fare hikes, especially the PARKING increase from $55 to $82.50. This is a huge increase and I can't tell what new services you are offering. Do you plan on building more parking at busy locations such as San Jose Diridon? Are you building lots at other stations? If you are not then the price of a parking spot, which we already have to get to the station at an ungodly hour to even get, just got even more expensive. Do I need to start getting there at 5:30 just to park my car?? That is a substantial increase to commuters who are already spending money on gas to even get to your parking lots! The parking lots are NOT patrolled, they are dirty, they are crowded and the price should encourage people to want to ride Caltrain, not encourage them to get in their cars and avoid the hassle of high cost of train/parking and commuting. I live in Morgan Hill and commute to San Francisco. It's a long train ride but since Caltrain can't seem to run more than a few trains up and down a VERY populated corridor I drive up to Diridon to catch a bullet train. I really wish you would add more trains going down to Gilroy. Do you realize that you are missing out on a lot of commuters as most people who live in Morgan Hill, Gilroy, Hollister and even Salinas work in Silicon Valley. You guys are missing out on a huge influx of new ridership and money. But guess what, these communities aren't taking Caltrain; as you can see by the 101 traffic, they are driving because the train times are the worst. Unless you leave your job very early in the afternoon, you are not getting home until after 7:15pm if you live in Morgan Hill. What kind of life does that bode for your family. So instead people drive, and clog the roads early, but Caltrain is missing out on getting all of those commuters on board. You guys says "butts in the seats" would drive demand, but how long do you think people are going to sacrifice their life and time to prove to you that the service is needed. That saying, "if you build it, they will come" would run true if you guys added more trains. There are housing developments going up in Morgan Hill by the caltrain station to attract young people who work in silicon valley, but again, those people are not going to take the train if they can't get home at a decent time. It's a missed opportunity! Now you take a monthly pass from San Jose to SF and raise it, along with $82 parking a month, what is the incentive for people to take the train? Its more than a CAR PAYMENT at this price point. Yes traffic isn't fun, but feeling ripped off every month as you guys increase parking and monthly passes every few months perhaps isn't worth the cost of sitting on a train for 3 hours after we have hit someone. Or standing up for an hour on our way home because a Giants game just let out.
169	5/18/17	Hello, I was planning to attend the meeting this afternoon, but regrettably, southbound train # 258, which I had hoped to board at 3:56 pm in Burlingame, was literally packed, with passengers even crowding the vestibule steps, so there was no way I could have brought my bike aboard. This was a result of todays Giants' game. I just completed the Caltrain fare increase survey, and I offer you my comments in lieu of appearing at today's meeting. •I object to a back-to-back fare increase. I think the current base fare should remain unchanged for at least one year. •The survey did not offer the option of an increase in the paper ticket fare, while leaving the Clipper fare unchanged. Currently, a paper ticket cost $0.55 more than the equivalent Clipper cash, which is a low difference compared to other transit systems. For example, check out the difference in fare modes on the S.F.-Oakland ferry which I take monthly. Paper ticket: $6.60 Clipper: $5.00 Increasing the delta between TVM and Clipper fares on Caltrain would encourage the "occasional" passengers to purchase a Clipper card, which in turn would encourage users to try other transit modes, particularly the bus, and also eliminate queuing at the BART ticket machines at Millbrae. So I suggest you add this revenue-increasing measure to your options. Thanks for considering my views on this fare increase, and I hope you can plan better for ball game events so regular riders can still access trains.
170	5/18/17	I was unable to make the meeting on Wednesday afternoon regarding Caltrain fare increases and changes. I would like to take this opportunity to provide some feedback. For the record, I work in downtown Palo Alto and take Caltrain almost everyday. Downtown Palo Alto, like many cities along the Peninsula is blessed to have a Caltrain station in its midst. Yet there are hundreds of workers who still do not take use it to get there. It's a simple matter of economics. In many cases, it is still cheaper to drive a car with one occupant than to buy a GoPass or pay the daily rate. Raising fares will do nothing to convince potential new riders to switch modes. One way to convince those currently not on Caltrain to switch is to provide a mechanism to incentivize them to try it. Transportation Management Associations, for example, try by providing GoPasses to those who meet eligibility requirements. Currently Caltrain increase the price of GoPasses and is considering eliminating the 8 ride option and raising daily fares. This not only hampers the TMAs efforts but also makes it harder for companies who want to provide their employees with transit options to do so. This all seems counterintuitive. On one hand, cities and companies are trying to find ways to get people out of their cars and Caltrain is discussing ways to make it even harder for cities to achieve that noble goal. It is widely known that fare box revenue does not cover Caltrain expenses. So why adjust the fare box? Consider other ways of reducing expenses and improving efficiencies. (The public and the press have already pointed to some excesses that need trimming.) Do not raise fares, do not eliminate discounts, do offer more discounts to those working on your behalf to get people to take advantage of the service you offer. Do
171	5/18/17	
172	5/19/17	It is not fair that monthly passes are going up almost 20% and daily parking is remaining the same. Do something like raise parking and base monthly passes on 13 or 14 days.
173	5/19/17	
174	5/19/17	
175	5/19/17	
176	5/19/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
177	5/19/17			x	6	x			3		x		2		x		4		x		1		x		5
178	5/19/17			x			x				x				x					x		x			
179	5/19/17			x	3		x		4		x		6	x			5	x			2	x			1
180	5/19/17	x			2		x		6	x			1		x		5	x			3	x			4
181	5/19/17			x	2	x			4	x			1		x		6	x			5		x		3
182	5/19/17		x		6		x		4			x	3		x		5	x			1	x			2
183	5/19/17	x			2		x		4		x		5	x			1		x		6	x			3
184	5/19/17		x		6	x			4	x			5	x			1	x			3	x			2
185	5/19/17	x			1	x			3		x		6			x	5	x			2	x			4
186	5/20/17	x				x						x				x			x					x	
187	5/20/17	x			6		x		1		x		3			x	2		x		4	x			
188	5/20/17	x				x			4	x			3	x				x			5			x	2
189	5/21/17	x			1	x			2	x			4		x		6	x			3	x			5
190	5/21/17		x		4		x		1		x		2		x		6		x		5	x			3
191	5/21/17			x	3			x	4		x		6	x			1			x	5			x	2
192	5/22/17		x		5		x		2		x		4		x		3		x		6	x			1
193	5/22/17		x		2		x		6		x		3		x		4		x		5			x	1
194	5/22/17		x			x					x				x			x					x		
195	5/22/17	x			1		x		6	x			3		x		5	x			2	x			4
196	5/22/17			x			x				x					x			x				x		
197	5/22/17		x		6		x		3		x		5			x	4		x		2	x			1
198	5/22/17			x	3		x		6	x			4			x	1	x			5	x			2
199	5/22/17		x		6		x		1		x		5			x	2	x			3		x		4
200	5/22/17	x			1		x		4		x		6	x			2			x	3		x		5
201	5/22/17	x			4	x			3			x	5	x			2		x		6	x			1
202	5/22/17	x			2	x			6		x		3			x	5	x			1	x			4
203	5/23/17			x	3		x		6			x	1			x	2		x		5		x		4
204	5/23/17	x			1		x		6	x			3			x	4			x	2		x		5
205	5/23/17		x		5			x	2		x		6			x	3		x		4	x			1
206	5/23/17	x			1		x		6		x		4		x		2		x		5		x		3
207	5/23/17		x				x				x				x				x			x			
208	5/23/17	x			1			x	4		x		6	x			3	x			2		x		5
209	5/23/17		x		5		x		6			x	4			x	2			x	3	x			1
210	5/23/17	x			3			x	4			x	2		x		6	x			1		x		5

		Go Pass Increase
No.	**Date**	**Comments**
177	5/19/17	
178	5/19/17	
179	5/19/17	
180	5/19/17	
181	5/19/17	
182	5/19/17	I strongly disagree with the disproportionally higher cost increase of Go Passes compared to other fares. Employees don't have control over their employers' decision to participate in the program, but will bare all of the costs should the company stop. I think this change will just lead to many employers dropping this benefit, much less than the projected revenue increase, and higher costs for empoyees
183	5/19/17	Yes. Techies can afford it.
184	5/19/17	
185	5/19/17	Honestly, this is still a ridiculous low price for the year that a employer pays for it's employees. Tech companies have given us a lot of luxuries, life would be harder without Google. But honestly the amount of money some of these companies is sickening. There are many people in the Bay that work multiple jobs, and can hardly live. And that is an understatement. This should definitely go up.
186	5/20/17	
187	5/20/17	
188	5/20/17	Reluctantly, but only if small employers, and possibly individuals, are able to benefit from this program in some way.
189	5/21/17	
190	5/21/17	
191	5/21/17	
192	5/22/17	
193	5/22/17	
194	5/22/17	
195	5/22/17	Go Pass fare prices have not appropriately increased compared to monthly prices, particularly when considering that these are annual fees. An increase would be highly appropriate even up to $750 per employee. Considering that a monthly pass commuter spends $2,000+ annually, a higher price for Go Pass users would be reasonable. However, the minimum should be maintained at $15,000 to encourage smaller companies (w/ 20+ employees) to sign up for the program.
196	5/22/17	
197	5/22/17	The CalTrain is already cost prohibitive - this MASSIVE increase will be exclusionary and will fly in the face of incentivizing public transit.
198	5/22/17	
199	5/22/17	
200	5/22/17	
201	5/22/17	
202	5/22/17	
203	5/23/17	
204	5/23/17	
205	5/23/17	
206	5/23/17	
207	5/23/17	
208	5/23/17	not sure the amount of increase is reasonable for everyone. maybe have some price flexibility for some smaller employers and non-profits?
209	5/23/17	This will discourage companies from signing up. Only the wealthy companies will be able to afford this benefit.
210	5/23/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
177	5/19/17	
178	5/19/17	
179	5/19/17	
180	5/19/17	- I (and many others may be) commute only on weekdays, and on an average 16-20 days a month. This change would take away all the discounts from monthly pass, discouraging its use. - May be caltrain should introduce a weekday only pass if this is going to
181	5/19/17	
182	5/19/17	This should be implemented at the base fair level, not the monthly pass level
183	5/19/17	
184	5/19/17	
185	5/19/17	I use caltrain everyday during the week when I am working and usually at least one way when I work on the weekend. The new monthly rate still saves me money compared to paying for a single ride each way during the month with the current price.
186	5/20/17	
187	5/20/17	
188	5/20/17	
189	5/21/17	
190	5/21/17	
191	5/21/17	
192	5/22/17	
193	5/22/17	
194	5/22/17	
195	5/22/17	For monthly pass users, the expense of using Caltrain is already high, and an increase would cause substantive financial harm to this critical Caltrain customer base.
196	5/22/17	This is a SIGNIFICANT price increase. My monthly pass would increase by 21.5%!! This is a drastic change for regular riders. Other options should be considered, and weekend and evening riders should not receive discounts if regular riders are paying so much more.
197	5/22/17	
198	5/22/17	
199	5/22/17	
200	5/22/17	
201	5/22/17	
202	5/22/17	
203	5/23/17	If this change were to be made, it would no longer make sense for me to purchase a monthly pass. I work from home one day per month (a somewhat common arrangement) so the monthly pass would approximately be a wash. If I no longer had a monthly pass and just used a clipper card to tag on and tag off: 1. I would drive more often. I used to drive from San Mateo (Hillsdale) to SF. Right now, I rarely am able to get a seat as it is on these trains so driving is nearly as convenient. The lack of "lock in" from no longer having a monthly pass would make me consider this. 2. Being then forced to tag on and off every day would increase the burden of using Caltrain (the clipper tag on/tag off paradigm is painful: easy to forget, high cost if you forget to tag off, even higher if you forget to tag on). It's an experience that would again disenfranchise me with Caltrain.
204	5/23/17	This is a double fare increase on monthly riders. Why is Caltrain choosing to favor infrequent riders over dedicated riders?
205	5/23/17	
206	5/23/17	would only be more acceptable if trains ride on time more often.
207	5/23/17	
208	5/23/17	
209	5/23/17	It doesn't make sense to charge the people that use the system the most a huge increase. When it becoming less economically intelligent, we will move on.
210	5/23/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
177	5/19/17	need to give riders options
178	5/19/17	
179	5/19/17	
180	5/19/17	
181	5/19/17	
182	5/19/17	
183	5/19/17	No. You should reward passengers who pay their own way, as opposed to using employee passes. Monthly passes are not useful to many part-time workers.
184	5/19/17	
185	5/19/17	I don't use this, but I definitely would if I wasn't going to working a whole month. For example, if I go on vacation for two weeks. Why get rid of it?
186	5/20/17	
187	5/20/17	
188	5/20/17	
189	5/21/17	
190	5/21/17	
191	5/21/17	I use Caltrain 2x/wk to get to work. With this travel schedule, it does not make sense for me to get a monthly pass. It is helpful to me to get discounted fares, however. Please keep the 8-ride ticket!
192	5/22/17	
193	5/22/17	
194	5/22/17	its either a day pass or month pass. not really fair to those of us who use it frequently, but don't need a month pass
195	5/22/17	The 8-ride discount ticket is limited in use as most regular commuters will purchase a monthly pass and infrequent commuters will either load Clipper or buy individual tickets.
196	5/22/17	I am a regular Caltrain commuter, and my employer does not cover a Go Pass. Caltrain comes out of my pocket. I usually get 2 8-ride passes per month. There should be something between a monthly pass (which only provides value for people using Caltrain daily) and paying per ride for people who ride Caltrain 2-3 times per week.
197	5/22/17	During periods of intense travel, this option offers an affordable solution. Please keep it discounted!
198	5/22/17	
199	5/22/17	
200	5/22/17	
201	5/22/17	
202	5/22/17	
203	5/23/17	
204	5/23/17	I don't use this, and find it to be unnecessarily complicated.
205	5/23/17	
206	5/23/17	
207	5/23/17	
208	5/23/17	why are you doing this?
209	5/23/17	
210	5/23/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
177	5/19/17	
178	5/19/17	
179	5/19/17	
180	5/19/17	- Takes away the advantage for average commuter using caltrain for work like me who travels 16-20 days a week. - Introduce a weekday only pass if this is going to go forward.
181	5/19/17	The new parking lot is closed off for construction workers. I observed them parking in the Caltrain lot and NOT paying. Park in the street for free when it says limited to 2 hours. Before the parking lot was done, construction workers were parking in the Caltrain lot now since closed off parking again at Caltrain!
182	5/19/17	Monthly parking should only increase proportionally to the daily parking rate. This seems like a good way to discourage ridership. People paying for a monthly pass already have a car available to them and may just choose not to ride the train at all when there's a large jump in the parking fees along with the fare changes.
183	5/19/17	Yes. Increase fees for people who drive to Caltrain before you increase fees for people who take transit or walk to Caltrain.
184	5/19/17	
185	5/19/17	I do not park a car. I ride my bike or walk to the caltrain station.
186	5/20/17	
187	5/20/17	
188	5/20/17	People who drive to stations alone, rather than finding alternatives, should be penalized, not subsidized.
189	5/21/17	Too much additional expense with fare increases to middle income people. Middle class always takes the brunt of every thing since the low income people get discounts and subsidies.
190	5/21/17	
191	5/21/17	
192	5/22/17	
193	5/22/17	
194	5/22/17	Waaaaay too much of an increase; especially with all of the other increases.
195	5/22/17	A more appropriate and affordable cost increase would be based on 12 days/month at $66. Due to poor public transit options within commuter cities outside of SF, driving is often the only viable option to reach a Caltrain station. An increase of $27.50/month would have a substantial financial impact on many commuters.
196	5/22/17	
197	5/22/17	
198	5/22/17	
199	5/22/17	
200	5/22/17	
201	5/22/17	
202	5/22/17	
203	5/23/17	
204	5/23/17	
205	5/23/17	
206	5/23/17	
207	5/23/17	
208	5/23/17	isn't this the same per day rate?
209	5/23/17	
210	5/23/17	

		Zone Fare Increase
No.	**Date**	**Comments**
177	5/19/17	If you can service your riders better, I might consider the increase. Better would mean: 1) riders can get a seat on the train; 2) no mechanical problems; 3) trains on time so we can get to work and home on time
178	5/19/17	
179	5/19/17	
180	5/19/17	
181	5/19/17	
182	5/19/17	
183	5/19/17	
184	5/19/17	
185	5/19/17	25 cents adds up. Let's do it.
186	5/20/17	
187	5/20/17	
188	5/20/17	Reluctantly.
189	5/21/17	
190	5/21/17	
191	5/21/17	
192	5/22/17	
193	5/22/17	
194	5/22/17	
195	5/22/17	A slight increase in costs for occasional commuters would not cause substantive financial harm or disincentive to use Caltrain.
196	5/22/17	
197	5/22/17	
198	5/22/17	
199	5/22/17	
200	5/22/17	
201	5/22/17	On a fully amortized per-mile basis, CalTrain now costs more than driving.
202	5/22/17	
203	5/23/17	Caltrain is already approximately a wash with driving for me. Any increase would potentially push it in favor of me driving which is a) faster be b) more convenient (more times, my car runs after midnight)
204	5/23/17	Caltrain has to increase funding
205	5/23/17	
206	5/23/17	Given that commuting by train is a more sustainable way of traveling than by car, more should be done to receive state fundings.
207	5/23/17	
208	5/23/17	
209	5/23/17	
210	5/23/17	

		Pilot Program
No.	**Date**	**Comments**
177	5/19/17	Weekday riders should be considered more so than weekend riders we are the majority.
178	5/19/17	
179	5/19/17	
180	5/19/17	
181	5/19/17	Weekend and evening riders isn't going to benefit people who work weekdays! Who goes to city on weekends when you go 5 days a week already! And certainly wouldn't be riding and paying fare for a family of 4 on the train on weekends.
182	5/19/17	
183	5/19/17	Yes. Weekend and mid-day service is terribly infrequent. Not fair to charge charge the same rates when service is worse.
184	5/19/17	
185	5/19/17	I am all for this. I work on the weekends, and sometimes I don't leave work until way later.
186	5/20/17	
187	5/20/17	
188	5/20/17	Only if that would increase Off-peak ridership.
189	5/21/17	I think weekend and night riders are more guided by convenience than price. But a pilot test is good idea.
190	5/21/17	
191	5/21/17	
192	5/22/17	
193	5/22/17	
194	5/22/17	won't really affect most people who use the train; which are work day commuters
195	5/22/17	This option could relieve crowding on rush-hour trains and could encourage more ridership at off-peak times. Caltrain should, however, carefully study whether this has the desired impact to ridership after 6 months (and cancel the program if it doesn't achieve any financial benefit).
196	5/22/17	I'm not opposed to the idea of peak and off-peak pricing. However, I am against raising prices for regular commuters and eliminating the 8-ride pass while giving weekend and evening riders a discount. Already evening trains are packed, and I often do not get a seat on Giants game days. Increase trains and seating during peak times if you want to justify higher prices for peak time riders.
197	5/22/17	
198	5/22/17	Would like to know more about this.
199	5/22/17	
200	5/22/17	
201	5/22/17	
202	5/22/17	
203	5/23/17	I don't believe we should subsidize weekend travel with commuters who decrease congestion and car emissions by using public transit every day. If anything, the reverse should be true.
204	5/23/17	If this encourages people to ride who would not otherwise ride, this is great. If it just becomes a subsidy to sports fans and does not raise additional funds then it's a huge mistake...
205	5/23/17	
206	5/23/17	
207	5/23/17	
208	5/23/17	if ridership is so low on weekends, maybe we just need to keep it that way. don't subsidize however elects to ride on weekends and evenings!
209	5/23/17	
210	5/23/17	

		General
No.	**Date**	**Comments**
177	5/19/17	
178	5/19/17	
179	5/19/17	I never like an increased fare, but if a fare increase means we will get electrification, I am all for it!
180	5/19/17	
181	5/19/17	
182	5/19/17	
183	5/19/17	Please increase service to the California Ave station
184	5/19/17	
185	5/19/17	I think Caltrain is awesome. I grew up in the East Bay and have used BART the majority of my life. Caltrain is sooooo much better.
186	5/20/17	
187	5/20/17	
188	5/20/17	
189	5/21/17	
190	5/21/17	We should figure out how to cut costs before deciding to implement any proposed fare increases.
191	5/21/17	
192	5/22/17	Why are you putting in new floors in the SF station when they don't need it? You should have used that money to NOT increase fares.
193	5/22/17	
194	5/22/17	
195	5/22/17	
196	5/22/17	
197	5/22/17	
198	5/22/17	
199	5/22/17	
200	5/22/17	These are very, very aggressive changes.
201	5/22/17	
202	5/22/17	
203	5/23/17	
204	5/23/17	With the new monthly rate, I will be unable to purchase my pass with my transit FSA because it will exceed the maximum allowed payment per month ($255). Caltrain should coordinate with Clipper to make it possible to split the payment across multiple debit and credit cards, before instuting the change.
205	5/23/17	Adding wifi to trains would be priority one for me
206	5/23/17	
207	5/23/17	Your survey structure is biased and unfair. The last question forces the respondent to prioritize a change they may not have agreed with in turn creating a false sense of agreement with the changes. Respondent shouldn't have to answer that question if they disagree.
208	5/23/17	
209	5/23/17	PLEASE add wifi to your trains.
210	5/23/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
211	5/23/17			x	2	x			4		x		6	x			3	x			1		x		5
212	5/23/17			x	6		x		1			x	4			x				x	3			x	5
213	5/23/17	x			1		x		6		x		4	x			2		x		5		x		3
214	5/23/17		x		5		x		4		x		6		x		3		x		2		x		1
215	5/23/17	x			2		x		6		x		5	x			3	x			1	x			4
216	5/23/17						x									x			x						
217	5/23/17		x		5			x	4			x	2			x	3		x		6	x			1
218	5/24/17			x		x				x					x				x			x			
219	5/24/17		x					x		x					x				x			x			
220	5/24/17	x			1		x		6		x		5		x				x					x	3
221	5/24/17			x	4			x	3	x			6		x		5	x			2	x			1
222	5/24/17	x			1		x		6		x				x				x		4			x	3
223	5/24/17			x			x					x				x			x			x			
224	5/24/17		x		4		x		6		x		1		x		3		x		5	x			2
225	5/24/17		x		3		x		6	x			2		x		4		x		5	x			1
226	5/24/17			x	5	x			2	x			4	x			3	x			6	x			1
227	5/24/17		x		4		x				x				x				x		6	x			1
228	5/24/17			x	5	x			4	x			6	x			1	x			2	x			3
229	5/24/17			x				x				x		x						x				x	
230	5/24/17		x				x					x				x			x					x	
231	5/24/17		x		4		x		5			x	1		x		6			x	3			x	2
232	5/24/17		x		5		x		6			x	3		x		1	x			4			x	2
233	5/24/17	x			1		x		3			x	5		x		2		x		6			x	
234	5/24/17	x			4		x		6	x				x			2	x			3	x			1
235	5/24/17	x				x			6			x	4	x			1		x			x			
236	5/24/17	x			1		x		6	x			4	x			2	x			3			x	5
237	5/25/17			x	5	x			1			x	3		x		6	x			2			x	4
238	5/25/17			x				x				x				x				x				x	
239	5/25/17			x	1		x		5		x		4		x		6			x	2			x	3

		Go Pass Increase
No.	**Date**	**Comments**
211	5/23/17	
212	5/23/17	
213	5/23/17	Not all companies qualified for this special promotion and should bring the cost up to close to monthly pass cost or eliminate all together to increase revenue.
214	5/23/17	
215	5/23/17	Cost covered by employers is likely to be inelastic compared to employee covered costs
216	5/23/17	
217	5/23/17	This is pure greed on Caltrain's part.
218	5/24/17	
219	5/24/17	
220	5/24/17	
221	5/24/17	
222	5/24/17	
223	5/24/17	
224	5/24/17	My employer already does not offer this option due to costs.
225	5/24/17	
226	5/24/17	I'm not familiar with this program
227	5/24/17	
228	5/24/17	It depends on how many employers would exit from the program as a result of the price increase.
229	5/24/17	
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	I would rather have large companies shoulder the burden of the fare increase rather than pushing it on riders that have to pay for this out of pocket.
234	5/24/17	
235	5/24/17	
236	5/24/17	
237	5/25/17	
238	5/25/17	
239	5/25/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
211	5/23/17	A month has a minimum of 20 business days. Basing the pass on 15 days seems reasonable.
212	5/23/17	Really - a 20% (50 dollar) increase is outrageous....I can guarantee that I will start taking BART if this increase is approved. I am willing to take a 5 to 10 dollar increase for the pass - but not a 50 dollar increase. You will go from a small increase to losing a customer if this is approved - and I am sure I wont be the only one.
213	5/23/17	Changing fare prices based on 15 days instead of 13 days is more than 15% increase while national salary increase is less than 3%. This is a significant financial burden to those who commute every month.
214	5/23/17	
215	5/23/17	This will likely force many price sensitive monthly riders and those with schedules that don't allow everyday riding back into cars.
216	5/23/17	It's already incredibly expensive for a commuter train, are you kidding me?
217	5/23/17	
218	5/24/17	
219	5/24/17	
220	5/24/17	Increase in monthly pass price makes Caltrain less affordable for all.
221	5/24/17	
222	5/24/17	Please enforce ticket purchases by checking passenger tickets on-board the train.
223	5/24/17	
224	5/24/17	Public transportation is already expensive enough.
225	5/24/17	
226	5/24/17	This gives more flexibility for occasional riders like myself, 15 days is an easy number to work with.
227	5/24/17	
228	5/24/17	
229	5/24/17	
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	To encourage people to take public transportation, it should be far less expensive than taking a car.
234	5/24/17	
235	5/24/17	Parking should be the only increase as cars driving to the train station still emit hazardous green house gases and do not conform the idea behind having a public transportation system.
236	5/24/17	
237	5/25/17	
238	5/25/17	
239	5/25/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
211	5/23/17	Elimination of the 8-ride pass will make using CalTrain financially impossible for me and force me to start driving again. I only work 3 days a week and so the monthly pass and daily passes will be too expensive to utilize.
212	5/23/17	
213	5/23/17	Caltrain is the only means of transportation for commuters traveling from south to north and vice versa. Some people work 4 days a week and can benefit from the 8 ride pass. Eliminating it will force those commuters to buy a monthly pass which may results in days left unused. This will significantly increase the financial burden to some riders who rely on Caltrain to get to the city for work.
214	5/23/17	Would dramatically increase costs for people who do not ride the train as frequently.
215	5/23/17	Useful tool for occasional riders who may become monthly ridees
216	5/23/17	
217	5/23/17	
218	5/24/17	
219	5/24/17	
220	5/24/17	
221	5/24/17	
222	5/24/17	
223	5/24/17	
224	5/24/17	I don't use it, but I don't understand the benefit to riders for removing it.
225	5/24/17	
226	5/24/17	Let's streamline the fare offerings
227	5/24/17	
228	5/24/17	This is a minor discount, so elimination won't cost passengers much extra.
229	5/24/17	
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	
234	5/24/17	
235	5/24/17	
236	5/24/17	
237	5/25/17	
238	5/25/17	
239	5/25/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
211	5/23/17	
212	5/23/17	
213	5/23/17	
214	5/23/17	
215	5/23/17	
216	5/23/17	
217	5/23/17	
218	5/24/17	Parking fees are too high now. Especially the daily rate. Usually drive to avoid parking rate.
219	5/24/17	
220	5/24/17	Increase in Monthly parking price makes Caltrain less affordable for all of us trying to make it here in the Bay Area.
221	5/24/17	
222	5/24/17	This increase will make parking for Caltrain more expensive than BART parking at some stations.
223	5/24/17	
224	5/24/17	
225	5/24/17	
226	5/24/17	We can't keep building new parking lots
227	5/24/17	
228	5/24/17	I hear parking fills up early at most stations. Prices should increase to match demand with supply.
229	5/24/17	Thank you for raising the rates at Caltrain parking. Please also eliminate the monthly option, just make it weekly or daily.
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	I still believe that the cost of public transportation are out of control. This should be a viable inexpensive option for people to use and to alleviate roadways.
234	5/24/17	
235	5/24/17	
236	5/24/17	
237	5/25/17	Already pay more for monthly pass and this would make me look for alternative place to park so you wouldn't make any money on parking
238	5/25/17	
239	5/25/17	

		Zone Fare Increase
No.	**Date**	**Comments**
211	5/23/17	Reasonable adjustment
212	5/23/17	
213	5/23/17	Agree increasing $0.25 zone fare for day pass and one way ticket only because Caltrain should give more incentive to riders who commute every day every year for the entire year after year and not get penalized. Day riders should have less incentive as they might only ride one time in a year.
214	5/23/17	
215	5/23/17	Base and zone fares are likely the most inelastic.
216	5/23/17	Caltrain is already incredibly expensive.
217	5/23/17	
218	5/24/17	
219	5/24/17	
220	5/24/17	
221	5/24/17	
222	5/24/17	
223	5/24/17	
224	5/24/17	Monthly passes should are already expensive enough. Higher and it will be cheaper for me to drive to sf and skip the train altogether.
225	5/24/17	
226	5/24/17	I am looking forward to electrification, we need to pay for it
227	5/24/17	The public transportation in the Bay Area is already very expensive (taking public transportation to work costs me as much as driving to work, including parking). CalTrain pays ridiculous salaries to its senior management people (CEO is in 1% of the earners in the US), maybe cutting salaries and pension benefits (which for CEO alone will probably cost tax payers 10 million dollars over his live time) it's better way to look for money than asking regular taxpayers (who are not in 1% of earners for more funding).
228	5/24/17	Such small increases are expected every couple years
229	5/24/17	
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	I have been taking Caltrain to work every day for over 10 years. I watched Caltrain increase fares during the gas crunch in the early 2000s to cover the cost of gas and increase fares during the Recession to cover the lack of riders. Personally, I don't understand why your expenses are outpacing your revenue considering your ridership is at a record level. Gas is relatively inexpensive and the trains are packed. PACKED. Uncomfortably packed.
234	5/24/17	
235	5/24/17	If the cost of zone fare increases by more than 10 cents, it will be absolutely pointless to take the train to work. It will be much more cost effective to drive 30 miles each way to work than to take Cal Train. This increase in fare will reduce the passenger loads on Cal Train and decrease revenue for Cal Train significantly. Train fare are already on the high end compared to most transit system of America. Also, an increase in motor traffic will put strain on the freeway systems in the bay area and increase carbon dioxide usage. Only if gas prices rise significantly do I believe Cal Train should rise their prices.
236	5/24/17	
237	5/25/17	
238	5/25/17	
239	5/25/17	

		Pilot Program
No.	**Date**	**Comments**
211	5/23/17	People don't need CalTrain for this - people need it for commuting. Make if affordable for the people who need it.
212	5/23/17	
213	5/23/17	Weekend have less ridership regardless a discount is given. To increase revenue, non-commuters should pay for regular price instead of giving extra discounts.
214	5/23/17	
215	5/23/17	
216	5/23/17	
217	5/23/17	
218	5/24/17	
219	5/24/17	
220	5/24/17	
221	5/24/17	
222	5/24/17	
223	5/24/17	
224	5/24/17	
225	5/24/17	
226	5/24/17	I often travel off peak, we can get more people on the trains during these times.
227	5/24/17	
228	5/24/17	This could help reduce crowding during peak commute times. It could help even more if faster trains were added during off-peak hours.
229	5/24/17	
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	
234	5/24/17	
235	5/24/17	
236	5/24/17	
237	5/25/17	
238	5/25/17	
239	5/25/17	

		General
No.	**Date**	**Comments**
211	5/23/17	
212	5/23/17	
213	5/23/17	
214	5/23/17	
215	5/23/17	
216	5/23/17	
217	5/23/17	
218	5/24/17	
219	5/24/17	
220	5/24/17	
221	5/24/17	
222	5/24/17	
223	5/24/17	
224	5/24/17	Last question doesn't make sense. If I dont want to support fare increases, does that mean I should rank it 1 or 6. It's the most important to me, but in the opposition. Bad design.
225	5/24/17	
226	5/24/17	
227	5/24/17	
228	5/24/17	To compensate for the increased monthly pass prices, which could be a burden to some passengers, a discounted monthly pass valid on off-peak trains only could be a good idea.
229	5/24/17	
230	5/24/17	Hello- I am writing to protest the proposed fare changes for Caltrain. As a Caltrain commuter for the last five years (3 Zone Monthly Pass holder during this time) the monthly cost is already quiet high and I cannot accept that another fare increase is necessary for the following reasons. -Ridership has increased and continues to increase. Revenue should be more positive. -Partnering agencies/municipalities benefit from caltrain and should contribute to close funding gaps. -Public/Private partnerships should be considered to help close funding gaps. Increased living costs are already substantially higher than average. I believe that Caltrain can solve the funding gaps by other means besides additional fare increases to what is already an expensive fare. As a huge supporter of affordable public transportation- thank you for your consideration.
231	5/24/17	
232	5/24/17	
233	5/24/17	I don't know if you're focusing on the right things to increase revenue: * Shore up lost revenue by having conductors check tickets and not just walking around the train car. Do this for Giants games. Please, do this for Giants games. We all know that there are a large percentage of young drunk people not paying. * Run more express trains so the train doesn't expend an inordinate amount of gas starting from a complete stop.
234	5/24/17	Please teach your conductors some manners.
235	5/24/17	
236	5/24/17	
237	5/25/17	A lot of drunk people enter train in later hours and nobody monitors the train letting them make a mess and disturb other passengers
238	5/25/17	
239	5/25/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
240	5/25/17			x	1		x		6		x		4		x		5		x		3		x		2
241	5/25/17			x				x				x				x				x				x	
242	5/25/17			x				x				x				x				x				x	
243	5/25/17		x				x		6			x			x		3	x					x		1
244	5/25/17	x			1		x		5		x		6	x			3		x		4	x			2
245	5/25/17		x			x						x			x			x						x	
246	5/25/17		x			x					x				x				x			x			1
247	5/25/17			x		x					x					x		x						x	
248	5/25/17		x				x					x				x			x			x			
249	5/25/17			x				x				x			x					x		x			
250	5/25/17	x			2	x			6	x			1		x		5		x		4	x			3
251	5/25/17			x			x				x					x			x				x		
252	5/26/17	x			1		x		6			x	3		x		5	x			2			x	4
253	5/26/17			x			x				x				x				x					x	
254	5/26/17		x		6		x		5		x		3			x	1		x		4			x	2
255	5/26/17																								
256	5/26/17		x		5			x	4			x	3			x	2		x		6	x			1
257	5/26/17		x				x				x				x				x				x		
258	5/26/17			x	6			x	2			x	5		x		1			x	3			x	4
259	5/26/17			x	2		x		3		x		5		x		4	x			1	x			6
260	5/26/17		x		4		x		5		x		6			x	2	x			1	x			3
261	5/27/17			x	6			x	4	x			5			x	3		x		1			x	2
262	5/29/17		x		2		x		4		x		5		x		3		x		6	x			1
263	5/29/17	x			1		x		6			x	5	x			3	x			4	x			2
264	5/29/17	x			1		x		6			x		x			2			x	4	x			3
265	5/30/17			x	3			x	4		x		6		x		2	x			1	x			5
266	5/30/17		x		1		x		4		x		6		x		5		x		3			x	2
267	5/30/17	x			2		x		5		x		6			x	4	x			1	x			3

		Go Pass Increase
No.	**Date**	**Comments**
240	5/25/17	
241	5/25/17	The proposed fare and parking increase would amount to a 30% increase to my commute cost, this does not even factor in the upcoming muni-fare increase. Additionally, rents in this area will also substantially increase. My salary will not be increasing in any way, shape or form to meet this increase in my cost of living raise. I am using my case, not to be self-centered, but know that my situation is very common for the typical working class in this area who are trying to just hang on to living in this area and not being run out by the cost of living increases that seem to never end and have no limit.
242	5/25/17	
243	5/25/17	50% is incredibly high increase,
244	5/25/17	
245	5/25/17	50% is far too brutal
246	5/25/17	
247	5/25/17	
248	5/25/17	
249	5/25/17	I would be concerned that this might discourage employers from offering this benefit.
250	5/25/17	
251	5/25/17	
252	5/26/17	Well yeah. Why were these so heavily discounted in the first place? Why do people who work for the "right" companies get a free ride, anywhere, for a YEAR, for the same cost I pay for a single month through 3 zones?
253	5/26/17	I do wonder this impact on smaller businesses and if this will decrease ridership.
254	5/26/17	SF Caltrain fare is already top 1 expensive in the world. should not increase any more, and 50%? NO way.
255	5/26/17	
256	5/26/17	
257	5/26/17	This is a ridiculous increase
258	5/26/17	
259	5/26/17	
260	5/26/17	I operate a small business and have employees that live along the Caltrain corridor. We would love to join the Go Pass program, however pricing is already unattainable for small businesses or startups like mine. We don't have a large enough employee base such that spending the minimum entry fee makes the Go Pass equivalent ticket prices a reasonable per-employee cost -- even if we were to split those costs between the business and the employee. This plan should be revisited and pricing tiered for the size of the business instead of a one-size-fits-none model as it has been since its introduction.
261	5/27/17	
262	5/29/17	
263	5/29/17	
264	5/29/17	
265	5/30/17	
266	5/30/17	This is just being greedy, out right.
267	5/30/17	Create a small business option.

		Monthly Pass Multiplier
No.	**Date**	**Comments**
240	5/25/17	I buy a monthly pass - this is almost a 30% increase. You will lose riders and you will lose me as a 25 yr rider! I get NOTHING in return for this increase. I get over-crowded old cars, lousy service, TERRIBLE MUNI CONNECTIONS from the SF STATION, and parking lots full of broken glass & trash! THIS IS ENOUGH! I will drive to Millbrae and take BART!
241	5/25/17	
242	5/25/17	
243	5/25/17	I understand a $1-$5 increase but this is not fair to your customers
244	5/25/17	
245	5/25/17	most commuters don't travel on weekends
246	5/25/17	
247	5/25/17	
248	5/25/17	
249	5/25/17	
250	5/25/17	
251	5/25/17	
252	5/26/17	The monthly pass is already quite expensive, and the brunt is borne by people who need to take Caltrain for work but aren't lucky enough for employer subsidies.
253	5/26/17	It makes much more sense to provide a weekday commuter pass at a discounted rate and have it not be valid on the weekends.
254	5/26/17	Monthly means all time user, not based on days. Especially works for people working full time to use it. it's not right prices on days.
255	5/26/17	
256	5/26/17	
257	5/26/17	This is insane. I currently pay $243 per month for my monthly pass and $55 for parking ($3600 per year). Based on your proposed increase I would be spending an additional $1000+ per year. People who take public transit are not rich and I know a lot of people (including myself) who will just take Bart instead of dealing with these price gouges. I am already paying $3600 per year to Caltrain when you factor in my monthly pass and parking. You will lose my business if these price changes are implemented and I will encourage all of my coworkers to stop using Caltrain also.
258	5/26/17	
259	5/26/17	
260	5/26/17	
261	5/27/17	
262	5/29/17	
263	5/29/17	This is hurting the most loyal Caltrain riders. The mothly pass must be economical for 4-day a week customers, this proposal kills that. Caltrain should introduce a 7-day pass, good for 7 days after first use. I would oppose entire fare proposal as long as this item is included.
264	5/29/17	Decreases the discount/value of buying a monthly pass, which is already pretty expensive
265	5/30/17	
266	5/30/17	Driving becomes cheaper.
267	5/30/17	Not helpful for part-time commuters

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
240	5/25/17	You are not giving teleworkers and others who don't commute 5 days a week any options other than more expensive day pass or monthly pass. You will lose riders.
241	5/25/17	
242	5/25/17	
243	5/25/17	
244	5/25/17	
245	5/25/17	
246	5/25/17	
247	5/25/17	8 rides save a lot
248	5/25/17	
249	5/25/17	
250	5/25/17	
251	5/25/17	
252	5/26/17	This was always too much of a hassle to be useful anyway, in my opinion.
253	5/26/17	This is a huge saver for those that may work from home or travel often during a specific month, so the monthly pass does not financially make sense. I
254	5/26/17	flexibility
255	5/26/17	
256	5/26/17	
257	5/26/17	Stop gouging your riders because you did not properly manage your budget
258	5/26/17	
259	5/26/17	This will case me to drive more often.
260	5/26/17	I could not more strongly disagree with the removal of this pass type. My use of Caltrain falls between the occasional rider (where the one-off tickets make the most sense) and the monthly rider pass (where it is financially sensible if you ride 13 or more days per week). For those of us in this regular-but-not-daily ridership class, the proposal to remove the 8-ride ticket is somewhat a penalty to loyal riders that would otherwise happily provide these regular spikes of 8-ride passes in exchange for a slightly discounted fare. Please do not remove the 8-ride pass -- the other option to increase the fare by a quarter per ride would be preferable to the removal of this discounted ride book.
261	5/27/17	
262	5/29/17	Horrible idea. I and many other students only use Caltrain about 6-8 times a month, and the discounted ticket is much more cost-effective for us.
263	5/29/17	It should be a 10 ride and be usable by a group of riders.
264	5/29/17	
265	5/30/17	This is THE ONLY discount option available for those who ride only one way. If they take this option off the table, then a one way (north or southbound) monthly pass at 1/2 the price of a two-way pass should be explored. This is an average of 25% increase in the cost for those of us who do not utilize the monthly pass, much greater than any of the other options. I understand you must increase the price, but you should keep the 8-ride discounted ticket.
266	5/30/17	This is just being greedy, again.
267	5/30/17	Strongly disagree. I ride 2x per week sf-mt view. 8-trip is perfect for me.

		Monthly Parking Multiplier
No.	**Date**	**Comments**
240	5/25/17	This is insane - an almost 30% increase. Parking is not covered by my transit subsidy. What do I get in return? Increased fares, lousy service, crowded trains and a parking lot that always has broken glass & trash in it! This is far enough - I will drive to Millbrae and take BART.
241	5/25/17	
242	5/25/17	
243	5/25/17	big increase
244	5/25/17	need more parking space
245	5/25/17	this plus the pass increase is just too much
246	5/25/17	
247	5/25/17	
248	5/25/17	
249	5/25/17	If you did this, I would probably stop buying the monthly pass, which would probably mean less money for Caltrain overall.
250	5/25/17	
251	5/25/17	
252	5/26/17	Again, the parking pass is already expensive, and parking at Caltrain is painful enough. We have to GET to the train somehow. This + the month plan increase is upwards of $70/month extra commuting costs for your large number of South Bay commuters.
253	5/26/17	This is a huge increase. Almost 35%!! It makes me evaluate whether I should just start driving to work, which will bring down ridership and also further hurt our earth with more pollution.
254	5/26/17	
255	5/26/17	
256	5/26/17	
257	5/26/17	This is absolutely ridiculous. $55 is already a lot of money. Why do you think that it is acceptable to almost double the coat to your riders? I would stop riding Caltrain if this happened.
258	5/26/17	That's quite a jump for ppl who park monthly! Will daily parking be consistent and cost $8.25 a day??? What's the justification of raising monthly parking so high?!?
259	5/26/17	
260	5/26/17	
261	5/27/17	
262	5/29/17	It's a ripoff. A lot of people are taking Caltrain because they can't spend the gas money, don't make it worse for them.
263	5/29/17	
264	5/29/17	
265	5/30/17	This is a very large increase, especially for people who only park on the weekdays. There should be separate parking rates for those who will use it on the weekdays and those who will use it on the weekend. The proposed change would offer no benefits over purchasing the pass day by day, especially since parking is sometimes not available for pass users.
266	5/30/17	This would be a deal breaker for me and many of my colleagues. Raising the parking rates equals making Caltrain unaffordable and does not make sense to take Caltrain anymore. Driving becomes cheaper.
267	5/30/17	X

		Zone Fare Increase
No.	**Date**	**Comments**
240	5/25/17	
241	5/25/17	
242	5/25/17	
243	5/25/17	
244	5/25/17	
245	5/25/17	
246	5/25/17	
247	5/25/17	
248	5/25/17	No it's to much as it is
249	5/25/17	
250	5/25/17	
251	5/25/17	It's too much. In just a few years, fares have doubled.
252	5/26/17	This is reasonable and can be absorbed by most riders.
253	5/26/17	This is a 20% increase in less that a year and a half after the last fare change. Again it make may more sense for me to start driving to work.
254	5/26/17	
255	5/26/17	
256	5/26/17	
257	5/26/17	
258	5/26/17	
259	5/26/17	
260	5/26/17	This one is closely tied to the proposal to remove the 8-ride book. Between the two proposals, I would find this slightly more agreeable.
261	5/27/17	I completely disagree with this. Why are biker passangers not paying more for their fares. The cost should be passed on to them. They take up twice to three times as much, taking into account the space taken by their bikes. I'm tried that I pay the same as them and then have to stand on the train because 2 cars are dedicated towards bikes. It is only fair that they pay a larger fare and the other paying customers pay the same fair. At this point, we should pass any cost increases to bike customers. Airlines charge for checked bags, why are we all paying the same fare?
262	5/29/17	You've raised the fare previously in the last year or two. Either decide on a fare that will be constant for the coming five years, or, better yet, don't raise the fare.
263	5/29/17	
264	5/29/17	
265	5/30/17	
266	5/30/17	
267	5/30/17	Seems fair.

		Pilot Program
No.	**Date**	**Comments**
240	5/25/17	
241	5/25/17	
242	5/25/17	
243	5/25/17	not fair to your faithful commuters
244	5/25/17	
245	5/25/17	
246	5/25/17	
247	5/25/17	
248	5/25/17	Please it's to expensive to ride from San Jose to sf as a student
249	5/25/17	
250	5/25/17	
251	5/25/17	I'm a regular rider. Why increase fares for me, when giving discounts to occasional riders.
252	5/26/17	Not sure what "evening" means in this context, but I'm assuming it means after the service level drops around 7:30. Rather than decrease fares, night and weekends need better service. I would absolutely take Caltrain to SF or Palo Alto on weekends if it wasn't so inconvenient to get there and back.
253	5/26/17	
254	5/26/17	
255	5/26/17	
256	5/26/17	
257	5/26/17	
258	5/26/17	
259	5/26/17	
260	5/26/17	If fares must be increased, then I would disagree with this proposal, however discounts are always appreciated :D
261	5/27/17	
262	5/29/17	This is actually helpful to people.
263	5/29/17	
264	5/29/17	
265	5/30/17	
266	5/30/17	
267	5/30/17	X

		General
No.	**Date**	**Comments**
240	5/25/17	I have been a 25 yr rider. During that time I have endured more fare increases while the quality of service has severely decreased e.g. cars are old & severely crowded, conductors are more rude and less customer service oriented, schedule changes that have forced me to arrive later & later at my office in the morning, and connecting MUNI service from the SF station in the early AM that is absolutely terrible! I've stayed with CalTrain because the cliental is better than with BART and because I don't have to drive that far to my CalTrain station. However, with these increases, I have reached my limit and I will change to driving to Millbrae and taking BART.
241	5/25/17	Enforce Fares to Casual Riders: I suspect that many of the riders going to the ballgames and events in this area are not paying full fare/if any fare. Why? Because I have heard them say they ride for free, because no one will check their tickets. We rarely see commuters caught without a valid fare, which is why we probably are the best targets for rate increases, but it is not really fair to take advantage of gouging those that are guaranteed to pay, when there is revenue that is being missed due to the inefficient methods currently used to insure ALL riders are paying fare. The commuters should not have to foot the bill for this inadequacy in the system, where there is no intent to remedy, other than continue driving costs up to support a "voluntary" pay system to casual riders. More Parking and Enforcement: Many of the CalTrain lots are full by 8:00 AM, so more parking would be of benefit. There are some side street areas around some of the stations that could be used to expand parking, if enforcement was possible. Also, it does not appear that parking is enforced by anyone. Therefore, once again, those who are honest enough to pay are the ones picking up the tab for lack of enforcement. It would be interesting to see how much revenue CalTrain can generate by simply enforcing the fare and parking payments. I would suggest that be looked at and enforced before causing additional hardship those who rely on them to go to work and reliably pay their fair share already. We are the low hanging fruit, I know, but we are also the ones that will be hurt the most without any real solution to the elephant in the room, which is, CalTrain's inability to effectively enforce and collect fares and parking fees from all patrons.
242	5/25/17	Monthly proposed change from $137.80/mo (2-zone) to $163.50/mo is a $25.70/mo increase (18.65%). The 2016 increase was already a hardship and now this...My income does not go up the same to compensate. Who gets the 'Eligible Discount' shown on the proposed fare chart? Who gets to vote down the increase?
243	5/25/17	increases are high
244	5/25/17	need to enforce no feet/shoes on seat. and no smoking
245	5/25/17	
246	5/25/17	
247	5/25/17	
248	5/25/17	
249	5/25/17	
250	5/25/17	Need timely service
251	5/25/17	
252	5/26/17	Look, I value Caltrain. It's my lifeline to get to work. But it's also a huge pain. The trains are packed, the Clipper system is archaic and annoying, and it seems like every week there's SOME kind of service issue. And it's already an expensive system. Being asked to shoulder yet another increased cost in a very high cost-of-living area, knowing service is unlikely to improve, is frustrating. At the same time, I understand that Caltrain's budget realities are unfavorable and you're going to have to do SOMETHING riders won't like.
253	5/26/17	
254	5/26/17	
255	5/26/17	
256	5/26/17	
257	5/26/17	Horrible idea. I will never ride Caltrain again if these changes take effect and I will encourage everyone I know to never ride Caltrain either. Such a shame that Caltrain is so greedy! I hope that you decide to Not make these changes because many people will no longer use Caltrain.
258	5/26/17	Service isn't an better to justify fare changes!
259	5/26/17	
260	5/26/17	
261	5/27/17	As noted above, the Caltrain fair system is completely unfair. Bike customers should be paying a greater fair because their bikes take up so much more space. Any future fair increases should be passed along to bike customers until their are paying their fair share of fees, taking into account the space taken by their bikes. Why am I stuck standing on a train bc bikers take up three times as much space? The fare system needs to take into account the amount of space taken up by bikers.
262	5/29/17	
263	5/29/17	Caltrain needs to consider station to station distance fares rather than current zones. Caltrain has not even completed the current fare study. Caltrain should strongly go after state or other local funding to cover deficit. Caltrain should introduce a 7-day pass (weekly), especially if you eliminate the 8-ride.
264	5/29/17	
265	5/30/17	
266	5/30/17	DON'T FORGET ABOUT YOUR LOYAL CUSTOMERS THROUGHOUT THE YEARS (Caltrain "highs, and MANY "LOWS"). Just because you can, doesn't mean you should.
267	5/30/17	Crowding is an issue since the April schedule change, especially the 7:03 SF/22 departure. Can you add a car per train?

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
268	5/30/17			x	5		x		6			x	4			x	3		x		1			x	2
269	5/31/17		x				x					x	1			x	2		x				x		
270	5/31/17		x		4	x			5		x		3		x		2		x		6			x	1
271	5/31/17	x			1	x			2		x		5	x			4		x		6	x			3
272	5/31/17	x			5	x			6	x			1	x			2	x			3	x			4
273	5/31/17		x		6	x			3			x	1	x			4			x	5	x			2
274	5/31/17			x				x				x				x			x					x	
275	5/31/17		x		6	x			2		x		4		x		5	x			1		x		3
276	5/31/17			x	4		x		6			x	3			x	2		x		5	x			1
277	5/31/17		x		4		x		5	x			1		x		6			x	3	x			2
278	5/31/17		x		6	x			3		x		2			x	4		x		5	x			1
279	5/31/17		x		6		x		5	x			3		x		4		x		2	x			1
280	5/31/17		x		6		x		5		x		3		x		4	x			1		x		2
281	6/1/17		x		5			x	2		x		6			x	3		x		4	x			1
282	5/31/17			x	1			x	3	x			2			x	4	x			5	x			6
283	5/31/17		x		3		x		6			x	2		x		5		x		4			x	1
284	5/31/17			x	2		x		6		x		4			x	3		x		5			x	1
285	5/31/17	x			2	x			5	x			3	x			1	x			4		x		6
286	5/31/17		x					x			x			x					x				x		
287	5/31/17			x	4			x	5			x	3			x	6	x			2	x			1
288	5/31/17	x			1	x			4			x	2			x	3	x			6			x	5
289	5/31/17			x	1	x			3		x		6			x	4		x		2		x		5
290	5/31/17	x			3	x			4		x		6	x			1	x			2	x			5
291	5/31/17		x		2		x		3	x			1		x		6		x		4		x		5
292	5/31/17		x		4	x			5			x	1		x		6		x		3	x			2
293	5/31/17	x			1		x		6		x		2			x	4		x		5		x		3
294	5/31/17		x				x				x				x				x				x		
295	5/31/17		x		6		x		5	x			1	x			3	x			4	x			2
296	5/31/17			x	2			x	4		x		6			x	1			x	3		x		5
297	5/31/17		x		1	x			6	x			3	x			4	x			2		x		5
298	5/31/17			x	3		x		4		x		5			x	2		x		6			x	1
299	5/31/17	x			3			x	2	x			4			x	6			x	5	x			1
300	5/31/17	x			5		x		3		x		6		x		4		x		2	x			1
301	5/31/17		x		5	x			3			x	4		x		2		x		6	x			1
302	5/31/17			x	2			x	3			x	6			x	5			x	1			x	4
303	5/31/17		x		6		x		5	x			2			x	4		x		3	x			1
304	5/31/17	x			4	x			3		x		6		x		5	x			2	x			1

		Go Pass Increase
No.	**Date**	**Comments**
268	5/30/17	
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	A 50% increase? What a joke.
278	5/31/17	
279	5/31/17	That would make taking the train cost prohibitive.
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	Agree Go Pass rates should be increased. I'm not certain if this increase is too much and will reduce Go Pass holders to the point where revenue from the Go Pass decreases.
291	5/31/17	
292	5/31/17	MOST people buy their own pass. Most employers do not provide GOPASSES. If you want to get more money from Stanford, negotiate with them directly, but don't make the common person suffer! This is too much for a person...it's another car payment just to take the train!
293	5/31/17	
294	5/31/17	
295	5/31/17	Increasing the costs of the Go Pass might make companies less likely to provide the pass to their employees and will increase the cost to the workers. The point is to make it easier for people to take caltrain to work and not harder. 285 a month might knock me off of taking the train to work and i may drive because of it
296	5/31/17	
297	5/31/17	
298	5/31/17	
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	I would be OK with this if there was a maximum cost. Or remove the requirement that an employer has to get this for ALL of their employees.
304	5/31/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
268	5/30/17	Many commuters only travel 4 days per week or 16 days per month, this provides no discount incentive and increases total cost nearly 20% from current levels
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	Guess I'll drive to work instead.
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	
291	5/31/17	
292	5/31/17	
293	5/31/17	
294	5/31/17	
295	5/31/17	So there would no longer be a discount for buying a monthly pass?
296	5/31/17	
297	5/31/17	
298	5/31/17	I don't understand what this means
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
268	5/30/17	
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	Doesn't seem like it would cost much and provides a solution for monthly card holders who are gone for most of a month.
291	5/31/17	
292	5/31/17	
293	5/31/17	
294	5/31/17	
295	5/31/17	
296	5/31/17	Should be 10 rides anyway (two trips per day, Monday to Friday).
297	5/31/17	
298	5/31/17	It was a terrible idea to reduce the 8-ride to 30 days. Now that it's worthless, I don't use it anymore, so no impact to me by eliminating it.
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
268	5/30/17	
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	
291	5/31/17	
292	5/31/17	This is a substantial raise in costs and MOST people park everyday, not 10 or 15 days. Most of your parking sales are for the entire month, not just 5 extra days. The increase is absurd, especially as there are no plans to increase parking. We fight for the ones that are there, and if you don't take the train before 6:30 am you can't find parking. Now the cost is going up! STOP, just STOP taking advantage of us!! Please, we try and do the right thing by taking public transportation and yet you make it more expensive in a month than a car payment. PLEASE STOP WITH THE INCREASES! this is too much of an increase!
293	5/31/17	
294	5/31/17	
295	5/31/17	
296	5/31/17	
297	5/31/17	
298	5/31/17	
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

		Zone Fare Increase
No.	**Date**	**Comments**
268	5/30/17	
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	With ridership at all-time highs there should be no reason to need a fair increase. Surely ridership is higher that forecasted a few years ago!
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	Why has Caltrain avoided advertising inside of the cars as a means of income generation? We are already advertising on the outside.
291	5/31/17	
292	5/31/17	You JUST increased! Please stop increasing year after year. You have the highest ridership EVER, these yearly increases are out of control.
293	5/31/17	Fares have increased without any improvements to the cars or service
294	5/31/17	
295	5/31/17	
296	5/31/17	
297	5/31/17	
298	5/31/17	Haven't made the basic service improvements I would expect if you're coming back for more money.
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

		Pilot Program
No.	**Date**	**Comments**
268	5/30/17	
269	5/31/17	Why should a rush rider pay more? We are all taking the same train.
270	5/31/17	Can't provide an opinion without details
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	
291	5/31/17	
292	5/31/17	
293	5/31/17	
294	5/31/17	
295	5/31/17	
296	5/31/17	What's the point? Surely ridership on evenings and weekends would cost greatly more to run due to limited ridership.
297	5/31/17	
298	5/31/17	
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

		General
No.	**Date**	**Comments**
268	5/30/17	
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	Super excited about converting to electric!!
283	5/31/17	
284	5/31/17	
285	5/31/17	Parking is super cheap at caltrain for how crowded some lots are, especially mountain view.
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	There should be a student discount instead of a weekend and/or evening discount.
290	5/31/17	Again, I think Caltrain should explore selling advertising inside of the trains. This seems to be standard in other parts of the world.
291	5/31/17	
292	5/31/17	There need to be more ways for people to get a hold of a conductor when something unsafe is happening on board. For instance a racist rant started and potential fight and I didn't know where to find the conductor or how? By the time I found him the incident could have escalated. Please tell BIKES to let passengers disembark before getting off. Bikes should be last!
293	5/31/17	When is caltrain getting up to date on technology, informing riders on the platform of train status, it is so outdated
294	5/31/17	
295	5/31/17	
296	5/31/17	
297	5/31/17	
298	5/31/17	General comment: Caltrain customer service remains atrocious. Rona Rios and her team just don't get it. They are constantly in CYA mode and insult customers.
299	5/31/17	
300	5/31/17	
301	5/31/17	I would be interested in doing some volunteering for CalTrain to offset some of my ticket price. I am pretty much only a zone 1 to 1 rider. Have a great day friends.
302	5/31/17	The ranking I specified above is arbitrary and should be excluded from any statistical analysis of your survey results. I have no opinion on the proposed fare hikes. =-=-=-=-=-= Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
305	5/31/17		x		6	x			5			x	3	x			1	x			4			x	2
306	5/31/17		x		5		x		4		x		3	x			2		x		6	x			1
307	5/31/17		x		3		x		2			x	5		x		4		x		6	x			1
308	5/31/17			x		x				x						x		x				x			
309	5/31/17			x	5	x			1	x			4	x			6	x			3	x			2
310	5/31/17	x			2			x	6	x			3	x			1			x	5			x	4
311	5/31/17		x				x					x	1			x	2			x	3		x		
312	5/31/17			x	6	x			2	x			3		x		5	x			1		x		4
313	5/31/17	x			3		x		6		x		5	x			4	x			1	x			2
314	5/31/17			x				x			x					x			x					x	
315	5/31/17			x			x					x	1		x				x			x			
316	5/31/17		x		6	x			3	x			1		x		4		x		5	x			2
317	5/31/17	x			1		x		5		x		6		x		4			x	3	x			2
318	5/31/17		x		5	x			3		x		2		x		4		x		6	x			1
319	5/31/17		x		4		x		5		x		3		x		6	x			1			x	2
320	5/31/17		x			x			3	x			2	x			4		x			x			1
321	5/31/17		x		5		x		6			x	3		x		4			x	1			x	2
322	5/31/17	x			1		x		5		x		6	x			4	x			3			x	2
323	5/31/17	x			3	x			5			x	4	x			1	x			2			x	6
324	5/31/17		x		5	x			3	x			2		x		4		x		1		x		6
325	5/31/17	x			3	x			2	x			4		x		6	x			1	x			5
326	5/31/17			x	3	x					x		6	x			2	x				x			1
327	5/31/17		x		3		x		1			x	6		x		2		x		4			x	5
328	5/31/17		x		5			x	4		x		2			x	3		x		6	x			1
329	5/31/17			x				x			x					x				x		x			
330	5/31/17		x				x					x	5			x	1		x				x		6
331	5/31/17			x	5			x	4			x	2	x			3		x		1		x		6
332	5/31/17		x		6		x		4			x	1		x		2		x		3			x	5
333	5/31/17			x	3			x	4			x	2			x	5		x		6	x			1
334	5/31/17			x			x				x			x			2		x			x			1
335	5/31/17	x			6	x			4	x			2	x			1	x			3		x		5
336	5/31/17	x			1		x		6		x		5			x	3			x	4	x			2
337	5/31/17			x	6		x		2			x	3			x	4	x			1			x	5
338	5/31/17			x	4		x		5		x		3		x		2		x		6	x			1

		Go Pass Increase
No.	**Date**	**Comments**
305	5/31/17	
306	5/31/17	Increasing the cost will make the GoPass much less competitive for companies and very possibly lead to many companies to abandon the program. I would be very unlikely to ride CalTrain frequently if my company left the GoPass program.
307	5/31/17	
308	5/31/17	
309	5/31/17	
310	5/31/17	There should be a way for employers to provide Go Passes to just employees in the Caltrain service area. A company in SF should not have to pay for Go Passes for people who live in Oakland.
311	5/31/17	Don't penalize smaller groups for going green!
312	5/31/17	This is a great program to get companies supporting transit and enough employees taking trains to get shuttle busses to offices from the train stations in the south bay.
313	5/31/17	
314	5/31/17	
315	5/31/17	
316	5/31/17	
317	5/31/17	Still a deal for these companies vs corporate shuttles.
318	5/31/17	Why do you keep increasing it you make a lot of money anyways and don't sell passes on the train
319	5/31/17	A rate jump this extreme exemplifies poor planning and not in touch with the commuters.
320	5/31/17	
321	5/31/17	I'm not certain what effect this may have on my employer but I have no doubt they will weigh the benefit and look at alternatives to the program such as telecommuting, etc.
322	5/31/17	190 per person for a year is same as a monthly 3 zone pass which doesnt make sense, and so go pass cost should be increased.
323	5/31/17	
324	5/31/17	
325	5/31/17	Agree provided my employer does not pass on the increased costs to me.
326	5/31/17	
327	5/31/17	
328	5/31/17	I would like to see employers throw their weight behind Caltrain and other public transit systems, rather than resort to private alternatives. Raising Go Pass fares by 50% only encourages employers to write off public transit altogether and encourage employees to take private transportation. That would contribute to inequality and take the wind out of the sails of progress in public transit. The Go Pass is an important option for keeping even wealthy companies engaged with a healthy public transit system.
329	5/31/17	
330	5/31/17	Most expensive train I have ever commuted on and the slowest, then again I've only lived in Chicago, Stockholm, Berlin and Mumbai. Increasing Go Pass prices makes it less accessible to smaller companies who value public transportation and the electrification of the CalTrain for their employees.
331	5/31/17	
332	5/31/17	50% increase... for public transportation... good job.
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	
337	5/31/17	
338	5/31/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
305	5/31/17	
306	5/31/17	
307	5/31/17	
308	5/31/17	
309	5/31/17	
310	5/31/17	
311	5/31/17	
312	5/31/17	Seems reasonable.
313	5/31/17	
314	5/31/17	
315	5/31/17	
316	5/31/17	
317	5/31/17	Why impact monthly pass riders with both a fare and parking increase?
318	5/31/17	
319	5/31/17	
320	5/31/17	
321	5/31/17	Including this in with the proposed substantial increase to the monthly pass will effectively make driving to work much closer to a neutrally cost effective option that I will have to give greater consideration to using. My commute is effectively a push between driving and Caltrain currently, so given price equality and the flexibility of leaving at different times that driving affords, I will likely discontinue being a customer.
322	5/31/17	Most of the riders use monthly pass for 22 days a month excluding holidays / vacations / work from home which is common for caltrain riders. At 15-day fare, you are likely to lose revenue as, personally, i will just move from monthly pass to other options.
323	5/31/17	
324	5/31/17	
325	5/31/17	This seems reasonable.
326	5/31/17	
327	5/31/17	
328	5/31/17	
329	5/31/17	
330	5/31/17	An unlimited pass should be unlimited at all times and in all zones.
331	5/31/17	
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	
337	5/31/17	
338	5/31/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
305	5/31/17	
306	5/31/17	
307	5/31/17	
308	5/31/17	
309	5/31/17	
310	5/31/17	It is confusing and not as useful for occasional rides as it used to be since it expires faster now.
311	5/31/17	
312	5/31/17	8 ride is silly anyway, why not a 10-ride like every other major city and then it's good for a week!
313	5/31/17	
314	5/31/17	It's a good and flexible option
315	5/31/17	
316	5/31/17	
317	5/31/17	Commute into SF 2 days a week. 8-rides are perfect for me.
318	5/31/17	
319	5/31/17	
320	5/31/17	
321	5/31/17	
322	5/31/17	Im likely to ditch caltrain if 8-ride pass goes away.
323	5/31/17	
324	5/31/17	
325	5/31/17	Never used this option. A weekly pass might be a better option for tourists and other visitors.
326	5/31/17	
327	5/31/17	
328	5/31/17	While confusing, I can imagine use cases where this can be valuable.
329	5/31/17	
330	5/31/17	
331	5/31/17	
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	If you increase the price of monthly passes and get rid of the 8-pass, you'll have to ride Caltrain too much to benefit from a bulk discount, so people may drive more.
337	5/31/17	
338	5/31/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
305	5/31/17	
306	5/31/17	
307	5/31/17	
308	5/31/17	
309	5/31/17	
310	5/31/17	
311	5/31/17	
312	5/31/17	We should do everything we can to get cars off the road and people into trains!
313	5/31/17	
314	5/31/17	
315	5/31/17	
316	5/31/17	
317	5/31/17	
318	5/31/17	You make enough money and your parking lots are never ever full
319	5/31/17	
320	5/31/17	
321	5/31/17	Including this in with the proposed substantial increase to the monthly pass will effectively make driving to work a more cost effective means for me and I would likely no longer remain a passenger of the train.
322	5/31/17	Reasonable enough
323	5/31/17	
324	5/31/17	
325	5/31/17	This is a completely outrageous and unacceptable increase. I will not pay almost $100/month for parking, especially when I'm not guaranteed a space. It will be cheaper to purchase a parking pass from my employer and drive to work. If this increase passes I will stop using Caltrain.
326	5/31/17	
327	5/31/17	
328	5/31/17	
329	5/31/17	
330	5/31/17	
331	5/31/17	
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	
337	5/31/17	
338	5/31/17	

		Zone Fare Increase
No.	**Date**	**Comments**
305	5/31/17	
306	5/31/17	The increase should not be so steep. CalTrain is already one of the most expensive transit agencies in the Bay Area. Costs must stay competitive with driving.
307	5/31/17	
308	5/31/17	I understand that it is inevitable that fares will increase to ensure Caltrain remains viable. It is essential that you share with the riding public your justification for this increase. Present the projected budget with and without the increase. Explain what results you expect from the increase in fares and how the riding public will benefit from the fare increase. Included in this explanation should be the expected loss in ridership because of the fare increase. Will people begin driving because it makes better financial sense for them?
309	5/31/17	
310	5/31/17	
311	5/31/17	
312	5/31/17	Seems reasonable.
313	5/31/17	
314	5/31/17	It's already expensive to commute :o
315	5/31/17	
316	5/31/17	Problem - Caltrain not making money because too few people take it. So you increase the price. That makes even fewer people take it, and you lose more money! The solution is to increase frequency of trains - at least one every 15 minutes, 5 minutes for peak - so that it is actually practical for everybody who wants to take it, to take it!
317	5/31/17	
318	5/31/17	
319	5/31/17	
320	5/31/17	
321	5/31/17	
322	5/31/17	
323	5/31/17	
324	5/31/17	
325	5/31/17	This seems reasonable.
326	5/31/17	
327	5/31/17	
328	5/31/17	I would like to see Caltrain (and others) resort less to fare increases for revenue. It's public transportation and should be as publicly accessible as possible. Caltrain is by default a monopolist, and should not abuse that position, especially because it's not supposed to be a market competitor in the normal sense.
329	5/31/17	
330	5/31/17	Most expensive train I have ever commuted on and the slowest, then again I've only lived in Chicago, Stockholm, Berlin and Mumbai.
331	5/31/17	Instead of wasting money on the beautification project of the 4th & King station that was a major pain ...
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	
337	5/31/17	
338	5/31/17	

		Pilot Program
No.	**Date**	**Comments**
305	5/31/17	
306	5/31/17	
307	5/31/17	Add Discounts for those fans and/or workers at A T & T Park during games and special events like concerts or Fan Fest.
308	5/31/17	
309	5/31/17	
310	5/31/17	
311	5/31/17	Commuters are your bread and butter, and taking more from them to subsidize occasional riders is cutting your nose to spite your face. I already come close to capping my monthly pre-tax commuter benefit, if you push me over it I will stop using Caltrain.
312	5/31/17	Why have discounts when you're raising other prices. Makes no sense!
313	5/31/17	
314	5/31/17	
315	5/31/17	
316	5/31/17	
317	5/31/17	
318	5/31/17	
319	5/31/17	
320	5/31/17	
321	5/31/17	
322	5/31/17	
323	5/31/17	
324	5/31/17	
325	5/31/17	However, if money is an issue, why not charge the same for tickets on nights ans weekends. The trains appear to have decent ridership at those times.
326	5/31/17	
327	5/31/17	
328	5/31/17	This would match many other railroads' use of "off-peak" fares. Commuters with monthly passes won't care, but students, visitors, and others will benefit.
329	5/31/17	
330	5/31/17	Shouldn't the opposite be happening? Those of us who ride every day shouldn't be paying more as we are loyal customers and non tourists who would be at a huge loss if we could no longer afford to take it.
331	5/31/17	
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	
337	5/31/17	
338	5/31/17	

		General
No.	**Date**	**Comments**
305	5/31/17	
306	5/31/17	
307	5/31/17	Add free shuttle service from South San Francisco BART & San Bruno BART to respective Caltrain stations. Add an 11pm departure from SF station? Why 10:40p and 12midnight, but no 11pm service?
308	5/31/17	
309	5/31/17	
310	5/31/17	Caltrain needs a dedicated funding source, or at least better agreements with VTA/SamTrans/SFMTA that does not lead to one agency single-handedly ruining Caltrain's budget.
311	5/31/17	
312	5/31/17	Fare changes are great if they can help get us high speed rail and electric trains faster, as well as a connection to the transbay terminal.
313	5/31/17	
314	5/31/17	
315	5/31/17	
316	5/31/17	INCREASE FREQUENCY OF THE TRAINS! I CAN'T TAKE TRAINS IF I HAVE TO WAIT 1 HOUR FOR IT!
317	5/31/17	Would pay increased fare for WiFi.
318	5/31/17	
319	5/31/17	Drastic rate increases, as currently proposed, would result in many commuters driving cars and stop taking Caltrain.
320	5/31/17	
321	5/31/17	
322	5/31/17	
323	5/31/17	
324	5/31/17	Discounting evening/weekend fares and increasing fares for commuters sends a message that you are holding those of us hostage that need to take Caltrain to work. Infrequent Giants fans and weekend SF visitors will be less impacted by paying full price.
325	5/31/17	Extremely disappointed by the proposed parking pass increase. This is an obvious cash grab and is going to be cost prohibitive for many of your riders. You cannot justify the proposal citing lack of funds after the measure passed in Nov. 2016 and after you received the promised federal funds. It is an egregious abuse of power that will alienate most of your loyal riders.
326	5/31/17	
327	5/31/17	
328	5/31/17	
329	5/31/17	It should be possible to get zone upgrades automatically by tagging on/off. i.e. if I have a zone 2-zone 2 monthly pass and I tag on in zone 2 and tag off in zone 3 it should know I have a monthly pass plus charge me the zone upgrade fee, instead of the full cost of a one-way ride. I first requested this feature something like 4 years ago. It's 2017, and this is not rocket science...
330	5/31/17	The CalTrain has made my commute possible only because my employer can afford to pay for the GoPass. I am over the moon about the electrification of the CalTrain but I find these proposed fare changes unfair and limiting. The CalTrain should be for all pay grades - to be completely honest, I am not one of the pay grades CalTrain caters to. The current monthly price would require me to tap into my savings. No, I'm not spending a billion dollars on a high-end condo; low income housing and a full-time job still barely get me by. So what about people who make a small fraction less than I do and have to pay the monthly fare as is? I'm on CalTrain's team but I'd like a new game plan on fares.
331	5/31/17	
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	Caltrain should consider raising prices but also offering a discount to low-income families - we subjugate poor people to taking much slower buses because they're so much cheaper. Also, to state the obvious, Caltrain should get a dedicated source of funding, or legally bind MUNI/SamTrans/VTA to a certain amount of funding each year.
337	5/31/17	
338	5/31/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
339	5/31/17	x			1	x			4		x		6	x			2	x			5	x			3
340	5/31/17		x				x				x				x				x			x			
341	5/31/17		x		4			x	2			x	6			x	5	x			3	x			1
342	5/31/17		x		6			x	5		x		4			x	2	x			3	x			1
343	5/31/17	x			3	x			1	x			5	x			4		x		6		x		2
344	5/31/17	x					x			x					x			x				x			
345	5/31/17		x		6		x		4		x		5			x	1	x			3	x			2
346	5/31/17		x		4	x			2		x		5		x		3		x		6	x			1
347	5/31/17	x			4			x	6		x		1			x				x		x			2
348	5/31/17		x				x					x				x			x					x	
349	5/31/17		x		5		x		6	x			1		x		4	x			3	x			2
350	5/31/17		x			x					x			x				x				x			
351	5/31/17	x			1		x		5		x		6		x		4	x			3	x			2
352	5/31/17			x	2		x		4			x	1			x	3	x			5	x			6
353	5/31/17	x			3			x	4		x		6	x			1	x			2	x			5
354	5/31/17	x			1		x		5	x			3	x			2	x			6		x		4
355	5/31/17		x		6	x			3		x		5	x			2	x			4	x			1
356	5/31/17	x				x			1			x		x						x		x			
357	5/31/17	x			1			x	2		x		5			x	6		x		3	x			4
358	5/31/17	x			1		x		6		x		4	x			2		x		5	x			3
359	5/31/17	x					x				x					x		x				x			
360	5/31/17		x		5			x	4		x		6	x			1			x	3	x			2
361	5/31/17	x			1	x			2		x			x			3			x			x		
362	5/31/17			x	5		x		6			x	3			x	4	x			1	x			2
363	5/31/17		x			x					x			x			2			x		x			1
364	5/31/17	x			4			x	5			x	1	x			3		x		6	x			2
365	5/31/17	x			5	x			3	x			6		x		2	x			4		x		1
366	5/31/17		x		5	x			2		x		6	x			3	x			4	x			1
367	5/31/17	x			1	x			3	x			5	x			2	x			4	x			6
368	5/31/17	x			5	x			4	x			2	x			3	x			6	x			1
369	5/31/17			x	2	x			1			x	6	x			4	x			3			x	5
370	5/31/17	x						x	1	x					x			x				x			
371	5/31/17			x	5	x			3	x			2			x	6	x			1			x	4
372	5/31/17	x			1		x		5		x		3		x		6			x	4			x	2
373	5/31/17	x			1	x			3			x	5	x			2		x		6	x			4
374	5/31/17		x			x					x				x				x			x			1
375	5/31/17		x				x					x				x				x				x	
376	5/31/17	x			4		x		6	x			3	x			1	x			5	x			2
377	5/31/17	x				x					x			x				x				x			

		Go Pass Increase
No.	**Date**	**Comments**
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	
353	5/31/17	
354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	Seems very high but I do not use this program
363	5/31/17	Increase much higher than inflation
364	5/31/17	Make facebook pay tbh tbh
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	Yes! Please do this! Large companies and their employees can afford this increase and they have not been paying their fair share of the costs (but have been contributing significantly to the overcrowding during commute hours). But I should really be increased much much more. Why should these people get a whole year of caltrain passes for less than others pay for just 2 months.
373	5/31/17	Groups of smaller employers or downtown transportation management agencies should be allowed to purchase Go Passes.
374	5/31/17	Too much of price hiking. Not accepavle
375	5/31/17	
376	5/31/17	
377	5/31/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	
353	5/31/17	
354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	Wow! As who one has used Caltrain for my daily commute for over 14 years, the proposed Monthly Pass increase is onerous and, based on discussions I had with fellow passengers this morning, could encourage people to seek alternative solutions to their commute.
363	5/31/17	
364	5/31/17	
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	Monthly passes are expensive enough. If there is need for more revenue, increase the prices if the go passes purchased by big companies for their employees. Those passes are sold at a huge discount to companies who could afford to pay much more and given for free or little cost to highly paid employees. The commute trains are extremely crowded and it is unfair to put all financial burden in the other riders who use caltrain to get to work but receive less generous pay and benefits from their employers.
373	5/31/17	
374	5/31/17	
375	5/31/17	
376	5/31/17	
377	5/31/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	Really helps people who have to commute one day a week. I am a college student and I have classes in SF one day in a week. It is really helpful for me as i do not want to buy monthly pass and daily ticket is too expensive.
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	
353	5/31/17	My work has two different locations, one I need Caltrain to get to. It makes no sense for me to buy a monthly pass, but I am a regular Caltrain user. It would be nice to have some discount for reliable users in my situation.
354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	I'm a regular 8-ride ticket user -- I commute on CalTrain often enough that it's a great way to save, but not often enough that the monthly pass makes economic sense. Good to continue incentivizing people like me.
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	
363	5/31/17	Affects flexibility
364	5/31/17	
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	The 8 ride ticket is a necessary option for people who commute regularly, but less than 5 days a week.
373	5/31/17	
374	5/31/17	Should be more than 30 days so the commuter can use it anytime
375	5/31/17	
376	5/31/17	
377	5/31/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
349	5/31/17	
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354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	Parking cost is not an issue with me as I walk to the station. However, people who park at the stations may think this is a steep increase.
363	5/31/17	
364	5/31/17	
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	Thus is way too big if an increase to do all at once. An increase of this size should be phased in gradually over several years. Some parking lots are way under capacity (such as Redwood City even though it is one of the most used stations) and a parking fee increase if this size would push people put out of the lots and into street parking. This will be a nuisance for the neighborhoods and will prevent caltrain from actually taking in significantly more parking revenue. This would also make it more expensive than bart parking which is only $3 per day at peninsula stations.
373	5/31/17	
374	5/31/17	Increasing Parking fee charges is too much. Its already way too high..
375	5/31/17	
376	5/31/17	
377	5/31/17	

		Zone Fare Increase
No.	**Date**	**Comments**
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	I don't like it but do what you have to do to keep the trains running.
353	5/31/17	
354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	CalTrain ridership is at record highs -- what's the justification for the increase?
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	Seems fair.
363	5/31/17	Understand increase in operational cost. However, still a burden to working class.
364	5/31/17	Is there any way to make it 25 or 50 cents higher for the people who buy tickets on the platform versus clipper card/monthly pass holders etc? That way commuters won't get screwed v drunk ppl getting to the giants games
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	
373	5/31/17	
374	5/31/17	Increasing fare price every year is making impossible to ride a caltrain
375	5/31/17	Caltrain already way too expensive as if is for the service it provides
376	5/31/17	
377	5/31/17	

		Pilot Program
No.	**Date**	**Comments**
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
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352	5/31/17	
353	5/31/17	
354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	Just as long as the all zone unlimited weekend rides by monthly pass holders is affected by the pilot program.
363	5/31/17	Sounds effective in utilizing trains and divert some demand to non peak hours
364	5/31/17	
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	
373	5/31/17	
374	5/31/17	
375	5/31/17	
376	5/31/17	
377	5/31/17	

		General
No.	**Date**	**Comments**
339	5/31/17	GO Pass fares should be equivalent to monthly pass fares for zones 1-4. Those companies who provide go passes already provide heavy benefits to their employees and can afford the extra expense.
340	5/31/17	
341	5/31/17	Add a premium for fare for extra bullet services (late night southbound bullet 12:30AM)
342	5/31/17	
343	5/31/17	As a commuter, it's really heart broken to see the fare will be increase and this totally discourage commuter take the public transportation.
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	
353	5/31/17	
354	5/31/17	
355	5/31/17	
356	5/31/17	There needs to be more clipper card machines to add value. The SF station has only had one working machine for months. Machine should also be at more stations.
357	5/31/17	
358	5/31/17	
359	5/31/17	It would be really useful if this survey had *context* around these changes, since in the absence of rationale, who's going to vote to make their costs higher?
360	5/31/17	
361	5/31/17	
362	5/31/17	
363	5/31/17	
364	5/31/17	Love y'all, sorry you don't have actual funding but you're doing your best and we appreciate it
365	5/31/17	Please don't change the current schedule.
366	5/31/17	
367	5/31/17	
368	5/31/17	What's the reason behind the fare increase?
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	
373	5/31/17	
374	5/31/17	
375	5/31/17	
376	5/31/17	
377	5/31/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
378	5/31/17		x					x			x					x			x					x	
379	5/31/17		x		6	x			3			x	2	x			1	x			4	x			5
380	5/31/17			x	5	x			1		x		3			x	6		x		4	x			2
381	5/31/17		x				x					x				x		x				x			
382	5/31/17		x			x					x				x			x				x			
383	5/31/17		x		4		x		5			x	2			x	3		x		6			x	1
384	5/31/17		x					x			x					x			x			x			
385	5/31/17		x		3		x		6			x	1			x	5		x		4	x			2
386	5/31/17		x		6	x			5		x		4	x			3	x			2	x			1
387	5/31/17			x	2		x		4		x		6		x		5		x		3	x			1
388	5/31/17		x		3		x		6		x		4	x			1		x		5		x		2
389	5/31/17	x			1		x		6			x	2			x	3			x	4			x	5
390	5/31/17			x	2	x			1		x		6			x	3		x		5			x	4
391	5/31/17			x	5		x		6			x	2		x		1		x		4	x			3
392	5/31/17		x				x				x				x				x			x			1
393	5/31/17			x		x					x					x		x				x			
394	5/31/17	x			1		x		6		x		3			x	2			x	5			x	4
395	5/31/17		x		6	x			3		x		4	x			2	x			1		x		5
396	5/31/17		x					x			x				x					x				x	
397	5/31/17			x	4		x		2			x	6			x	5		x		1	x			3
398	5/31/17		x		6			x	3			x	5			x	2			x	4	x			1
399	5/31/17		x		6	x			1	x			5	x			2	x			3	x			4
400	5/31/17			x	6		x		4		x		5	x			3	x			1	x			2
401	5/31/17		x		4		x		2		x		5		x		3		x		6	x			1
402	5/31/17		x		6	x			3	x			2	x			4		x		5		x		1
403	5/31/17			x	4		x		6			x	5	x			1	x			2			x	3
404	5/31/17		x		6		x		4		x		5		x		3	x			2	x			1
405	5/31/17	x			4		x		5	x			3	x			2		x		6	x			1
406	5/31/17	x			1	x			4			x	6		x		5	x			3	x			2
407	5/31/17			x	4	x			3	x			1		x		5	x			2	x			6
408	5/31/17		x		6	x			2		x		3		x		4		x		5	x			1
409	5/31/17		x		5	x			1		x		6	x			2		x		3		x		4
410	5/31/17		x		4		x		3		x		5		x		1	x			2		x		6
411	5/31/17	x			4	x			5		x		6	x			1	x			3	x			2
412	5/31/17		x					x			x				x				x			x			
413	5/31/17			x		x					x				x			x				x			
414	5/31/17	x				x				x				x				x				x			1
415	5/31/17			x			x				x					x			x					x	
416	5/31/17			x	4		x		6	x			2		x		5	x			1			x	3
417	5/31/17		x				x			x					x				x			x			1
418	5/31/17		x				x				x				x				x					x	
419	5/31/17			x			x					x			x					x				x	4

		Go Pass Increase
No.	**Date**	**Comments**
378	5/31/17	Are you insane??? If you want to offer public transit, please do so. If you want to over charge people for a broken system that is barely holding it together (recalling the morning I was asked to stay away from train doors because train lost power and concerned staff didn't want anyone getting hurt or killed if the doors fly open), then sure, continue this absurdity. My hats off to Caltrain staff who make do with what they have. Now would our government please give them reasonable funding to help them get everyone where they need to go safely?!?!?!
379	5/31/17	
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	if it goes up this much, employers will stop funding it
384	5/31/17	
385	5/31/17	Wtf
386	5/31/17	
387	5/31/17	
388	5/31/17	
389	5/31/17	$285 approaches the current pricing for a monthly pass for all zones. There is no reason that large companies should be paying less for these passes than individuals.
390	5/31/17	
391	5/31/17	
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	
398	5/31/17	My main concern would be the incentive for employers/pass providers to discontinue the program given the steep cost increase. A smaller increase might be justified.
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	But only because it's tech companies paying the money. Milk em Caltrain!!!
406	5/31/17	That's Stanford's dime, not mine, so, sure!
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	Are you insane?
413	5/31/17	
414	5/31/17	
415	5/31/17	
416	5/31/17	
417	5/31/17	
418	5/31/17	
419	5/31/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
378	5/31/17	
379	5/31/17	
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	There was a fare increase a year ago, and we were promised an increase every two years
384	5/31/17	
385	5/31/17	This would increase the price, and of course I don't want that.
386	5/31/17	
387	5/31/17	It's already a lot of money!
388	5/31/17	Completely disagree: 15 days is ridiculous. One vacation week and it's not worth it. Work gone one day per week and it's at best a wash. 13 is already too high.
389	5/31/17	Many employers provide a pre-tax deduction to purchase public transit benefits, however this maxes out at $255/month, so a 4-zone pass would exceed this amount if the price increase occurs.
390	5/31/17	
391	5/31/17	
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	
398	5/31/17	Go Pass holder
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	Not good.
406	5/31/17	I ride, on avg, 20 days per mo (but use gopass).
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	
413	5/31/17	
414	5/31/17	
415	5/31/17	Why don't you make it based on 32 days?
416	5/31/17	Then it would be much more expensive than driving to work and lose all value
417	5/31/17	
418	5/31/17	
419	5/31/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
378	5/31/17	Who do you think youre helping? This is how people get to work!
379	5/31/17	
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	
384	5/31/17	
385	5/31/17	
386	5/31/17	
387	5/31/17	I love this one!
388	5/31/17	Theres barely a discount as is: eliminate expiration date and allow zone upgrades via clipper
389	5/31/17	
390	5/31/17	I commute a few times a week, but not enough for a monthly pass. An 8 ride ticket is already more expensive than driving from San Mateo to Sunnyvale. Removing it leaves me no incentive to travel by Caltrain
391	5/31/17	
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	
398	5/31/17	
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	But only if u discount all clipper!
406	5/31/17	
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	Your Social Media Manager is a tool
411	5/31/17	Why not just increase the price of the 8-ride ticket? I don't personally use it, but it seems like a good option for those that ride more than occasionally but not enough to justify the monthly pass.
412	5/31/17	
413	5/31/17	
414	5/31/17	
415	5/31/17	You should eliminate zones, not 8-ride ticket. The fare should be based on distance traveled, not the number of uneven zones.
416	5/31/17	Personally, I don't see the value of the 8 ride. I tried to purchase it for months when I would be away for a week or more, but it still ended up cheaper to get a monthly pass even with all the days I would be missing
417	5/31/17	
418	5/31/17	
419	5/31/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
378	5/31/17	
379	5/31/17	
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	I don't pay for Caltrain parking, so no opinion on this
384	5/31/17	
385	5/31/17	
386	5/31/17	
387	5/31/17	Parking is expensive enough!
388	5/31/17	
389	5/31/17	
390	5/31/17	
391	5/31/17	
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	Have the option of lower usage being more expensive, don't penalize us full time workers who ride every weekday.
397	5/31/17	
398	5/31/17	I walk to the station...
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	Don't own a car lol
406	5/31/17	In principle, I see your point, but that's a steep hike. Admit I park on avg 20 days per month at SJ. On the plus side, it might free up parking.
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	
413	5/31/17	
414	5/31/17	
415	5/31/17	
416	5/31/17	
417	5/31/17	
418	5/31/17	
419	5/31/17	I think the increase is too high.

		Zone Fare Increase
No.	**Date**	**Comments**
378	5/31/17	See last comment.
379	5/31/17	
380	5/31/17	It is already very expensive and little discount is provided
381	5/31/17	
382	5/31/17	
383	5/31/17	There was a fare increase a year ago, and we were promised an increase every two years
384	5/31/17	
385	5/31/17	Of course Disagree. Why would I want to spend more money? Are people agreeing?
386	5/31/17	
387	5/31/17	
388	5/31/17	Caltrain is already too expensive for the service level: higher prices increase driving.
389	5/31/17	
390	5/31/17	If this change happens, I will no longer be riding the train
391	5/31/17	Obviously, I would prefer lower fares. If this increase pays for maintenance or infrastructure improvements, I would understand.
392	5/31/17	Enough with the fare increase. It's gotten to the point where riding Caltrain is more expensive than driving to work. That is not the purpose of public transit agency
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	Ugh
398	5/31/17	$0.25 seems reasonable to me but (as a Go Pass holder) it doesn't directly affect me...
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	Clipper deserve discounts!!
406	5/31/17	
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	The zone system is already completely ridiculous. If you're unlucky enough to need to travel from the last stop of one zone to the first stop of the second zone you pay an inordinate fee. Moreover, the irregularity with which Caltrain runs does not justify the current rates, let alone an increase. For instance I am currently sitting at the Caltrain platform in Redwood City, simply trying to get to Palo Alto, and the train is 20 minutes late. And I'm supposed to pay more soon? This is ridiculous.
413	5/31/17	
414	5/31/17	
415	5/31/17	Implement fare based on distance traveled. This should be not a problem with Clipper and requirement to tag on / off. BART does it, as do many other agencies around the world
416	5/31/17	
417	5/31/17	
418	5/31/17	
419	5/31/17	

		Pilot Program
No.	**Date**	**Comments**
378	5/31/17	Sigh.
379	5/31/17	
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	
384	5/31/17	
385	5/31/17	
386	5/31/17	
387	5/31/17	
388	5/31/17	Increase service instead.
389	5/31/17	
390	5/31/17	
391	5/31/17	I wouldn't use this myself, but, on the assumption that off-peak use improves the overall financial stability of caltrain, I support this measure.
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	About time
398	5/31/17	This would partially make up for the frustrating decrease in weekend service this summer
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	Love it!
406	5/31/17	This would help me use with my family more, for leisure, instead of just my work commute.
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	This would be fine but absolutely not at the cost of increasing other fares and not with the current awful evening schedule.
413	5/31/17	
414	5/31/17	
415	5/31/17	
416	5/31/17	
417	5/31/17	
418	5/31/17	
419	5/31/17	

		General
No.	**Date**	**Comments**
378	5/31/17	I dont understand what youre trying to accomplish. If you think I enjoy constantly being late and smashed into a train that smells like a portapotty for 1 hour each way every day so I can get to my nightmare job where I'm treated like shit but keep because its the only thing that will pay my college loans AND insane rent (my place is small).. Then you're insane. Or a sadistic f*ck. I'm already paying a lot. I cannot afford any more.
379	5/31/17	The system Needs many more machines to clip on and off at all stations especially at Millbrae. It's very frustrating to wait in line to touch Clipper card when trying to catch BART and/or connecting bus and shuttle. Buy more and put in stations as high priority please!!
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	fix the funding issue. Obviously if one agency can't pay its bill, it hurts in triplicate--this can't be allowed to continue.
384	5/31/17	
385	5/31/17	
386	5/31/17	
387	5/31/17	
388	5/31/17	Increase weekend service: it's too poor for reliable use. Earlier in AM, baby bullets all day
389	5/31/17	
390	5/31/17	The ranking question is hugely confusing
391	5/31/17	Any change that makes caltrain more like bart would be great. Ideally, the two systems would merge, and bart would run the unified system. (The monthly pass is an exception, but that's something I use, so I'm a hypocrite on that issue.)
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	
398	5/31/17	
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	how about fares by station rather than zones
403	5/31/17	
404	5/31/17	
405	5/31/17	GIVE MEH CLIPPER DISCOUNTZ!!!
406	5/31/17	
407	5/31/17	... Didn't you just get 700 million dollars?
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	I understand the need to increase revenue. I would love an improved system and much more frequent evening schedule, and these cost money. Surely the goal should be to increase ridership and thereby increase revenue, rather than increase rates and drive down ridership.
413	5/31/17	
414	5/31/17	
415	5/31/17	
416	5/31/17	
417	5/31/17	
418	5/31/17	
419	5/31/17	I think if the increase is not too high it would have been ok if it was gradual increase

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
420	5/31/17			x	2	x			4	x			1			x	3		x		6	x			5
421	5/31/17		x		5		x		4		x		6			x	3	x			1	x			2
422	5/31/17	x			1	x			5	x			3		x		6	x			2	x			4
423	5/31/17			x	5			x	2			x	4			x	3		x		6	x			1
424	5/31/17	x			3		x		6	x			4	x			2		x		5	x			1
425	5/31/17	x				x						x				x		x				x			
426	5/31/17			x	3		x		5			x	4	x			1		x		6	x			2
427	5/31/17			x	4		x		6			x	2	x			1		x		5			x	3
428	5/31/17	x			2		x		3		x		5			x	1		x		4			x	6
429	5/31/17		x		4		x		1		x				x				x			x			6
430	5/31/17		x			x			2		x				x				x			x			1
431	5/31/17		x				x				x		1	x					x				x		2
432	5/31/17	x			1		x		6		x		3		x		5		x		2		x		4
433	5/31/17	x			5	x			4			x	6			x	2	x			3	x			1
434	5/31/17		x		4		x		2			x	5		x		6		x		3	x			1
435	5/31/17	x			3	x			4			x	5	x			2	x			6	x			1
436	5/31/17			x	1		x		4		x		6		x		3		x		5	x			2
437	5/31/17	x			2			x	3		x		6		x		5	x			1	x			4
438	5/31/17	x			2		x		4		x		3		x		5		x		6	x			1
439	5/31/17		x				x					x			x				x				x		
440	5/31/17		x		6		x		5		x		2		x		4		x		3		x		1
441	5/31/17		x		2		x		6		x		4		x		3		x		5	x			1
442	5/31/17		x		6	x			4	x			3			x	2		x		5	x			1
443	5/31/17		x					x			x				x				x			x			
444	5/31/17			x	3		x		5			x	2			x	4	x			1		x		6
445	5/31/17		x				x				x				x			x			1	x			
446	5/31/17	x			1	x			4		x		6	x			3	x			5	x			2
447	5/31/17			x	4		x		5			x	2		x		6	x			1	x			3
448	5/31/17			x	1	x			2			x	6			x	3	x			4			x	5
449	5/31/17	x			4	x			3			x	2		x		6	x			1		x		5
450	5/31/17	x			1		x		6	x			3	x			2		x		5		x		4
451	5/31/17			x		x					x			x					x			x			
452	5/31/17		x		6	x					x				x				x				x		
453	5/31/17		x		6			x	4		x		5	x			1		x		2	x			3
454	5/31/17		x					x				x			x				x			x			
455	5/31/17		x		6		x		5		x		4	x			1	x			2	x			3
456	5/31/17	x			6		x		2		x		3		x		1	x			4	x			5
457	5/31/17			x	1	x			2	x			4	x			3		x		6		x		5
458	5/31/17		x		4	x			3	x			2		x		5	x			1		x		6
459	5/31/17			x	1		x		6		x		5			x	3	x			2	x			4

		Go Pass Increase
No.	**Date**	**Comments**
420	5/31/17	I don't use this either
421	5/31/17	
422	5/31/17	
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	
433	5/31/17	It is currently less expensive than an SF<->SJ monthly pass. It should not be.
434	5/31/17	
435	5/31/17	
436	5/31/17	
437	5/31/17	
438	5/31/17	
439	5/31/17	This is far too drastic of an increase. What is the reasoning for such an increase?
440	5/31/17	
441	5/31/17	A 50% increase is unacceptable. It's disgusting that you would even request that. If you increase this no employers are going to use this program anymore. That is far too much of an increase. It should not increase at all.
442	5/31/17	
443	5/31/17	
444	5/31/17	
445	5/31/17	
446	5/31/17	Not like I can convince my employer to participate anyways, even if we are right next to San Jose Diridon.
447	5/31/17	
448	5/31/17	
449	5/31/17	
450	5/31/17	
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	Cost of goods and services should go down over time in a free-market economy, especially with economies of scale when there are more customers. Not a free-market economy (ie, because of government subsidy)? Consider making it one by taking the government's coercive incentive-perversion out of the picture.
455	5/31/17	This will push employers or employees to other transit means such as BART, carpool apps or shuttles. If Caltrain wants to increase ridership to help pay for the electrification making this program more expensive will hurt.
456	5/31/17	
457	5/31/17	
458	5/31/17	The Go Pass is already quite expensive. I fear that companies will pull out with such a large increase.
459	5/31/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
420	5/31/17	Seems like it makes more sense
421	5/31/17	
422	5/31/17	Should be the same as parking which is 15 days and should stay the same. ALSO anther reason the parking pass price should NOT change
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	Monthly passes are already too expensive for those who want to use caltrain for their commute, but whose companies do not buy them go passes.
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	You've increased my commute time with this new schedule so it doesn't make sense to increase the price 15% for an inferior product.
433	5/31/17	15 days is half a month, not 13, so this makes sense.
434	5/31/17	
435	5/31/17	
436	5/31/17	
437	5/31/17	
438	5/31/17	
439	5/31/17	
440	5/31/17	
441	5/31/17	ABSOLUTELY NOT. CalTrain should not increase ANY fare charges. Staff is rude, trains are dirty, trains are late, trains do not run on an efficient schedule, trains are over crowded and you cannot get a seat, etc. The current price is not justifiable due to these and more issues. With this many problems, CalTrain has no business even suggesting that fares should be increased.
442	5/31/17	
443	5/31/17	
444	5/31/17	This increase added to the per zone increase will create a very big increase around 25% of total cost.
445	5/31/17	
446	5/31/17	
447	5/31/17	See prior comment
448	5/31/17	
449	5/31/17	
450	5/31/17	Any cost increase on regular commuters will lose rides. It's already very expensive if you're a regular.
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	
455	5/31/17	With BART extending to South Bay increasing costs of monthly users could push them to switch.
456	5/31/17	
457	5/31/17	
458	5/31/17	Only if there are no compounding charges that make this even higher.
459	5/31/17	Wow, it's now passed the threshold where I have to just buy daily tickets instead of a monthly pass. Thanks for adding to the inconvenience by having me tag on and tag off as well.

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
420	5/31/17	It does not seem like such a useful option to me.
421	5/31/17	
422	5/31/17	
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	Instead, implement a system that automatically applies discounts for clipper card riders (like 8-ride and monthly) as you ride, instead of forcing riders to decide at the beginning of the month!
427	5/31/17	
428	5/31/17	I am a heavy 8 ride user and I strongly disagree with this.
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	
433	5/31/17	I think that this is a great way to give people who visit residents of the Bay Area a way to temporarily get around very easily. For example, my brother is coming on June 5th for 5 days from Washington D.C. The 8 day pass would let me discount his Caltrain costs from San JosÃ© to San Francisco. If this pass is removed I recommend replacement with something that still does a similar goal: discounted rides for visitors / tourists to encourage transit use
434	5/31/17	
435	5/31/17	
436	5/31/17	What's the point of this? I love the 8-ride pass.
437	5/31/17	Some mthings baths I travel a lot so it's not good value to buy a monthly pass
438	5/31/17	
439	5/31/17	Again, why is this a question? Does it cost money to maintain it? Will it cost more to eliminate it? Where is the info from which an opinion could be created?
440	5/31/17	
441	5/31/17	Some people depend on this type of ticket. For some people, this is all they can afford because your ticket prices are so overpriced. You cannot get rid of this ticket type.
442	5/31/17	
443	5/31/17	
444	5/31/17	
445	5/31/17	
446	5/31/17	
447	5/31/17	
448	5/31/17	
449	5/31/17	
450	5/31/17	
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	
455	5/31/17	I work part time in SF and SV. I use this pass. I wouldn't go to monthly so instead I would just use BART or shuttle
456	5/31/17	
457	5/31/17	
458	5/31/17	Many other agencies do not offer this
459	5/31/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
420	5/31/17	I don't use monthly parking. :)
421	5/31/17	
422	5/31/17	Absolutely not!! It's based on a reasonable 15 days our of 20 work days per month. This is just another way to gouge riders.
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	I hear it's too difficult to get a caltrain parking spot, so increasing prices seems reasonable.
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	
433	5/31/17	
434	5/31/17	
435	5/31/17	
436	5/31/17	
437	5/31/17	being able to park at a reasonable cost is crucial to using Caltrain
438	5/31/17	Parking is already too expensive and hard to find a place as it is.
439	5/31/17	
440	5/31/17	
441	5/31/17	If you increase parking people are not going to park in your lots, they will find a cheaper lot or just drive to work instead to be more cost-effective. This fee should not be increased. People currently park in your lots for days without paying. If you are looking for revenue, go ticket some of those cars before you increase rates.
442	5/31/17	
443	5/31/17	
444	5/31/17	
445	5/31/17	
446	5/31/17	
447	5/31/17	I believe it is too big of an increase. I understand the need for profit, but I was thinking $70, at most.
448	5/31/17	
449	5/31/17	What parking? There's not enough parking, at any station, and I would be furious paying MORE for a "chance" at finding a spot in the lot.
450	5/31/17	
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	Cost of goods and services should go down over time in a free-market economy, especially with economies of scale when there are more customers. Not a free-market economy (ie, because of government subsidy)? Consider making it one by taking the government's coercive incentive-perversion out of the picture.
455	5/31/17	Will keep people from buying parking pass when they don't need them for full month opening up space for others.
456	5/31/17	
457	5/31/17	
458	5/31/17	This is a huge increase and penalizes people like myself that do not park every day.
459	5/31/17	

		Zone Fare Increase
No.	**Date**	**Comments**
420	5/31/17	Totally surprising opinion, I know. Caltrain is already pretty expensive compared to other city transit though (I'm thinking Chicago Metra)
421	5/31/17	
422	5/31/17	
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	The zone fare system is outdated. A system should be implemented to offer discounts to clipper card riders not riding the fill width of their zones. Furthermore, caltrain fares are already too high. They need to be made more competitive with driving costs, not less.
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	
433	5/31/17	I have no issue with it and if it helps Caltrain run smoother Im for it. 25 cents is nothing.
434	5/31/17	
435	5/31/17	
436	5/31/17	
437	5/31/17	
438	5/31/17	
439	5/31/17	There's no info provided about why this needs to be done. How can you expect this to be effective without this information?
440	5/31/17	
441	5/31/17	The zone fare charge is already GROSSLY OVERPRICED. $2 per zone is far too much. It should be $2 PERIOD, you should be able to ride to any zone and only have to pay $2 for your zone upgrade.
442	5/31/17	
443	5/31/17	
444	5/31/17	
445	5/31/17	
446	5/31/17	
447	5/31/17	I would be ok with this
448	5/31/17	
449	5/31/17	
450	5/31/17	.25 adds up quickly and puts the largest burden on the people who travel the farthest-- ie the people we least want to choose to drive instead. Better to increase the 1 zone or 2 zone fare by .50-1.00 than increase the burden on the longest commutes.
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	Cost of goods and services should go down over time in a free-market economy, especially with economies of scale when there are more customers. Not a free-market economy (ie, because of government subsidy)? Consider making it one by taking the government's coercive incentive-perversion out of the picture.
455	5/31/17	
456	5/31/17	
457	5/31/17	Fares were just raised with no increase in service or reliability
458	5/31/17	
459	5/31/17	

		Pilot Program
No.	**Date**	**Comments**
420	5/31/17	Sounds like a good way to encourage off-peak riders.
421	5/31/17	
422	5/31/17	Love this!
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	Weekend trains are running under capacity. Discounts might help!
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	
433	5/31/17	It's an interesting idea. I'd like to know why it's considered, how they will budget for the reduced revenue, and what the goals are.
434	5/31/17	
435	5/31/17	
436	5/31/17	
437	5/31/17	
438	5/31/17	
439	5/31/17	It seems that the infrequent riders such as those that ride on the weekends would be more willing to pay a higher price than those who ride everyday. Why give them discounts?
440	5/31/17	
441	5/31/17	Agree only if this does not increase the fare for weekday and daytime riders.
442	5/31/17	
443	5/31/17	
444	5/31/17	
445	5/31/17	
446	5/31/17	
447	5/31/17	
448	5/31/17	
449	5/31/17	
450	5/31/17	No non-regular says "I'd use caltrain if it was cheaper." They say "I'd use Caltrain if it was convenient." The the people who can use caltrain will. Giving them discounts will just increase costs not ridership.
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	
455	5/31/17	
456	5/31/17	
457	5/31/17	
458	5/31/17	
459	5/31/17	

		General
No.	**Date**	**Comments**
420	5/31/17	Looking forward to electrification upgrades! Not looking forward to associated service interruptions. :)
421	5/31/17	
422	5/31/17	Have the 215 leave from Tamien in the morning so there's a Tamien to San carlos route prior to 8am
423	5/31/17	Please add a student discount.
424	5/31/17	
425	5/31/17	
426	5/31/17	
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	The new schedule is horrible.
433	5/31/17	Please be vocal about what these increases will result in, in terms of service improvement
434	5/31/17	
435	5/31/17	
436	5/31/17	How about have conductors enforce that riders are paying fares? What is your estimate of how many riders don't pay?
437	5/31/17	
438	5/31/17	
439	5/31/17	This survey needs to be revised. There is no info give to provide context to the reader about why there is discussion around a fare increase. Also, how can you ask respondents to rank fare changes if they don't think any of them should be instituted?
440	5/31/17	
441	5/31/17	Train your staff to be more customer service friendly, they are currently so rude its borderline discrimination. Clean your trains, they are filthy. Do something so trains are not over-crowded and passengers can actually get seats.
442	5/31/17	Is there any opposition to selling electronic tickets (so no cash is involved) on board? I find it hard to believe the proof-of-payment system is good for revenue, and a fare hike seems unnecessary if everyone just paid for a ticket. The fare increase disproportionately affects riders who tag on or buy tickets in good faith rather than the riders who roll the dice that they won't get checked for a ticket.
443	5/31/17	
444	5/31/17	I can support some increases but adding 2 days tithe monthly pass is to much for most people to burden. I could however support an additional day
445	5/31/17	
446	5/31/17	
447	5/31/17	
448	5/31/17	
449	5/31/17	THERE IS NOT ENOUGH PARKING AT ANY OF THE STATIONS. I ALREADY LIVE TOO FAR FROM A STATION TO BIKE OR TAKE A BUS. If you buy a parking pass, a spot in the lot should be guaranteed.
450	5/31/17	Charge cities an impact fee for their ridership use if they don't meet their Regional Housing Needs Assessment imposed under state law. Cities boast about CalTrain and it's benefits while refusing to find it. They rely on Caltrain rather than building housing. Make them pay their fair share rather than burdening riders for Palo Alto's or Burlingame's or Belmont's unwillingness to build more homes to reduce commutes.
451	5/31/17	
452	5/31/17	Disagree with ALL of the proposed fare changes .. Fares now are extremely costly for both train and parking...Increases will force me back into driving my car. It will be less expensive.
453	5/31/17	
454	5/31/17	
455	5/31/17	
456	5/31/17	
457	5/31/17	
458	5/31/17	
459	5/31/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
460	5/31/17		x			x					x				x				x			x			
461	5/31/17	x				x					x			x				x				x			
462	5/31/17		x				x				x				x				x			x			
463	5/31/17			x	3		x				x			x			1		x					x	2
464	5/31/17		x		5		x		6		x		2		x		4		x		1	x			3
465	5/31/17		x		5			x	4		x		6	x			3	x			2	x			1
466	5/31/17		x		5			x	3		x		6		x		4		x		2	x			1
467	5/31/17		x				x				x				x				x			x			
468	5/31/17		x		5		x		6			x	3		x		4	x			1	x			2
469	5/31/17	x			1	x			2		x		4		x		5		x		6	x			3
470	5/31/17		x		6		x		3		x		5	x			2	x			4	x			1
471	5/31/17		x		6			x	2			x	5	x			3			x	4	x			1
472	5/31/17		x		5	x			3			x	4		x		6	x			1	x			2
473	5/31/17	x			1		x		5		x		4		x		6		x		3		x		2
474	5/31/17		x			x				x					x				x			x			
475	5/31/17			x	5			x	4		x		2			x	6		x		3	x			1
476	5/31/17		x			x					x				x					x			x		
477	5/31/17		x		1			x	5		x		6		x		3		x		4	x			2
478	5/31/17			x	2	x			4			x	1		x		6			x	5	x			3
479	5/31/17		x		5		x		4		x		2		x		3		x		6	x			1
480	5/31/17		x				x				x				x				x			x			
481	5/31/17		x				x				x				x			x				x			
482	5/31/17			x				x				x			x					x				x	
483	5/31/17			x	5	x			3		x		6			x	2	x			4	x			1
484	5/31/17		x		6			x	3			x	1			x	4		x		5			x	2
485	5/31/17		x		6			x	3			x	4		x		5	x			1			x	2
486	5/31/17		x		1	x			6		x		3		x		5		x		2	x			4
487	5/31/17		x			x					x				x			x				x			
488	5/31/17	x				x						x		x				x				x			
489	5/31/17		x				x				x				x				x			x			1

		Go Pass Increase
No.	**Date**	**Comments**
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	
464	5/31/17	Trains are packed and there have been no updates to the cable cars. The chances are high there will be a delay due to mechanical issues just as often as there are delays due to accidents.
465	5/31/17	
466	5/31/17	
467	5/31/17	
468	5/31/17	By increasing the cost by 50% I doubt my employer would offer this in the future
469	5/31/17	
470	5/31/17	
471	5/31/17	This is a huge increase and will probably cause my employer to reconsider paying for the Go Pass.
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	Makes public transport much less affordable for people
477	5/31/17	Feels like gouging
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	Get more subsidization from the government or stop buying fancy trains and crossing guards. Don't raise the prices.
464	5/31/17	
465	5/31/17	I don't understand the functional impact of this change. More days sounds good.
466	5/31/17	
467	5/31/17	
468	5/31/17	Service has improved but I am a commuter and don't really want to ride unlimited on the weekends.
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	
477	5/31/17	
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	This option is a crucial in between from using Clipper Cash value and the monthly pass. Why the hell would you consider getting rid of this?
464	5/31/17	
465	5/31/17	What's the point? Clipper is onerous to manage and this would reduce rider's options.
466	5/31/17	
467	5/31/17	
468	5/31/17	There does need to be a flexible rider ticket that could be used for 1 week
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	Purchasing in bulk should get a discount.
477	5/31/17	I use this and don't see any benefit in eliminating it for you
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	
464	5/31/17	The lots are often dirty, pot hole ridden and with no parking lines drawn and no cameras for safety late at night. Make some upgrades to show where the fare increases are going.
465	5/31/17	Agree IF it matches # of days on the monthly pass. Looks like it currently does not, which is, well, stupid.
466	5/31/17	
467	5/31/17	
468	5/31/17	Parking is crowded and expensive. I choose to park elsewhere
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	There is often not enough parking, so I've had to look for alternative times and locations. No, Disagree with the parking increase.
475	5/31/17	
476	5/31/17	That's too much of a hike
477	5/31/17	That's a huge increase for no additional service
478	5/31/17	Quite a steep increase. Huge incentive for park-and-ride passengers to seek alternative transportation.
479	5/31/17	
480	5/31/17	Caltrain parking is already ridiculously expensive and (if you don't have a monthly pass) inconvenient.
481	5/31/17	
482	5/31/17	I am a daily rider and driver to my local Caltrain station. Put simply, I would stop taking Caltrain due to this change. It changes economics in favor of car-based commuting. I also believe it to be a discriminatory price increase -- though not to any federally-recognized groups. In terms of constituencies, should Caltrain be thought of as a service available to everyone on the Peninsula, or only those in walking/biking distance to stations? As a young homebuyer, real estate near stations is unaffordable, which has pushed many of us to less desirable driving-dependent neighborhoods. The proposed parking increase adds to the trend of further enriching near-station residents with additional public services while restricting availability to those who can not join that tribe. Near-station peninsula real estate demographics are quickly moving towards 3 exclusive groups: (1) older residents who bought homes before recent rapid real estate price increases and now are paper millionaires, often non-working; (2) extremely wealthy individuals of all ages who can afford to buy muliti-million dollar single family homes near train stations (usually requiring an equity liquidity event, as opposed to even 2 full time professional incomes); or (3) young people without families who can live in small apartments or condos already in-place or being developed near stations. To this last point, the proposed parking increase, second within the year, exacerbates the difficulty of young people on the peninsula being able to form families, as the last generation did, while still participating in public-oriented activities such as taking transit. As a young person trying to establish a family in the Bay Area today, I increasingly hear that in order to have a "socially-correct" lifestyle I should (a) not form a family (i.e., just live in small luxury condo near station) or that (b) I need to create a tech IPO to live a "normal" life. This is a sad narrative. In any case, the point is not to ask for some new subsidy to address this, but to simply point out that the proposed parking move furthers an existing, and unfair redistribution of access and wealth in the peninsula by limiting Caltrain's constituency during a time when it is increasingly asking for public funding to support its modernization. Recognizing the funding imperatives that Caltrain faces, does the board have any plan to mitigate the dynamic described here, or is it viewed as acceptable collateral damage? Is there a role for local governments to partner with Caltrain on this issue? Basically, I want to feel like Caltrain is on my side as both a daily rider and taxpayer, but this proposal, as part of a trend in actions and in rhetoric against non-geographically-endowed peninsula residents, makes me feel like Caltrain only wants me as a taxpayer.
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	Parking should not be prohibitively expensive.
487	5/31/17	
488	5/31/17	
489	5/31/17	

		Zone Fare Increase
No.	**Date**	**Comments**
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	Zones are already unfair, you should refine the pricing to be stop by stop like Bart does (at least do this for clipper card users, I understand zones make it easier to check paper tickets). Also fares are already high, I will stop scabning my clipper card when J think I can get away with it if you increase the fares.
464	5/31/17	
465	5/31/17	$0.25 seems a reasonable increase.
466	5/31/17	
467	5/31/17	
468	5/31/17	It's fair
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	I work at Stanford and the fare is free.
477	5/31/17	The fares are already high for working folks.
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	

		Pilot Program
No.	**Date**	**Comments**
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	
464	5/31/17	
465	5/31/17	
466	5/31/17	
467	5/31/17	
468	5/31/17	Seems like it could help get ridership up at slower times.
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	Not as important in my opinion
477	5/31/17	
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	

		General
No.	**Date**	**Comments**
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	Air fresheners in bathrooms. I've seen entire cars clear out. Also make Southbound baby bullets have a bullet stop at Sunnyvale. So effing annoying you go from Mt. View to Diridon.
464	5/31/17	
465	5/31/17	Trains are more crowded than ever, riders are RUDER than ever, and our rates keep increasing without improving services or quality. DISSATISFIED
466	5/31/17	
467	5/31/17	
468	5/31/17	Please provide better bullet options. I would like to see some options for Lawrence and improved ones for Sunnyvale
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	
477	5/31/17	
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	Able to add cash to your clipper card at all ticket Machine at train stations

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
490	5/31/17		x		6	x			2			x	3		x		5			x	1	x			4
491	5/31/17		x		6		x		4		x		2		x		5		x		3		x		1
492	5/31/17		x		6	x			2		x		3			x	1			x	4	x			5
493	5/31/17		x		6	x			3		x		4		x		5		x		2	x			1
494	5/31/17		x		6			x	3			x	2			x	4			x	5			x	1
495	5/31/17			x	6		x		3			x	5		x		1	x			4	x			2
496	5/31/17		x				x					x			x				x			x			
497	5/31/17			x	6		x		2		x		4		x		5		x		3	x			1
498	5/31/17	x					x				x					x		x				x			
499	5/31/17		x		5		x		4		x		3		x		2		x		6	x			1
500	5/31/17		x		5		x		3		x		2		x		6		x		4			x	1
501	5/31/17	x			3		x		5		x		4		x		6			x	2	x			1
502	5/31/17			x			x				x					x				x		x			
503	5/31/17											x												x	
504	5/31/17		x		5			x	6		x		2		x		4		x		3	x			1
505	5/31/17		x		6	x					x				x		1	x			2			x	
506	5/31/17		x		3			x	4		x		6		x		5		x		2	x			1
507	5/31/17			x	5	x			3		x		6		x		2			x	4	x			1
508	5/31/17			x	3		x		6		x		5		x		4	x			2	x			1
509	5/31/17			x	4			x	2	x			1		x		6			x	3			x	5
510	5/31/17		x		6	x			3		x		5		x		4	x			2	x			1
511	5/31/17		x		2			x	4			x	6		x		5	x			3	x			1
512	5/31/17			x	4		x		6			x	3		x		5	x			2	x			1
513	5/31/17		x		6	x			3	x			4		x		2	x			1	x			5
514	5/31/17																		x			x			
515	5/31/17	x			5			x	4		x		6	x			2	x			1			x	3
516	5/31/17		x		6	x			2		x		4			x	3		x		5	x			1
517	5/31/17		x		6	x			2			x	3		x		5			x	4	x			1
518	5/31/17		x					x	6			x	3		x					x			x		5
519	5/31/17		x		2	x			3		x		6		x		1	x			4	x			5
520	5/31/17	x			1		x		6		x		4	x			2		x		5			x	3
521	5/31/17		x		6		x		5		x		2		x		3		x		4	x			1
522	5/31/17	x			3		x		6			x	2		x		5		x		4	x			1
523	5/31/17		x		6	x			2	x			1	x			4		x		5		x		3
524	5/31/17		x		6	x			1		x		4	x			2		x		5			x	3
525	5/31/17	x			6		x		3		x		1		x		4		x		5	x			2

		Go Pass Increase
No.	**Date**	**Comments**
490	5/31/17	I think it's important to be able to justify any fare increases with the studies that have been mentioned with the last fare increase, but that haven't occurred yet.
491	5/31/17	
492	5/31/17	This is a big increase to make in one change; consider 20-25% instead.
493	5/31/17	This is a very steep increase and, counterintuitively, would result in more people NOT taking the Caltrain, in favor of other transportation options.
494	5/31/17	The Go-Pass is something I use on a regular basis - I fear that if this fare is increased by that much my employer won't continue to offer it.
495	5/31/17	
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	
503	5/31/17	
504	5/31/17	What might happen with this 50% price increase for the go pass is that the companies/universities offering it, might decide not to do it anymore. Then, I am pretty sure, Caltrain would see a definite decrease in ridership. Is that what you want?
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	
509	5/31/17	
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	ridiculous! why is it necessary to increase this by 50%? Why don't you check tickets on ballgame night to get extra income...there are some many that do not purchase tickets that night!
514	5/31/17	
515	5/31/17	
516	5/31/17	
517	5/31/17	This seems like a huge hike. Without knowing the reason necessary I cannot agree to this.
518	5/31/17	
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	strongly disagree
525	5/31/17	I would like to see all fares go down, including Go Pass fares, but would be willing to see Go Pass cost increase in order to keep individual costs low.

		Monthly Pass Multiplier
No.	**Date**	**Comments**
490	5/31/17	
491	5/31/17	
492	5/31/17	
493	5/31/17	
494	5/31/17	
495	5/31/17	Increased fare costs make monthly pass unaffordable.
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	This would also be a huge hit to people in my non profit (based in Palo Alto). It would mean I would face a 21.5% increase, which is HUGE, especially considering just how expensive it is to commute in the first place. I also think that these changes (this and elimination of the 8-ride) would definitely incentivize more people to drive or stop using your service as much because it is incredibly financially unsustainable. This is a service that is supposed to serve the public. Instead, it is rendering use of public transit more and more expensive and punishing people who don't make as much money. Please don't make living in the Bay Area that much more unrealistic for peopleâ €"I already can't afford to live where I work (same as many people)
503	5/31/17	
504	5/31/17	
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	Would need to balance with extra perks to justify the increase, maybe further discounting parking at stations or discounts at stores or restaurants close to Caltrain stations
509	5/31/17	Given the more uncomfortably crowded trains I've had to bear lately hard to see paying more to be miserable. OK if somewhat comfortable on most rides.
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	
514	5/31/17	
515	5/31/17	
516	5/31/17	
517	5/31/17	
518	5/31/17	
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
490	5/31/17	
491	5/31/17	
492	5/31/17	
493	5/31/17	
494	5/31/17	
495	5/31/17	
496	5/31/17	
497	5/31/17	you should keep this and reduce from 8 ride to 5 ride bundle
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	I am unclear why this would be eliminated. It's a pretty essential product for those working at my organization and I don't understand why it would have to be eliminated. This would eliminate any possibility for people to receive any discount if they don't go every day of the week. I work at a non-profit and this would be a very big hit for us. Caltrain is already so expensive. Why penalize people for only commuting a few days a week?
503	5/31/17	
504	5/31/17	Why? what compelled the thought of this elimination? What's wrong with people wanting to save some money by buying the 8-ride ticket, why shouldn't they have that choice? Yes, let us have that choice. If we don't use it, it is up to us to waste that money. Right?
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	Good for those that use Caltrain frequently but not daily, could lose a lot of riders
509	5/31/17	Only four round trips. Doesn't make a lot of sense. It's not like you can buy eight rides times a particular number.
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	This is a great deal for people who can't use the train for an entire month.
514	5/31/17	
515	5/31/17	
516	5/31/17	
517	5/31/17	
518	5/31/17	
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
490	5/31/17	Parking fares should not go up. $5.50 per day or $55 per month feels like a market rate, especially for those paying for a monthly pass for riding the train or a go pass.
491	5/31/17	
492	5/31/17	May be a disadvantage for people who do not work a five-day schedule and/or carpool as an alternate.
493	5/31/17	
494	5/31/17	
495	5/31/17	
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	
503	5/31/17	
504	5/31/17	My comment is pretty much a repeat of the above. If in addition to increasing the train fare, Caltrain management will also increase the monthly parking and clipper cards, people will get discouraged and start driving again.
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	Will make commuting by train more expensive than driving for most daily riders
509	5/31/17	Not necessarily a savings for the average commuter and parking not guaranteed at all locations.
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	I think I don't like this! I buy mine in conjunction with the Go Pass, and I believe it is for the entire month...no 10 or 15 days. What I am hearing is that many people do not pay for parking and they wait to get caught. If you need more income for parking, have a patrol go out each day and ticket the non-payers...don't punish us that do pay.
514	5/31/17	
515	5/31/17	Please dedicate some spaces for monthly parking holder like what Bart is doing so we can secure a space without having to fight with daily user
516	5/31/17	
517	5/31/17	
518	5/31/17	WTF
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

		Zone Fare Increase
No.	**Date**	**Comments**
490	5/31/17	I think it's important to be able to justify any fare increases with the studies that have been mentioned with the last fare increase, but that haven't occurred yet.
491	5/31/17	
492	5/31/17	
493	5/31/17	
494	5/31/17	
495	5/31/17	
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	
503	5/31/17	
504	5/31/17	As it is, Caltrain seems to be getting more riders on a daily basis. Increasing ghe zone fare by 25 cents, even though it does not look like a lot, it turns out that IT IS A LOT, and most likely will affect those with the least resources; in addition, I think it will discourage people from riding the train and push them to get on their cars and drive. Question: do the people at Caltrain who decide on this fare hikes ride the train?
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	Seems the most fair if you are going to increase prices somewhere
509	5/31/17	
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	
514	5/31/17	
515	5/31/17	
516	5/31/17	
517	5/31/17	
518	5/31/17	
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

		Pilot Program
No.	**Date**	**Comments**
490	5/31/17	
491	5/31/17	
492	5/31/17	If this makes better use of non-peak hour equipment
493	5/31/17	
494	5/31/17	
495	5/31/17	
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	
503	5/31/17	
504	5/31/17	Discounts for weekend and evening riders will be good. They might increase the number of riders. I'd think
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	
509	5/31/17	
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	
514	5/31/17	
515	5/31/17	
516	5/31/17	
517	5/31/17	
518	5/31/17	With all of the crowds, why change the fares?
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

		General
No.	**Date**	**Comments**
490	5/31/17	I think it's important to be able to justify any fare increases with the studies that have been mentioned with the last fare increase but that haven't taken place yet or been analyzed. Be more transparent in general written communications about the need for fare increases.
491	5/31/17	
492	5/31/17	
493	5/31/17	
494	5/31/17	
495	5/31/17	
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	If Caltrain wants to increase fees for everything, they should also have more frequent trains, better mechanisms in place when trains are delayed (informing passengers more promptly with accurate time estimates). Incorporating a real-time train location technology.
501	5/31/17	
502	5/31/17	I'm personally not a huge fan of the recent schedule changes - definitely makes commuting harder for everyone I talked to. Fewer morning express trains and options in general...not sure the reasoning behind the move.
503	5/31/17	
504	5/31/17	Refer to all my previous comments
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	Need faster and more trains through SSF with so many new companies starting out moving there
509	5/31/17	I have been riding Caltrain for 2.5 years. Seems only recently trains are sometimes obscenely crowded. Hard to be paying for the equivalent of torture at times.
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	
514	5/31/17	
515	5/31/17	Please also give some thoughts around parking spaces, especially at the super busy station like Diridon or Sunnyvale
516	5/31/17	
517	5/31/17	
518	5/31/17	Too greedy
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
526	5/31/17			x	2	x			3		x		6	x			1			x	4			x	5
527	5/31/17		x		1		x		2		x		4		x		3		x		6	x			5
528	5/31/17		x				x			x					x			x				x			
529	5/31/17		x		3	x			4		x		6		x		5	x			2	x			1
530	5/31/17		x					x				x				x			x			x			
531	5/31/17	x			1		x		6	x			2	x			4		x		5	x			3
532	5/31/17		x		5			x	4		x		2		x		3		x		6	x			1
533	5/31/17		x		6	x			3		x		5	x			4	x			1	x			2
534	5/31/17			x			x				x				x				x			x			
535	5/31/17		x			x						x		x					x			x			
536	5/31/17		x				x			x					x					x	4	x			3
537	5/31/17		x		6	x			2	x			5	x			1		x		3	x			4
538	5/31/17		x					x				x				x				x		x			1
539	5/31/17		x		6		x		5			x	4	x			2			x	3	x			1
540	5/31/17		x		5			x	4			x	2			x	3		x		6	x			1
541	5/31/17		x		1			x	2		x		6		x		3			x	5	x			4
542	5/31/17		x			x			5			x			x		3	x						x	4
543	5/31/17		x			x						x		x					x			x			
544	5/31/17		x		2		x		5		x		6		x		3		x		4	x			1
545	5/31/17	x						x			x				x			x				x			
546	5/31/17		x		4		x		6		x		2		x		3		x		5	x			1
547	5/31/17		x					x			x					x		x				x			
548	5/31/17		x		6			x	4			x	2			x	3		x		5	x			1
549	5/31/17	x				x					x			x				x				x			
550	5/31/17		x		6	x			5		x		2		x		4	x			1	x			3
551	5/31/17			x		x				x						x			x			x			
552	5/31/17		x		1		x		6			x	2		x		5		x		4		x		3
553	5/31/17		x		6		x		5		x		4		x		3	x			2	x			1
554	5/31/17		x					x			x					x			x					x	
555	5/31/17		x		4		x		5		x		6		x		3		x		2	x			1
556	5/31/17			x			x				x				x				x				x		
557	5/31/17		x		3		x		6		x		5		x		4			x	1			x	2

		Go Pass Increase
No.	**Date**	**Comments**
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	That seems like a large increase, and I fear it could prevent some employers from keeping the benefit for their employees.
534	5/31/17	
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	GoPass use needs to be commensurate with business size so that it's not only benefitting giant corporations. Also, as a GoPass user, it's phenomenal. This is a gigantic fare increase that will almost certainly cause some corporations to back out and reduce ridership, which is not what I want!
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	Not all employers will go for this. Make a 5 day pass instead of 7 days. It's a WASTE! I don't always ride - I drive and work from home a few days a week.
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	raise daily fares more than you raise go pass. We want TMAs/Biz etc to buy more go passes
548	5/31/17	
549	5/31/17	
550	5/31/17	Too much! I will drive if this fair schedule is implemented.
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	I do not have a go pass.
557	5/31/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	
534	5/31/17	This results in my yearly travel costs approaching 2000 (San Mateo to 4th and King). I work in academic scientist and this is nearly my monthly paycheck. While academia isn't for getting rich, this bump really hurts. I already live outside of the city to try and afford housing but this makes it even harder. But if I move further away then my transportation will be even more! Almost 5000 if I live in Mountain view. This is a lot of money
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	
548	5/31/17	
549	5/31/17	
550	5/31/17	
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	Quite simply, I do not agree with the fare increase. I have a lower income household and cannot indefinitely keep funding Caltrain's increases. Caltrain increased fares last year, and I think the fares should not be increased this year as well. Doing a 15 day month instead of a 13 day month is just a mean way to increase the monthly pass holders twice in this increase proposal. And your monthly pass holders are your loyal customers thick and thin. Delays? Mechanical failure? Bad drivers? Caltrain still already got my money. Even if I drive because I would rather take 101 than deal with another rude conductor or broken down train, you still get my hard earned and well budgeted cash.
557	5/31/17	The increase of the monthly pass is VERY steep. I find the big fare jump is not reasonable at all. The cost of new monthly parking and monthly pass would be increased by at least 35%. I would definitely switch to driving since the round-trip cost is not significantly less if taking the train. Also, the travel time would cut down in half if I drive. I notice the train is quite packed these days and I need to stand.

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	I assume there is data to suggest this would be a beneficial change, but I cannot agree without the information.
534	5/31/17	Getting ride of this and then bumping the cost for monthly passes leaves a large gap in the middle. Regular users should have discounted fares. What are the benefits of getting rid of this pass?
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	
539	5/31/17	
540	5/31/17	
541	5/31/17	If this is being eliminated, I sure hope there is an alternative for the people who do not ride enough to make three monthly pass worth it
542	5/31/17	
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	tourists use em
548	5/31/17	
549	5/31/17	
550	5/31/17	We need the 8-ride ticket.
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	Again, this is just another ploy to double down on your customers and make their transit costs increase more than once this suggested fare increase round.
557	5/31/17	8-ride offers discount to people who doesn't take the train daily. Taking this away would drive people on the road more! Where's the incentive to attract more people to ride the train?

		Monthly Parking Multiplier
No.	**Date**	**Comments**
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	
534	5/31/17	
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	That's a bit of a jump!
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	
548	5/31/17	
549	5/31/17	
550	5/31/17	Why do we need to pay $82.50 a month instead of the $20/month 5 or 10 years ago? I can lease a car within $200/month. I may not ride the train anymore.
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	I don't drive to Caltrain stations, so this does not impact my wallet. However, it will increase the number of people parking illegally on my street since San Mateo doesn't patrol their permit only neighborhoods effectively. (Which is a shame, because all of these people parking illegally means lost revenues for both Caltrain and San Mateo, but I guess I'm the only one that's considered that.)
557	5/31/17	Almost $30 increase! That's speechless!

		Zone Fare Increase
No.	**Date**	**Comments**
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	The zone system is unfair. It costs more to go from Redwood City to Menlo Park than from Millbrae to Redwood City. Charge a flat rate, or by distance traveled.
531	5/31/17	
532	5/31/17	
533	5/31/17	
534	5/31/17	This should effect one-way and day pass only- not the the monthly pass. I don't know the stats but would assume that daily communters are not buying day passes and the majority of those buying them are tourists/infrequent users.
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	
548	5/31/17	
549	5/31/17	
550	5/31/17	
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	Disagree with the fare increase. This is more nickle and dime-ing of your customers. Trying to increase the zone fare, the base fare, the number of calendar days - how many ways are you trying to squeeze money out of your ridership? I feel for your budget, I do, but dedicated funding should not come off my back.
557	5/31/17	

		Pilot Program
No.	**Date**	**Comments**
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	
534	5/31/17	
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	Ridership is super low on the weekends and evenings - why not try it out?
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	
548	5/31/17	
549	5/31/17	
550	5/31/17	
551	5/31/17	
552	5/31/17	They should pay the same amount as everyone else. No discount.
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	I think Caltrain should implement a pilot program that provides discounts for lower income riders. Do I need a discount? YES! But my job is not that flexible and I need to travel during commute hours. (Plus, if it's a question of driving for 20 minutes on 101 at 5am or riding 45 minutes on the train plus figuring out the "last mile", thanks, I'll drive. Gas is less than $3/gallon!)
557	5/31/17	I like the idea of offering discount for non-peak hours. But please do NOT put the burden on the regular train commuters by increasing fares to regulars to cover revenue loss from off-peak hours fare charges.

		General
No.	**Date**	**Comments**
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	
534	5/31/17	
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	Ok so if the fairs go UP - what will improve? Where is the MONEY going?
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	
548	5/31/17	
549	5/31/17	
550	5/31/17	If the new fare increasing implemented, I will drive. It will cost less to lease a car.
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	Charge bikers two tickets they take up two seats!
556	5/31/17	Disagree with the fare changes and will not rate them. Quite simply, my ranking would be: 1. Caltrain finds dedicated funding. 2. VTA pays its bills. 3. Caltrain implements on time performance monthly passes. Example: If in July 2017 Caltrain has a 90% on time performance, the August 2017 pass costs 90% of the monthly rate. This may motivate Caltrain to start taking better care of the equipment and run on time. In my plan, I exclude Caltrain from delays resulting from people, sofas, and vehicles on the tracks. Y'all can't control that. 4. Caltrain implements lower income discounts for riders. 5. Clipper finally does zone upgrades. (It's 2017 people.)
557	5/31/17	Train is jammed pack after the recent changes in the time schedule. It maybe a good thing that we get more riders but Caltrain should add more carts to accommodate the loads

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
558	5/31/17		x		2		x		4		x		6		x		5		x		3	x			1
559	5/31/17		x				x				x				x				x			x			
560	5/31/17			x	4		x		5	x			2		x		6	x			1	x			3
561	5/31/17		x			x						x		x						x		x			
562	5/31/17	x			1	x			6	x			3			x	5	x			2	x			4
563	5/31/17		x		6	x			4	x			1	x			2	x			5		x		3
564	5/31/17		x		6			x	5		x		4			x	3	x			2			x	1
565	5/31/17		x		6		x		4		x		3		x		5		x		2	x			1
566	5/31/17	x			1	x			6	x			3	x			5	x			4	x			2
567	5/31/17		x					x				x				x				x				x	
568	5/31/17		x		1		x		5		x		3		x		2		x		6	x			4
569	5/31/17		x		6	x			3			x	2	x			4			x	1			x	5
570	5/31/17		x		6			x	4		x		2		x		3		x		5	x			1
571	5/31/17		x		6	x			4		x		1		x		2		x		3		x		5
572	5/31/17	x			2			x	3		x		6		x		5		x		4	x			1
573	5/31/17		x		6		x				x		4		x		3	x			2	x			1
574	5/31/17			x	4		x		5			x	3	x			1		x		6	x			2
575	5/31/17		x				x				x			x					x			x			
576	5/31/17		x		6		x		4			x	2		x		5		x		3	x			1
577	5/31/17		x		6		x		3			x	2		x		5		x		4		x		1
578	5/31/17			x	5			x	3		x		4		x		2		x		1			x	6
579	5/31/17		x		3	x			6			x	5		x		4		x		2			x	1
580	5/31/17		x				x				x				x				x			x			
581	5/31/17	x			1			x	3			x	6			x	4	x			2	x			5
582	5/31/17		x		6			x	4			x	1		x		5			x	3			x	2
583	5/31/17		x		6		x		4		x		3		x		5		x		2	x			1
584	5/31/17		x		2		x		5		x		3		x		6	x			1			x	4
585	5/31/17		x		6	x					x				x				x			x			1
586	5/31/17		x		2	x			4		x		5	x			3		x		6	x			1
587	5/31/17		x		3		x		2			x	5		x		4		x		6	x			1
588	5/31/17		x		1		x		5		x		4		x		6		x		3	x			2
589	5/31/17		x		6		x		2		x		5			x	3		x		4			x	1
590	5/31/17	x			4		x		2		x		6		x		3	x			5	x			1
591	5/31/17		x				x				x				x			x						x	
592	5/31/17			x				x				x				x		x						x	

		Go Pass Increase
No.	**Date**	**Comments**
558	5/31/17	That is an exorbitant increase. Some companies might be able to afford it, but don't undo the good work you have done to encourage ridership by killing the golden goose.
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
567	5/31/17	
568	5/31/17	
569	5/31/17	50% increase is WAY too much.
570	5/31/17	
571	5/31/17	
572	5/31/17	
573	5/31/17	
574	5/31/17	
575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	Acknowledging that I do not have the data to support this, but this feels like a great way to force companies to give up a perk and thus put a lot more cars on the road. That's a big chunk of change, and extra ~$8,000 per employee. This also feels like a poor strategy decision as companies have to be some of your strongest partners in terms of putting passengers onto the trains.
583	5/31/17	This hike would significantly hurt a lot of the employer-provided incentive programs and may cause companies to back out, therefore hurting ridership and commuters.
584	5/31/17	
585	5/31/17	Are you trippin?? Why would you do this to people...
586	5/31/17	The price should stay the same and employers should pay more, especially since Stanford is trying to make the campus more commuter friendly they should make all prices available and accessible.
587	5/31/17	
588	5/31/17	Please DON'T!
589	5/31/17	
590	5/31/17	
591	5/31/17	
592	5/31/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
558	5/31/17	Leave at 13 days per month.
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
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575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	This seems fair for people with full-time commuting jobs but not for those who work part-time or commute part-time. But again, you may have data that indicates otherwise, so I do not want to agree or disagree.
583	5/31/17	
584	5/31/17	I use my monthly pass 12x per month. But the convenience of only tagging on/off once makes the extra day cost worthwhile
585	5/31/17	
586	5/31/17	
587	5/31/17	
588	5/31/17	
589	5/31/17	
590	5/31/17	I wish more information on how this all works was attached to the survey. I'm concerned with the rise in cost of living for area residents and how much we depend on the Caltrain. It seems unfair that this is increasing when everything else is already expensive.
591	5/31/17	
592	5/31/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
558	5/31/17	I work for a small nonprofit with no opportunity to be eligible for Go Pass or a reduced fare plan. And I don't have the funds to purchase a monthly pass - too much cash outlay for me. Further, I must drive some days for meetings, meaning that I get maximum flexibility and savings from the 8-ride ticket. Don't take this away - not all of us work for high tech or large companies that can afford to pay big bucks to encourage commuting by public transportation.
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	Prefer something like a 12+ ride pass
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
567	5/31/17	
568	5/31/17	
569	5/31/17	
570	5/31/17	
571	5/31/17	
572	5/31/17	
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575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	I don't know what this is.
583	5/31/17	
584	5/31/17	I like having the option
585	5/31/17	
586	5/31/17	
587	5/31/17	
588	5/31/17	I think Caltrain should discount current fare.
589	5/31/17	
590	5/31/17	
591	5/31/17	
592	5/31/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
558	5/31/17	Leave at 10 days per month. Don't take away 8-ride ticket option. The parking lot where I park is not cleaned, especially after rainy weather, broken glass, etc. No rate raises!
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
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572	5/31/17	
573	5/31/17	
574	5/31/17	
575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	Along with the zone rate increase this can be huge for a lot of people. A $27.50 rate increase huge when combined with the zone increase. I think people are going to start to park more and more in neighborhoods really upsetting residents.
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	This would raise the price of transportation such that I would no longer use the train; driving would be less expensive (including wear & tear, etc.) and take the same amount of time (or less). I cannot get to the station without driving to it.
583	5/31/17	
584	5/31/17	
585	5/31/17	
586	5/31/17	
587	5/31/17	
588	5/31/17	Absolutely NOT! Monthly parking is already expensive so I have people dropping me off at the station everyday. I can't afford to pay $55/month, let alone $82.50. Think about the energy, pollution and traffic that each ride to and from my house to the station. Please do NOT raise monthly parking; how about lowering it instead!!
589	5/31/17	
590	5/31/17	
591	5/31/17	
592	5/31/17	

		Zone Fare Increase
No.	**Date**	**Comments**
558	5/31/17	A recent increase has not improved service.
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
567	5/31/17	
568	5/31/17	
569	5/31/17	
570	5/31/17	
571	5/31/17	
572	5/31/17	
573	5/31/17	
574	5/31/17	
575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	Another very large rate increase, especially if you are travelling from San Jose to San Francisco. For those travelling from San Jose this combined with the parking increase is almost $100 increase per month or $1200 per year.
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	Agree but can see your dilemma - by asking everyone to pay more vs. just those who want , or need, to park their car.
583	5/31/17	
584	5/31/17	
585	5/31/17	
586	5/31/17	
587	5/31/17	
588	5/31/17	Please don't increase the fare!! The fare is already high as is.
589	5/31/17	
590	5/31/17	
591	5/31/17	
592	5/31/17	

		Pilot Program
No.	**Date**	**Comments**
558	5/31/17	
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
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576	5/31/17	
577	5/31/17	
578	5/31/17	
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	
583	5/31/17	
584	5/31/17	Have a monthly pass
585	5/31/17	
586	5/31/17	
587	5/31/17	
588	5/31/17	Excellent idea! Please go for it. Keep cars off the road as much as possible.
589	5/31/17	
590	5/31/17	
591	5/31/17	
592	5/31/17	

		General
No.	**Date**	**Comments**
558	5/31/17	Here's the tweet I found at @Caltrain to get to this survey: Proposed Fare Increase Survey - Let us know your totally surprising opinion on the proposed Fare Increase. https://www.surveygizmo.com/s3/3536548/Caltrain-Proposed-Fare-Changes … "Totally surprising"? That's pretty snarky and not appreciated, especially coming from a Caltrain employee. Other topic: on @Caltrain, I would be appreciated to keep the tweets pushing for Caltrain electrification minimized. I thought this twitter account was for system updates on delays, issues... not Caltrain promotion. Set up another twitter account. Another topic: be nicer to bicyclists. They are the ultimate green commuters. Accommodate them better. Another topic: conductors at Diridon are sometimes not at all helpful. Get some station agents to assist. Not everyone rides Caltrain every day - people need help understanding the system... especially if you've been told the next train is at one platform, the information is wrong (after running down the ramp and back up to next platform and then race to another platform only to miss a train by seconds). You can do better - I know you can. Another topic: do a better job coordinating with VTA. You make schedule changes but coordination with VTA is not evident - at all. Another topic: VTA surveys passengers at least once a year, in person. Caltrain is passive in this regard.
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
567	5/31/17	
568	5/31/17	
569	5/31/17	
570	5/31/17	Adding additional times to the South Bay would help eliminate driving commuters, both in the AM and PM
571	5/31/17	
572	5/31/17	
573	5/31/17	
574	5/31/17	
575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	Why not look at driving revenue via increased ridership?
583	5/31/17	
584	5/31/17	
585	5/31/17	I understand that funds for Caltrain are low, but seriously?! All of these suggestions are directly punishing the consumer and not only that, but not all consumers work in a fancy startup tech company and pull +$72k a year and "choose" to ride the Caltrain as "an act of protest", there are so many people who have no other option. There are SEVERAL others ways to raise funds for Caltrain than screwing your consumers over - nonprofits/nonprofit workers have been doing this for years. Pick up a book on fundraising/grant writing or better yet hire someone from a local nonprofit that is already doing this, pay them an accurate salary for their work and expertise and go get that money instead of snatching it from your consumers who are already struggling with the cost of living/driving in this area.
586	5/31/17	
587	5/31/17	
588	5/31/17	
589	5/31/17	
590	5/31/17	It seems that the fair raises are evidence of a larger issue relating to how expensive it is to live here. Many of us use/ depend on Caltrain to avoid traffic, lessen our carbon footprint and I worry what this will mean for people who are already struggling to have ends meet in the area.
591	5/31/17	
592	5/31/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
593	5/31/17		x		3			x	5		x		6		x		1		x		4	x			2
594	5/31/17	x			4	x			2	x			6	x			3	x			1	x			5
595	5/31/17		x		5		x		3		x		1		x		4		x		2		x		6
596	5/31/17		x		5			x	2		x		4		x		6		x		3	x			1
597	5/31/17	x			1		x		6		x		4			x	2		x		5		x		3
598	5/31/17	x					x			x				x				x				x			
599	5/31/17	x			1			x	4		x		5	x			6	x			2			x	3
600	5/31/17		x		1		x		5		x		2		x		6		x		4	x			3
601	5/31/17		x			x					x					x				x		x			
602	5/31/17		x		1	x			3		x		4		x		6	x			2	x			5
603	5/31/17			x								x			x					x				x	
604	5/31/17		x					x			x			x					x			x			
605	5/31/17			x				x				x				x		x						x	
606	5/31/17		x		2			x	5		x		1			x	4		x		3	x			6
607	5/31/17		x		6			x	2		x		4		x		5	x			1			x	3
608	5/31/17		x		6			x	4		x		2			x	1			x	5	x			3
609	5/31/17		x				x				x				x				x					x	
610	5/31/17			x				x				x				x			x			x			
611	5/31/17	x			2		x		5	x			3		x		6	x			1			x	4
612	5/31/17			x	2		x		6			x	3			x	4			x	5			x	1
613	5/31/17	x			1		x		6		x		5			x	3			x	4		x		2
614	5/31/17		x		6	x			3			x	4	x			1	x			5	x			2
615	5/31/17		x		5		x		4		x		2		x		3		x		6	x			1
616	5/31/17		x		6		x		4			x	2	x			1		x		5			x	3
617	5/31/17			x	3		x		5		x		6			x	2			x	4	x			1
618	5/31/17																								
619	5/31/17	x			1	x			4	x			3	x			2	x			5		x		6
620	5/31/17	x			1		x		5		x		6	x			2	x			4	x			3
621	5/31/17		x		4		x		6		x		5		x		3		x		2	x			1
622	5/31/17	x				x				x					x				x			x			
623	5/31/17	x			1	x			4	x			2	x			3		x		6		x		5
624	5/31/17		x		1		x		4		x		6		x		2		x		5			x	3
625	5/31/17		x				x				x			x					x			x			
626	5/31/17																								
627	5/31/17		x		4			x	6		x		3		x		5		x		1	x			2
628	5/31/17	x			4		x		5	x			1		x		6	x			2			x	3
629	5/31/17	x						x				x				x				x		x			
630	5/31/17	x			5	x			6	x			3	x			2	x			1			x	4

		Go Pass Increase
No.	**Date**	**Comments**
593	5/31/17	This is an excessive hike.
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
601	5/31/17	
602	5/31/17	
603	5/31/17	
604	5/31/17	
605	5/31/17	
606	5/31/17	
607	5/31/17	50% is way too much all at once. More like 10% a year for 5 years would be more palatable.
608	5/31/17	
609	5/31/17	
610	5/31/17	
611	5/31/17	
612	5/31/17	
613	5/31/17	Your monthly passes are astronomical for anyone who doesn't work for a GoPass employer. You should raise their fees even more than what you proposed.
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	Not sure the discount was ever justified.
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	$15,960 to $23,940
629	5/31/17	
630	5/31/17	Employers should re-evaluate their commitment to alternative forms of transit but this cost should not be shouldered by the users. Employers probably spend more on subsidized parking lots and passes for employees compared to the costs for transit programs.

		Monthly Pass Multiplier
No.	**Date**	**Comments**
593	5/31/17	
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
601	5/31/17	
602	5/31/17	
603	5/31/17	
604	5/31/17	
605	5/31/17	
606	5/31/17	
607	5/31/17	Better than a 50% increase all at once
608	5/31/17	
609	5/31/17	
610	5/31/17	I have no idea what this means. #Unclear
611	5/31/17	Most people use the monthly pass as far as I can tell. Having this on top of the 25 cent zone increase is too much. I'd be more comfortable with the situation if one of the above was selected.
612	5/31/17	
613	5/31/17	You're making it less affordable for folks to get to work. The monthly costs are extremely high and if you continue to raise them, you will lose ridership and therefore have even more of a budget shortfall.
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	cancel 8 rider instead and we can easily buy monthly pass!
629	5/31/17	
630	5/31/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
593	5/31/17	
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
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606	5/31/17	
607	5/31/17	
608	5/31/17	
609	5/31/17	
610	5/31/17	
611	5/31/17	
612	5/31/17	
613	5/31/17	
614	5/31/17	
615	5/31/17	I have friends who visit the bay area from outside the US and I think this a great way for them to travel in terms of price and it's great for visitors.
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	Not sure what was so special about 8 rides. Why not a discount for 10 or 20?
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	
629	5/31/17	
630	5/31/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
593	5/31/17	This is so expensive. I can barely pay for the parking permit as is!
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
601	5/31/17	
602	5/31/17	
603	5/31/17	
604	5/31/17	
605	5/31/17	
606	5/31/17	
607	5/31/17	Too much of an increase all at once.
608	5/31/17	
609	5/31/17	
610	5/31/17	
611	5/31/17	Parking is horrible at my station (Sunnyvale). Recently a lot for the free lots near Sunnyvale Caltrain are being turned into paid lots, which lead me to believe that more people will turn to the Caltrain lot. There is not enough space. Upping the fee seems unfair when demand for space cannot be met.
612	5/31/17	
613	5/31/17	
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	Why 10 days? A month is 30 (22 business) days.
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	already we do not get parking spaces in many stations and have to pay for parking outside even though we have caltrain pass. Please keep the parking fee same..
629	5/31/17	
630	5/31/17	

		Zone Fare Increase
No.	**Date**	**Comments**
593	5/31/17	
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
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607	5/31/17	
608	5/31/17	
609	5/31/17	
610	5/31/17	
611	5/31/17	
612	5/31/17	
613	5/31/17	
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	I get eligible discount so this doesn't effect me.
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	You should increase one zone rates and give discounts to multizone users.
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	Increase this and this will increase the monthly pass slightly and not much
629	5/31/17	
630	5/31/17	

		Pilot Program
No.	**Date**	**Comments**
593	5/31/17	I like the idea of offering discounted weekend tickets.
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
601	5/31/17	
602	5/31/17	
603	5/31/17	
604	5/31/17	
605	5/31/17	
606	5/31/17	
607	5/31/17	I don't use weekend service.
608	5/31/17	
609	5/31/17	
610	5/31/17	
611	5/31/17	
612	5/31/17	
613	5/31/17	
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	Why discount your low volume trains? You arent going to generate more volume. This is an inelastic product. Charge what is costs...
624	5/31/17	
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	
629	5/31/17	
630	5/31/17	

		General
No.	**Date**	**Comments**
593	5/31/17	I do not think it is a good idea to increase monthly parking rates. If anything charge individuals to park at tamien and expand the parking at SJ diridon.
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
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604	5/31/17	
605	5/31/17	
606	5/31/17	
607	5/31/17	
608	5/31/17	
609	5/31/17	Impose a quiet car like Metra in Chicago! Do better job of cleaning. Do better job of being on time!
610	5/31/17	
611	5/31/17	
612	5/31/17	
613	5/31/17	
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	Why would anyone pay more for the same service riddled with mechanical breakdowns. I thought the goal was to increase ridership, not push people to choose Lyft, Uber, rides are or other alternatives.
622	5/31/17	
623	5/31/17	
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	
629	5/31/17	
630	5/31/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
631	5/31/17		x		4		x		6			x	2		x		5			x	1	x			3
632	5/31/17																								
633	5/31/17	x			1	x			2		x		6			x	4		x		5	x			3
634	5/31/17		x		1		x		6		x		2		x		3		x		4		x		5
635	5/31/17			x	3		x		6			x	1		x		4		x		5			x	2
636	5/31/17		x				x				x		6		x				x				x		5
637	5/31/17	x					x				x			x					x				x		
638	5/31/17		x		6	x			4		x		2		x		5		x		3	x			1
639	5/31/17	x			1	x			6	x			4	x			5	x			3	x			2
640	5/31/17	x			4	x			1	x			3	x			2	x			5	x			6
641	5/31/17		x			x			1		x				x			x				x			2
642	5/31/17	x			2	x			4		x		6	x			3	x			1	x			5
643	5/31/17		x		2		x		5		x		6		x		4		x		3	x			1
644	5/31/17	x			1		x		3		x		6		x		2		x		4		x		5
645	5/31/17		x		6			x	2			x	1		x		5		x		3	x			4
646	5/31/17	x				x				x				x				x			1	x			
647	5/31/17	x			1	x				x			2		x			x			3		x		
648	5/31/17			x			x					x				x			x			x			
649	5/31/17	x			1		x		6			x	4			x	3			x	5			x	2
650	5/31/17			x			x					x			x			x				x			
651	5/31/17			x	3		x		6			x	4		x		5	x			1	x			2
652	5/31/17		x				x				x					x				x				x	
653	5/31/17			x	4			x	3		x		6			x	5	x			2	x			1
654	5/31/17	x			3		x		5	x			4	x			1	x			2	x			6
655	5/31/17	x			3	x			6	x			2	x			4		x		5	x			1
656	5/31/17	x			1		x		6			x	3	x			2	x			5	x			4
657	5/31/17			x	2		x		6	x			3			x	5	x			1	x			4
658	5/31/17	x			1		x		4	x			5	x			3		x		2		x		6
659	5/31/17		x				x					x	1		x				x			x			2
660	5/31/17		x		1			x	4		x		6		x		2		x		5	x			3
661	5/31/17			x				x				x			x					x		x			
662	5/31/17		x		3	x			6		x		4	x			1		x		5	x			2
663	5/31/17			x		x				x						x			x			x			
664	5/31/17	x			6			x	2	x			1		x		5	x			4	x			3
665	5/31/17		x		6	x			3			x	2	x			1	x			4			x	5
666	5/31/17	x			1	x			2		x		6	x			4	x			3	x			5
667	5/31/17		x				x				x			x					x			x			
668	5/31/17		x		6		x		5			x	2			x	3		x		1		x		4
669	5/31/17			x	4		x		6		x		5	x			1	x			2	x			3
670	5/31/17		x		5		x		3		x		6		x		4		x		2	x			1
671	5/31/17		x				x				x				x				x		1		x		
672	5/31/17	x			2	x			4	x			1	x			3	x			5			x	6
673	5/31/17		x		6		x		4		x		5		x		3	x			1	x			2
674	5/31/17		x		6		x		3	x			2		x		5		x		4	x			1
675	5/31/17	x			1		x				x			x			2		x			x			

		Go Pass Increase
No.	**Date**	**Comments**
631	5/31/17	
632	5/31/17	
633	5/31/17	
634	5/31/17	
635	5/31/17	
636	5/31/17	Fare increase out of line. Caltrain is too expensive already.This increase will put more people back in their cars
637	5/31/17	As a monthly pass rider, I'm certainly interested in seeing large employers foot more of the bill. I would like to see a lower minimum amount that a small employer could pay.
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	I support conditional on how the costs are passed onto the purchaser through their plan.
643	5/31/17	
644	5/31/17	
645	5/31/17	
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654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Another fare increases without better service? Not cool at all. Would be fine if you provided wiFi, charging stations, bathrooms, more cars. But nothing? Sheesh.
660	5/31/17	
661	5/31/17	
662	5/31/17	
663	5/31/17	
664	5/31/17	
665	5/31/17	Don't discourage employers from offering transit benefits
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	Again, anything that dissuades people back into their cars I do not think is a good measure. However, some increase to the GoPass I believe is ok, maybe just not by this much.
670	5/31/17	
671	5/31/17	
672	5/31/17	
673	5/31/17	
674	5/31/17	
675	5/31/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
631	5/31/17	
632	5/31/17	
633	5/31/17	
634	5/31/17	Caltrain is already an expensive pass for the service provided. Before increasing prices, consider how you are going to stop trains from leaving stops early, stop trains from breaking down, etc. If Caltrain were a reliable form of transportation for commuters, I would support an increase.
635	5/31/17	There is no much value in choosing a monthly pass considering 20 working days a month and once in a while work from homes.
636	5/31/17	Fare increase out of line. Caltrain is too expensive already.This increase will put more people back in their cars
637	5/31/17	Current monthly pass rates relative to single fares seem fair. Also, consider the rider who only needs to commute 80 percent of days.
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	
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654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Another fare increases without better service? Not cool at all. Would be fine if you provided wiFi, charging stations, bathrooms, more cars. But nothing? Sheesh.
660	5/31/17	Please make them even dollar-amounts. $190.80 is annoying to deal with when it comes to commuter benefits.
661	5/31/17	Overall, still a good value. That said, makes it more likely that I'll skip pass in those months when I'm only riding for a couple of weeks (10 days).
662	5/31/17	
663	5/31/17	
664	5/31/17	
665	5/31/17	
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	To promote more commuters to switch their daily habits from driving to transit, monthly discounts I feel should be as low as possible.
670	5/31/17	
671	5/31/17	
672	5/31/17	But if you do away with the weekend and holiday benefits Disagree. This is one of the reasons I get the monthly pass.
673	5/31/17	
674	5/31/17	
675	5/31/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
631	5/31/17	
632	5/31/17	
633	5/31/17	Discounted rides are common on the Swiss trains I ride.
634	5/31/17	
635	5/31/17	
636	5/31/17	
637	5/31/17	I'd suggest a more flexible bulk discount. The old 60-day 8-ride ticket (before Clipper) was much better.
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	
643	5/31/17	I use this ticket package primarily as I only commute on caltrain a few days a week, so this is more economical than the monthly pass
644	5/31/17	
645	5/31/17	
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
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654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Don't know data on how many people use this.
660	5/31/17	There's not enough money differential for 8-rides to be worth it compared to one-ways, which is sad. Make 8-rides cheaper or get rid of them altogether.
661	5/31/17	
662	5/31/17	This is a great option for people who don't have to go in everyday. It's the only pass I ever buy.
663	5/31/17	
664	5/31/17	
665	5/31/17	
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	Disagree especially if the monthly pass prices go up. The 8-ride is great for months where you happen to be gone on vacation for two weeks.
670	5/31/17	
671	5/31/17	
672	5/31/17	
673	5/31/17	
674	5/31/17	
675	5/31/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
631	5/31/17	
632	5/31/17	
633	5/31/17	
634	5/31/17	
635	5/31/17	10 to 12/13 would be a reasonable increase, this is 50% increase.
636	5/31/17	The board members are is out of their minds. This encourages me to drive.
637	5/31/17	
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	
643	5/31/17	
644	5/31/17	
645	5/31/17	Seems like a huge jump! I park at South City and it's a real dump, why would I have to pay so much there? Palo Alto on the other hand, I could see demanding more for parking.
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
651	5/31/17	
652	5/31/17	
653	5/31/17	
654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Another fare increases without better service? Not cool at all. Would be fine if you provided wiFi, charging stations, bathrooms, more cars. But nothing? Sheesh.
660	5/31/17	Monthly parking is supposed to provide a significant incentive to commit to an entire month. Single days are also inconvenient to purchase. Stop screwing over your loyal customers.
661	5/31/17	Tough to take considering how many open spots there are at Menlo Park station, the relative availability of free parking nearby, and the apparent lack of enforcement for events (Giants games, Sharks games, etc.)
662	5/31/17	
663	5/31/17	
664	5/31/17	
665	5/31/17	Yes - encourage people to walk/bike/etc to stations instead of driving
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	And promote other first/last mile options to driving and parking. Free transfers to SamTrans regardless of zones?
670	5/31/17	
671	5/31/17	
672	5/31/17	But also increase stations security
673	5/31/17	
674	5/31/17	
675	5/31/17	

		Zone Fare Increase
No.	**Date**	**Comments**
631	5/31/17	
632	5/31/17	
633	5/31/17	I'd like to see the fares move from Zone to Stations.
634	5/31/17	
635	5/31/17	That is a 13% increase. If only my salary had such raise!
636	5/31/17	Fare increase out of line. Caltrain is too expensive already.This increase will put more people back in their cars
637	5/31/17	Operating costs changes do not justify a fare increase.
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	
643	5/31/17	
644	5/31/17	
645	5/31/17	
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
651	5/31/17	
652	5/31/17	
653	5/31/17	
654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Fare increases without better service. Not cool at all. Would be fine if you provided WiFi, charging stations, bathrooms, more cars. But nothing? Sheesh.
660	5/31/17	You *just* increased it. Try to cut the ridiculous expenses before simply increasing prices.
661	5/31/17	
662	5/31/17	Caltrain is already too expensive.
663	5/31/17	
664	5/31/17	
665	5/31/17	Agree, IF you make zone upgrades work with clipper. In other words, I'll tag on in zone 3 on a zone 2-3 month pass, I'll tag off in zone 1, and you/clipper will figure out that I need to be charged 1 zone upgrade.
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	
670	5/31/17	
671	5/31/17	
672	5/31/17	
673	5/31/17	
674	5/31/17	
675	5/31/17	

		Pilot Program
No.	**Date**	**Comments**
631	5/31/17	
632	5/31/17	
633	5/31/17	
634	5/31/17	Why discount rides for weekends and evenings? Why not discount rides for the people who use your trains the most?
635	5/31/17	
636	5/31/17	Too many free and discounted programs are solely on the backs of those who pay. Start charging everyone and everything thing especially bikes.
637	5/31/17	Trains are at capacity at all times. Weekend bullets are SRO. Increasing ridership absent increasing capacity is not in current rider interest.
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	
643	5/31/17	The weekend schedule is already limited, so fares should be limited too.
644	5/31/17	Discounts should be given to the people who ride the most
645	5/31/17	Great idea!!!!
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
651	5/31/17	
652	5/31/17	
653	5/31/17	
654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Pilot programs are great. Experiment!
660	5/31/17	If it's just a test, then it's not a big deal.
661	5/31/17	Nice idea, but without more frequent service (particularly weeknights), not sure it will attract more riders.
662	5/31/17	During non-peak I think there should be a discount. I'd likely use it more.
663	5/31/17	
664	5/31/17	
665	5/31/17	
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	
670	5/31/17	
671	5/31/17	
672	5/31/17	Not sure on how this would impact clipper card/monthly pass price
673	5/31/17	
674	5/31/17	
675	5/31/17	

		General
No.	**Date**	**Comments**
631	5/31/17	
632	5/31/17	
633	5/31/17	
634	5/31/17	
635	5/31/17	
636	5/31/17	All are price gouging and disgusting.
637	5/31/17	
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	First improve your train quality and performance before increasing anything. Indian train engines pull 40-50 cars and doesn't breakdown and u r engines breaks 4 times a month
642	5/31/17	
643	5/31/17	Make public transportation more affordable, not less. Caltrain is already pretty expensive, and driving is almost a more enticing option than Caltrain because 1) it's impossible to get to Caltrain in the city unless you live close to the train stops and 2) like i said before, it's already very expensive
644	5/31/17	
645	5/31/17	
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
651	5/31/17	
652	5/31/17	
653	5/31/17	
654	5/31/17	Conductor should ensure there's no freeloaders
655	5/31/17	More trains for Sharks games/north late from San Jose
656	5/31/17	
657	5/31/17	The monthly fair for sf to sj is already extremely expensive.
658	5/31/17	
659	5/31/17	Constant delays, mechanical failures, and no new "features", what the hell are the fare increases for.
660	5/31/17	
661	5/31/17	
662	5/31/17	
663	5/31/17	
664	5/31/17	
665	5/31/17	
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	
670	5/31/17	
671	5/31/17	
672	5/31/17	Like to see more security especially in the early morning also more visibility of conductors throw the cars during the afternoon rides.
673	5/31/17	
674	5/31/17	
675	5/31/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
676	5/31/17	x			1			x	3		x		5	x			2			x	4		x		6
677	5/31/17	x			1		x		6		x		4		x		5		x		3	x			2
678	5/31/17		x		6			x	5		x		4			x	3	x			2	x			1
679	5/31/17	x			2	x			3			x	6	x			4	x			1	x			5
680	5/31/17		x		6			x	3		x		5			x	2		x		4	x			1
681	5/31/17		x		4		x		5	x			1		x		6		x		2			x	3
682	5/31/17			x	1		x		6		x		4			x	2		x		5	x			3
683	5/31/17	x					x				x				x				x			x			
684	5/31/17		x		6	x			2	x			1	x			3		x		5		x		4
685	5/31/17		x		1	x			2			x	5	x			3		x		6	x			4
686	5/31/17		x		2		x		3		x		5		x		4		x		6	x			1
687	5/31/17		x		1		x		6		x		4		x		5		x		2		x		3
688	5/31/17	x			1	x			4	x			2		x		6		x		5		x		3
689	5/31/17		x		5		x		2		x		4		x		1		x		6		x		3
690	5/31/17		x		3		x		6			x	1		x		5		x		2	x			4
691	5/31/17	x			1		x		2		x		3	x					x		6	x			
692	5/31/17			x	4	x			2		x		5			x	3		x		6	x			1
693	5/31/17	x			1	x			6	x			5	x			2	x			3	x			4
694	5/31/17	x			1		x		5		x		2		x		6		x		4		x		3
695	5/31/17			x	1			x	4		x		6			x	3		x		5	x			2
696	5/31/17		x		6		x		2		x		4		x		3		x		5	x			1
697	5/31/17		x		6	x			2		x		5	x			1		x		4	x			3
698	5/31/17	x			2		x		6		x		3		x		5	x			4	x			1
699	5/31/17		x				x				x		2		x				x				x		1
700	5/31/17		x					x			x					x			x		1	x			
701	5/31/17		x		3		x		6		x		4			x	1		x		5	x			2
702	5/31/17		x		4	x			2			x	6	x			1	x			3	x			5
703	5/31/17	x			1	x			5		x		4			x	3		x		6	x			2
704	5/31/17			x	4			x	5			x	6		x		1			x	3			x	2
705	5/31/17			x	6	x			2	x			5	x			3	x			4	x			1
706	5/31/17	x			1			x	3			x	2			x	5		x		6	x			4
707	6/1/17		x					x				x			x				x					x	
708	6/1/17		x				x				x				x				x			x			1
709	6/1/17			x	4			x	2		x		6	x			3	x			1	x			5
710	6/1/17		x		6			x	4			x	2		x		3		x		5	x			1
711	6/1/17	x			3		x		6	x			2	x			4		x		5	x			1
712	6/1/17		x			x			2		x			x					x			x			1
713	6/1/17		x		6	x			3		x		5	x			2	x			1	x			4
714	6/1/17		x			x			2		x				x			x			1			x	3
715	6/1/17		x		5	x			1		x		6		x		4		x		3	x			2
716	6/1/17			x	6		x		4			x	1		x		5		x		2	x			3

		Go Pass Increase
No.	**Date**	**Comments**
676	5/31/17	YES increase them, do it! but NO on the minimum, because I think the program should be expanded to allow for smaller companies. You'd still need to have 84 employees using it to "break even" with this plan, which is tough to justify to "cost synergies". Creating a scaled down, tiered program where the price gets progressively closer to monthly pass price x 12 would be cool.
677	5/31/17	
678	5/31/17	This is a huge increase that may force some employers to discontinue GO pass.
679	5/31/17	
680	5/31/17	
681	5/31/17	That's a significant increase
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for people with bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	
692	5/31/17	
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	None
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	Go passes should but higher
704	5/31/17	
705	5/31/17	
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	Crazy
715	6/1/17	Not a low annual cost. Why such a drastic increase, please have justifications.
716	6/1/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
676	5/31/17	
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for people with bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	
692	5/31/17	
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	It is just greeting too expensive to ride Caltrain because I could not find seats, conductors are often very rude and not helpful
704	5/31/17	
705	5/31/17	
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	
715	6/1/17	
716	6/1/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
676	5/31/17	Why specifically target people who can't predict their usage or commit to a month of usage? Aren't these your casual, try-it-out users and part-time employees, who can't really afford the regular prices? Seems like an odd group to target instead of ...charging more for GoPasses.
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	Keep the 8-ticket ride but have it not expire within 30 days. Passengers don't want to lose their money.
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for all the people with bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	
692	5/31/17	Expand to 60-90 expiration, perhaps roll into 10 ride.
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	Create a discounted ticket for a number of rides with NO expiration date. I'd buy one of those.
701	5/31/17	
702	5/31/17	I always buy a monthly pass.
703	5/31/17	
704	5/31/17	
705	5/31/17	Didn't feel the discount anyway, 1-3 rides world expire anyway
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	I'm a freelancer who frequently gets contract gigs in San Francisco. I used to get monthly passes, but sometimes work would halt during the month, which means I paid more for the monthly pass than I would if I paid for paper tickets. 8-ride tickets provide me the flexibility to get a discounted rate, without the chance of losing out value on what I bought. If 8-ride tickets were eliminated I would give up my Clipper card altogether and stick with paper tickets.
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	
715	6/1/17	Justification on survey is crucial for informed response
716	6/1/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
676	5/31/17	This seems fair as the number of spots remains consistent while demand is up.
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	I don't see the point, parking lots aren't serviced and bathroom aren't always open or clean. What happens to the parking fees?
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	You should be able to pay for parking in the lots instead of having to wait in line with those buying fare tickets.
686	5/31/17	Charge more for people with bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	
692	5/31/17	
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	Parking is way too expensive!!!!!
704	5/31/17	This is outrageous! Why is the increase so significant?? and what is the basis for it??
705	5/31/17	
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	
715	6/1/17	Without an increase in spaces this is too big an increase for justification with the state of the lots
716	6/1/17	

		Zone Fare Increase
No.	**Date**	**Comments**
676	5/31/17	idk why you wanna make me carry around a quarter, but ok.
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for all the people bringing bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	ridership is at all time high. hard to get a seat. you cant just increase the price without offering more trains/better service. its 2017 and still no wifi.
692	5/31/17	Replace zones with distance based fares. Establish a base fare, then a per mile charge.
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	The trains are overcrowded and no seats available.. I pay more to be standing all the way to SF in a very uncomfortable environment
704	5/31/17	
705	5/31/17	Eliminate zones, charge by stations traveled.
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	
715	6/1/17	
716	6/1/17	

		Pilot Program
No.	**Date**	**Comments**
676	5/31/17	I don't see a huge value here, but may not be the target demo. It's the length of the evening and weekend trips that discourage my use of the system during these times, even with a GoPass at no cost to me.
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for people with bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	
692	5/31/17	Metrolink (LA) offers a $10/day weekend pass for travel systemwide. Metra (Chicago) offers $8 pass good for the entire weekend systemwide. NYC offers "Off peak" fares for single, RT and 10-trip tickets.
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	
704	5/31/17	
705	5/31/17	
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	
715	6/1/17	
716	6/1/17	

		General
No.	**Date**	**Comments**
676	5/31/17	Where can I buy Caltrain swag? Where are my Caltrain socks, water bottles, etc to proudly display my love of standing on a hot platform waiting for one train to push another train to safety? Caltrain is an important part of my brand and I don't want to buy knock-off merch that doesn't benefit the rails.
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for people with bikes.
687	5/31/17	Reduce your expenses! It's already expensive to take Caltrain already! Where is the discount for tax payers?
688	5/31/17	
689	5/31/17	
690	5/31/17	If you want to increase the price and/or changes listed, you need to improve the service!
691	5/31/17	
692	5/31/17	
693	5/31/17	Whatever can get more and faster trains on the rails sooner! Frequency is King
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	We continue to pay more for for less comfortable ride
704	5/31/17	
705	5/31/17	
706	5/31/17	
707	6/1/17	
708	6/1/17	I don't understand why would I pay higher rate before any improvements to the service. Once we have more frequent trains, faster trains, punctual trains, then I would be open to rate hikes like these. In absence of those changes I don't agree with price hike.
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	Caltrain needs to find alternatives ways of funding their system without placing the cost on its riders. As a nonprofit commuter who receives no assistance to pay for public transportation, it is ridiculously expensive to use Caltrain on a weekday basis.
713	6/1/17	
714	6/1/17	
715	6/1/17	
716	6/1/17	Fare will more than likely increase because Caltrain is in need of money. So, I hope majority of the funds are earmarked for fixing the existing trains so riders are not routingly late to work.

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
717	6/1/17		x		6	x			3		x		2			x	5		x		4	x			1
718	6/1/17		x		6		x		4			x	3	x			2		x		5	x			1
719	6/1/17	x			2	x			4		x		5	x			1		x		6	x			3
720	6/1/17		x		6		x		5		x		3		x		4		x		2	x			1
721	6/1/17		x		2		x		6		x		4	x			1		x		5			x	3
722	6/1/17		x					x			x				x			x				x			
723	6/1/17	x						x				x			x				x		6	x			
724	6/1/17	x			1	x			6	x			2	x			5	x			3	x			4
725	6/1/17		x		5		x		4		x		2		x		6		x		1		x		3
726	6/1/17		x					x			x					x			x			x			
727	6/1/17		x		6		x		3		x		5		x		2		x		4	x			1
728	6/1/17	x			4		x		5		x		6		x		2	x			1	x			3
729	6/1/17		x				x			x			1		x			x			3	x			2
730	6/1/17			x	3		x		6			x	2		x		5		x		4	x			1
731	6/1/17		x		2		x		4	x			1		x		5		x		6		x		3
732	6/1/17		x		6	x			2		x		5	x			1	x			4	x			3
733	6/1/17	x			1		x		6		x		3			x	2		x		4		x		5
734	6/1/17		x		4		x		5		x		3		x		2		x		1		x		6
735	6/1/17		x				x		4		x				x		5		x		6		x		
736	6/1/17			x				x				x	2			x		x			1	x			3
737	6/1/17		x		6	x			3		x		4		x		5			x	1	x			2
738	6/1/17		x		1	x			4			x	5	x				x				x			6
739	6/1/17		x		5		x		4		x		6			x	3	x			2	x			1
740	6/1/17	x			3	x			2		x		4		x		5		x		6	x			1
741	6/1/17		x		6		x		5		x		4		x		3		x		1		x		2
742	6/1/17	x			1		x				x				x		6	x					x		5
743	6/1/17		x		3		x		5	x			2		x		6	x			4		x		1
744	6/1/17			x			x				x				x		1		x				x		
745	6/1/17		x		5	x			1		x		4			x	3	x			2		x		6
746	6/1/17			x	5			x	4			x	3			x	2			x	1			x	6
747	6/1/17		x		6	x			2		x		5		x		4	x			3	x			1
748	6/1/17	x			6	x			4			x	1	x			5	x			3	x			2
749	6/1/17	x				x					x					x		x				x			
750	6/1/17			x	3		x		5			x	2		x		4		x		6	x			1
751	6/1/17	x			1			x	6			x	5	x			3			x	4	x			2
752	6/1/17		x		6	x			2			x	3			x	4		x		5	x			1

		Go Pass Increase
No.	**Date**	**Comments**
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	Raising fees at 50% is a lot of money for most people.
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	
729	6/1/17	
730	6/1/17	
731	6/1/17	
732	6/1/17	Should check more frequently for,fare scofflaws
733	6/1/17	companies can afford more or pass this out to their employees. I have to pay for my ticket and their are tax savings for this. Why are they not charged per zone?
734	6/1/17	Once again, chase employers away from CA by burdening them with balloon costs. Wonder why companies leave this state?
735	6/1/17	Why, isn't to purpose of public transportation to get people out of their cars?
736	6/1/17	
737	6/1/17	Why so much? Why not 25% first?
738	6/1/17	I understand they may need to increase but this percentage is too high.
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	
744	6/1/17	
745	6/1/17	Seems like a pretty big increase. I'm sure some companies would just eat it, but how many would cancel the program entirely?
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	
751	6/1/17	I never felt it was fair for employees of some companies to pay significantly less than I did simply because their company was larger and had this program.
752	6/1/17	I don't disagree with a hike altogether if it's absolutely necessary to continue services as is, but a 50% hike is really excessive. A smaller percentage isn't feasible?

		Monthly Pass Multiplier
No.	**Date**	**Comments**
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	Price increase is way high in one time raise. Please consider it to adjust with the reasonable amount.
729	6/1/17	
730	6/1/17	Why are you charging people more for already a month long commitment for using this service? If the trains I were boarding were not just standing room only, then I would agree for the price change.
731	6/1/17	
732	6/1/17	
733	6/1/17	Raising rates is not going to solve the problem. So many people ride without paying. You need to check tickets daily - like they do in Chicago. If you check tickets or did something about all the people who don't pay and just get put off at the next stop - I bet you would be better off!
734	6/1/17	Honestly this is outlandish. Rates were just increased 2016 and now you want more? 2014 I paid $170 per month. Now $190 and you want $240 per month. Better rethink this as this reaches a point where car pooling may be cheaper
735	6/1/17	What is the money going to? Hopefully not NEW floors and paint in the stations. What a waste!
736	6/1/17	
737	6/1/17	
738	6/1/17	
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	
744	6/1/17	This fee increase of $25.70 is outrageous. Most days there is not enough seating and I have to stand (both directions). The service is horrible, trains are always breaking down and you can never find a conductor if you need one. If this goes through, you will lose me as a rider. I have been riding Caltrain for 17 years and this is the first time in these many years that I have considered another option for public transit. I am sure I am not the only one with this opinion.
745	6/1/17	
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	if that will make fare rates increase, then NO
751	6/1/17	
752	6/1/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	Why a limit??
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	We don't have options to use pay per transits for frequent works who are not traveling the whole week days
729	6/1/17	
730	6/1/17	
731	6/1/17	
732	6/1/17	
733	6/1/17	There are other ways to structure this, so you still provide an option for people who don't use the train every day. I don't know the number of people who use this, so hard to say.
734	6/1/17	
735	6/1/17	why?
736	6/1/17	
737	6/1/17	This is a great deal!
738	6/1/17	
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	
744	6/1/17	This is ridiculous.
745	6/1/17	
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	
751	6/1/17	
752	6/1/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	WOW!
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	It is very high increase
729	6/1/17	
730	6/1/17	Most parking lots can't even cater to the amount of cars that need to park there.
731	6/1/17	
732	6/1/17	
733	6/1/17	
734	6/1/17	Parking almost $100 per month! Are you serious. I take a bus now but if you add the above to your proposed fare for me of $240 per month why take CT?
735	6/1/17	This is a ridiculous increase. You can't find parking now!!!!
736	6/1/17	
737	6/1/17	This seems like a large jump. Below it was only a 2 day increase and not 5 days. Maybe just a smaller increase?
738	6/1/17	The daily amount remains the same it covers 5 more days.
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	Parking is getting way out of hand.
743	6/1/17	
744	6/1/17	I am outraged about this proposed parking increase. I park at Hillsdale and there is not enough parking as it is if you arrive after 8 AM. This is not okay.
745	6/1/17	I never park at caltrain.
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	
751	6/1/17	
752	6/1/17	That's waaaay to big of a hike.

		Zone Fare Increase
No.	**Date**	**Comments**
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	Again, why the increase?? Where will the increase be used?
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	Leave fare prices alone
728	6/1/17	
729	6/1/17	
730	6/1/17	Sounds like the fair is increasing with little to no return for the riders. I don't get a sense that services will improve but rather just stay status quo.
731	6/1/17	
732	6/1/17	
733	6/1/17	Service has declined and increasing fares is not going to help. You still have way to many people NOT paying at all. They ride for free as long as they don't get caught and since checking tickets only happened to me twice in May and I ride the train every day. If I was a dishonest person, I could have only paid for 2 rides and rode free the rest of the month. You need to do something better to check tickets and eliminate all the people who don't have a paid fare when you do check.
734	6/1/17	
735	6/1/17	The trains are currently over-crowded. Is this increase to add MORE cars to the trains or add new times to the current schedule?
736	6/1/17	
737	6/1/17	I don't like it but I understand it's necessary to increase revenue.
738	6/1/17	
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	
744	6/1/17	
745	6/1/17	
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	honestly these prices are getting ridiculously high, get some advertisement/ sponsors instead of charging working class people more money. OR include discounts for those who make less than a certain amount of salary
751	6/1/17	
752	6/1/17	

		Pilot Program
No.	**Date**	**Comments**
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	
729	6/1/17	
730	6/1/17	
731	6/1/17	
732	6/1/17	
733	6/1/17	Why reward the people who only ride once and a while and raise the rates of people who ride every day? You have this backwards!!!! You need to reward the people who pay every day with discounts and charge more for single riders or people who don't use the train daily!
734	6/1/17	Another give away where we pay the freight for goodies. Please reconsider.
735	6/1/17	Caltrain should focus on providing more cars and additional times on the schedule for regular week day commuters.
736	6/1/17	
737	6/1/17	
738	6/1/17	You may get more riders.
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	
744	6/1/17	
745	6/1/17	Weekend and evening trains already seem pretty full to me. I'm not sure what providing discounts would provide.
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	
751	6/1/17	
752	6/1/17	

		General
No.	**Date**	**Comments**
717	6/1/17	
718	6/1/17	It would be great if there are more parking spaces. With so many riders it's tough to get parking in the morning.
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	Adjust the price with considering the cost of leaving
729	6/1/17	I won't ride caltrain if it costs more to ride than train than drive. Increasing monthly rates by more than 20% will do that. Funny how you propose it as a simple calculation change and not a drastic increase.
730	6/1/17	
731	6/1/17	
732	6/1/17	More off peak pricing during commute hours.
733	6/1/17	Make service better before proposing increases every few months! Start checking tickets every day and make people buy them! Eliminate riders who sneak on and ride for free!
734	6/1/17	
735	6/1/17	The priority should be to illuminate the over-crowded conditions on the trains, More train cars and More departure times.
736	6/1/17	
737	6/1/17	
738	6/1/17	
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	STOP the fare increases! It's been going up every year and I don't see any major improvements. Increasing monthly parking to $82.50? You've got to be kidding???? If you want commuters to use public transportation, don't increase the parking fee. It's financially difficult for most of us to absorb the rate increase.
744	6/1/17	I would like to pick all of the above. All of these proposed increases are ridiculous and unfounded.
745	6/1/17	
746	6/1/17	
747	6/1/17	
748	6/1/17	If this will help electrification and overcrowding, I'm all for fare increases. Please add more routes to and south of Tamien!
749	6/1/17	
750	6/1/17	Get some advertisement going, get some sponsors. Get creative with how your "company" can get some money without exploiting people- who really have no other options/means of transportation.
751	6/1/17	
752	6/1/17	More routes to/from Morgan Hill and Gilroy, please!

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
753	6/1/17		x		4			x	3			x	1		x		5		x		6			x	2
754	6/1/17		x		6	x			4		x		5		x		3		x		2	x			1
755	6/1/17	x			2	x			4			x	6			x	5		x		3	x			1
756	6/1/17		x		2	x			4		x		3		x		1	x			6		x		5
757	6/1/17	x			3	x			4			x	5	x			2	x			1		x		6
758	6/1/17	x			2		x		6			x	1			x	4	x			5	x			3
759	6/1/17			x	5	x			2		x		6	x						x	4	x			1
760	6/1/17		x					x				x		x					x					x	
761	6/1/17	x			4	x			2	x			3		x		6	x			1	x			5
762	6/1/17			x	3		x		6		x		5	x			2	x			1	x			4
763	6/1/17		x		6		x		5			x	1			x	3		x		2		x		4
764	6/1/17	x			1	x			3		x		6			x	4			x	5			x	2
765	6/1/17	x			6	x			3	x			4	x			1	x			5	x			2
766	6/1/17	x			1		x		4		x		6			x	2		x		5			x	3
767	6/1/17	x			1		x		6		x		6			x	3			x	2			x	6
768	6/1/17	x			1	x			3	x			2			x	4		x		5		x		6
769	6/1/17		x				x				x				x				x			x			
770	6/1/17	x				x					x				x			x				x			
771	6/1/17			x	3	x			1			x	2		x		6	x			5	x			4
772	6/1/17	x			2	x			4	x			1		x		6	x			3		x		5
773	6/1/17		x		1		x		5		x		2		x		6		x		3			x	4
774	6/1/17			x	1		x		5		x		2		x		6		x		4		x		3
775	6/1/17		x		6		x		5			x	1		x		3		x		4		x		2
776	6/1/17	x			3		x		6		x		5		x		4	x			1	x			2
777	6/1/17		x		3		x		6			x	2		x		4		x		5	x			1
778	6/1/17			x				x				x			x								x		
779	6/1/17		x				x				x				x				x			x			
780	6/1/17		x		2		x				x				x				x			x			1
781	6/1/17		x				x				x				x				x			x			
782	6/1/17	x			3		x		6	x			2		x		5		x		4	x			1
783	6/1/17			x				x				x			x				x				x		
784	6/1/17		x				x				x				x				x			x			
785	6/1/17		x					x	5			x	1		x		3		x		4	x			2
786	6/1/17	x			1		x		5		x		4		x		6		x		3		x		2
787	6/1/17		x		6		x		2		x		3		x		5		x		1			x	4
788	6/1/17		x		3		x		6		x		2		x		5		x		4			x	1
789	6/1/17	x			1		x		5		x		4		x		2		x		6	x			3
790	6/1/17		x		6		x		4			x	2		x		3		x		5	x			1
791	6/1/17	x			3		x		5	x			1		x		6	x			2		x		4
792	6/1/17		x		4		x		5			x	2			x	3		x		6			x	1

		Go Pass Increase
No.	**Date**	**Comments**
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	Way too much of a fare increase.
757	6/1/17	
758	6/1/17	Looking at the "Current Fare Product Data" shown during the June Caltrain Board of Directors meeting, it looks like Go Pass riders pay significantly less than similar Monthly Pass riders. I understand the importance of maintaining a low price for the Go Pass to encourage alternatives to cars, but the price should be increased. Maybe not by 50% but by something to make it more in line with monthly passes.
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	50% is an unacceptable increase. Employers will stop providing this service for it's employees and the cost will fall upon them.
764	6/1/17	
765	6/1/17	
766	6/1/17	
767	6/1/17	Go Pass is drastically underpriced compared to actual fares and passes. Should increase more.
768	6/1/17	$190/person is crazy cheap!
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	I don't know enough about this program to have an opinion or comment.
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	I don't know enough about this program to have an opinion or comment.
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	Blatant money grab.
788	6/1/17	
789	6/1/17	
790	6/1/17	I'm concerned that my company will stop providing the free Go Pass with this much of an increase. It would almost be cheaper for me to drive to work each day at that rate.
791	6/1/17	
792	6/1/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	
757	6/1/17	
758	6/1/17	As a monthly pass user I understand the need to increase fares, but for my specific trip (San Carlos - Menlo Park) it feels too expensive compared to alternatives (car or bus). Additionally, I would prefer to lose the weekend perk of unlimited travel between all zones before a price increase.
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	
764	6/1/17	
765	6/1/17	
766	6/1/17	
767	6/1/17	This will cause riders to not bother with monthly passes.
768	6/1/17	
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	I don't understand this proposed change.
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	I don't understand this proposed change.
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	This looks like a way to charge more but not deliver more.
788	6/1/17	
789	6/1/17	Fare is already too expensive considering service hasn't improved in 15 years.
790	6/1/17	I feel that more people are going to decide that driving would be more cost effective if they're traveling through multiple zones daily on the train.
791	6/1/17	
792	6/1/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	
757	6/1/17	
758	6/1/17	
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	
764	6/1/17	
765	6/1/17	
766	6/1/17	I use the 8 ride pass on a regular basis. As a college student it really helps.
767	6/1/17	
768	6/1/17	the 30 day limit makes this useless for me anyway, and it saves such a tiny amount of money over regular clipper that it's pointless
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	Does this save money? Or just decrease options?
788	6/1/17	
789	6/1/17	
790	6/1/17	Never used it
791	6/1/17	
792	6/1/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	A 50% price hike is way too much. The only reason this should be done is if additional parking is made available at impacted stations (multi-level structures).
757	6/1/17	
758	6/1/17	Perhaps having variable pricing for each station based on the quantity of monthly parking passes sold. I have noticed some lots are consistently full while others are almost empty.
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	
764	6/1/17	
765	6/1/17	
766	6/1/17	
767	6/1/17	Don't use parking at stations, but parking is probably underpriced.
768	6/1/17	
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	Strongly disagree. I've riding Caltrain for over 20 years, this is a ridiculous price increase! Where are all Caltrain riders to park? I suggest increasing parking rates on surrounding free/open lots instead.
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	This is a significant increase and will probably lead to a serious increase in parking avoidance. Around stations like San Carlos this will cause a massive increases in parking in the downtown area and surrounding surface streets which will be a huge annoyance to citizens and visitors alike.
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	This is a significant increase and will probably lead to a serious increase in parking avoidance. Around stations like San Carlos this will cause a massive increases in parking in the downtown area and surrounding surface streets which will be a huge annoyance to citizens and visitors alike.
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	Looks like charging more without giving more
788	6/1/17	
789	6/1/17	
790	6/1/17	That's a significant increase that could cause a lot of riders grievances.
791	6/1/17	
792	6/1/17	

		Zone Fare Increase
No.	**Date**	**Comments**
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	Minimal impact.
757	6/1/17	
758	6/1/17	
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	
764	6/1/17	
765	6/1/17	
766	6/1/17	
767	6/1/17	
768	6/1/17	caltrain already has some of the highest fares of bay area transit systems
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	Combined with the parking increase this is a significant increase, and one not covered by melt employer as I get no transit benefit. Caltrain is increasingly unreliable with mechanical failures a regular occurrence. Conductors are becoming less friendly. Schedules change too frequently and trains are not properly spaced. And yet the riders bear the brunt of the service despite the fact that the whole peninsula benefits. Enough is enough. My husband has been taking Caltrain for 13 years. I've been taking it for 8. But we're both about to give up and just drive into sf.
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	Stop increasing rates and start managing spending.
788	6/1/17	
789	6/1/17	Improve service and get wifi and would agree, run trains more than every hour on weekends.
790	6/1/17	Per zone? That's an extra $50 a month for someone traveling through each zone twice daily. Could they purchase a monthly pass? Yes. But those prices are possibly being raised as well.
791	6/1/17	
792	6/1/17	

		Pilot Program
No.	**Date**	**Comments**
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	
757	6/1/17	
758	6/1/17	
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	I don't see why it should be cheaper on nights and weekends. Especially if this drop effects the price of standard ticket prices and monthly passes to increase.
764	6/1/17	
765	6/1/17	
766	6/1/17	
767	6/1/17	Only useful if service is also expanded at those times. Would never consider riding Caltrain outside of peak commute hours now due to low frequency and slow all-local service.
768	6/1/17	The giants/sharks gameday crowds should pay their fair share! No discount!
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	
788	6/1/17	
789	6/1/17	
790	6/1/17	If this discount is in reference to the new proposed price increase, then it really won't make a difference unless the discount is lower than the current price.
791	6/1/17	
792	6/1/17	

		General
No.	**Date**	**Comments**
753	6/1/17	I'm not totally clear about how to rank #7. the increases that I would least like to see happen are the higher numbers.
754	6/1/17	
755	6/1/17	
756	6/1/17	None of these fare or parking changes benefit the consumer. If these were directly applied to more trains, increased security, more parking options, wi-fi on trains, etc., these increases would make sense. Right now, none of them do, as they simply seem to go to lining Caltrain's pocket. Caltrain ridership is increasing, the trains are too full, there's very little parking, but none of these options address these problems.
757	6/1/17	
758	6/1/17	For me personally, the zone fare system encourages me to seek an alternative (bus or car) for my commute because I have to pay extra for straddling two zones (Belmont/San Carlos to Menlo Park). I think a point-to-point system (still using proof of payment) could potentially encourage more people to ride Caltrain even for short trips across zones. More radically, Caltrain could look at charging a premium for higher-value services, but implementation would likely be complex. One idea is adding a fee for non-folding bikes. I know Caltrain wants to encourage bike ridership but even a small fee of 25 cents or so could help. Second idea is adding a fee for baby-bullet service. During commute hours, I think Caltrain offers the fastest method to get from SJ to SF, so a premium could be added. I know implementation would be difficult as tickets would need to be sold for different train types, complicating the fare system. Additional, supporting users who only use baby bullets for short trips would be complicated.
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	
764	6/1/17	
765	6/1/17	
766	6/1/17	Almost ever conductor I have meet has been kind. They all deserve more recognition for all the hard work the do.
767	6/1/17	
768	6/1/17	
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	Need to improve updates at stations of any delays, not just on apps. Need more frequent announcements about talking on cell phones and disposing of trash.
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	
779	6/1/17	
780	6/1/17	
781	6/1/17	conductor AR Lomas is terrible and terribly pathetic.
782	6/1/17	
783	6/1/17	
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	Stop raising taxes and prices and start managing money better
788	6/1/17	
789	6/1/17	Get better service and wifi, also run trains every 30 mins and more bullets on weekends
790	6/1/17	
791	6/1/17	
792	6/1/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
793	6/1/17		x		3		x		5		x		2			x	4		x		6	x			1
794	6/1/17	x			1		x		5		x		6		x		2		x		3		x		4
795	6/1/17	x			4		x		5	x			2		x		6	x			1	x			3
796	6/1/17		x		6			x	4			x	2			x	5			x	3			x	1
797	6/1/17	x			1	x			2	x			5	x			4	x			3	x			6
798	6/1/17		x		4		x		5			x	2		x		3		x		6			x	1
799	6/1/17	x			3	x			6		x		4			x	2	x			1			x	5
800	6/1/17			x	1		x		6		x		4		x		5		x		3		x		2
801	6/1/17	x			4		x		6		x		3	x			2	x			5	x			1
802	6/1/17			x	2		x		6	x			1		x		5	x			3		x		4
803	6/1/17		x		6	x			1		x		3	x			2		x		5	x			4
804	6/1/17	x			3	x			2	x			6	x			1	x			4	x			5
805	6/1/17	x			1	x			3		x		5	x			2		x		6			x	4
806	6/1/17	x					x				x				x				x			x			
807	6/1/17		x		6	x			4	x			2	x			5	x			1	x			3
808	6/1/17	x			1		x				x				x					x	3	x			2
809	6/2/17		x				x			x					x				x			x			
810	6/2/17		x		3		x		4		x		5		x		1		x		6	x			2
811	6/2/17		x		3		x		6		x		4	x			1		x		5	x			2
812	6/2/17		x		5	x			2	x			4		x		6	x			1	x			3
813	6/2/17		x		1		x		6		x		5			x			x		2			x	4
814	6/2/17		x				x					x			x				x			x			
815	6/2/17	x			6		x		1		x		3		x		4		x		2		x		
816	6/2/17	x					x				x				x				x			x			
817	6/2/17			x	1		x		5		x		3		x		6		x		4		x		2
818	6/2/17	x			3	x			2		x		5		x		4	x			1		x		6
819	6/2/17			x	4			x	3			x	2			x	5		x		6	x			1
820	6/2/17	x					x				x					x		x				x			
821	6/2/17		x		4		x		5			x	3			x	2			x		x			1
822	6/2/17		x		6	x			3	x			4		x		5			x	2	x			1
823	6/2/17	x			4	x			2		x		1			x	3	x			6	x			5
824	6/2/17		x				x				x					x			x			x			
825	6/2/17		x		2		x		4		x		6			x	1		x		5	x			3
826	6/2/17		x		5	x			1		x		6	x			3	x			4	x			2
827	6/2/17			x			x					x			x				x					x	
828	6/2/17	x			3	x			5	x			1	x			4	x			2			x	6
829	6/2/17			x	4	x			2			x	6			x	3	x			5	x			1
830	6/2/17		x		6		x		5		x		2		x		4	x			3			x	1
831	6/2/17		x				x				x				x			x			1	x			
832	6/2/17		x				x				x				x				x				x		
833	6/2/17		x				x				x				x				x			x			1
834	6/2/17		x		6		x		2		x		4		x		5		x		1	x			3
835	6/2/17	x			1		x		3		x		6		x		2		x		5			x	4

		Go Pass Increase
No.	**Date**	**Comments**
793	6/1/17	
794	6/1/17	
795	6/1/17	
796	6/1/17	That's a lot of money, might as well get a car
797	6/1/17	
798	6/1/17	
799	6/1/17	Companies can afford that.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	
807	6/1/17	
808	6/1/17	
809	6/2/17	This will put more tech buses on the road. It's no longer an incentive to employers.
810	6/2/17	
811	6/2/17	This will drastically reduced go pass enrollment.
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	
822	6/2/17	This would make it harder for smaller companies to continue paying for Caltrain for their employees. Wonder if you could tie to to buckets of employees? Like first 10 Are at one rate and then the rate increases when you have more riders? Or base % contribution based on employee participation (X rate for 20% employee participation, and it ticks up when more employees participate so each company contributes a fair amount). Companies who rely more on it pay more.
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	50 percent is too much of an increase here, but would agree with up to 30 percent increase
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
793	6/1/17	
794	6/1/17	
795	6/1/17	
796	6/1/17	
797	6/1/17	
798	6/1/17	
799	6/1/17	Sure.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	
807	6/1/17	
808	6/1/17	
809	6/2/17	Ridership is down. If this large fare increase is approved, you will likely lose even more riders. Poorly scheduled northbound 9-5 riders struggle to take their second form of transportation upon arriving in SF. With that fare change it will become less cost effective for people to take the train, and more effective to take a vehicle with average MPG.
810	6/2/17	
811	6/2/17	
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	Ride the Caltrain pay the fee it should not matter what zone you live in it should be a flat fee like any good public transit system
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	
822	6/2/17	Would prefer to see a more normalized fare increase schedule, rather than just basis the monthly on more days. But 15 days makes sense (out of the normal 22 working days)
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
793	6/1/17	
794	6/1/17	Frequent riders who yet still do not ride frequently enough to need a monthly pass should still have this option. For instance, riders who may take alternate transport in one direction of their commute and take the train for the other (e.g. Riding their bikes in the morning, but having the option to take the train in the evening if they end up having to stay late and it gets dark). There should be an intermediate option for frequent but not daily riders.
795	6/1/17	People "forget" to tag on/off. It's a hassle because they think they're beating the system.
796	6/1/17	
797	6/1/17	
798	6/1/17	
799	6/1/17	The 8 ride ticket is good for students commuting 3 days a week.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	This will be really unfair and inconvenient for people who commute 2-3 days a week. A lot of bay area companies allow working remotely for 1-2 days a week and eliminating 8-ride tickets (or raising it's fare) would make it uneconomical for these riders.
807	6/1/17	
808	6/1/17	
809	6/2/17	Got scammed by clipper in this one. It becomes worthless far often than not.
810	6/2/17	
811	6/2/17	It is helpful for regular but not daily passengers.
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	There should be more package options not less
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	
822	6/2/17	What % of riders use this? Is there a specific group who tends to use it more heavily than others? Would want to know that before voting.
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	I split driving and taking Caltrain for my commute. Eliminating the 8ride discount will make me drive every day as the cost becomes prohibited. It's already extremely unfair that some people get massive discounts through their employers while those less fortunate without deep pocketed employers or salaries have to pay 10x as much.

		Monthly Parking Multiplier
No.	**Date**	**Comments**
793	6/1/17	
794	6/1/17	
795	6/1/17	A jump to $82.50 is too big of an increase. It was only a $5/6 increase last time. Are you guys going to wash the cars while we're at work? Come on.
796	6/1/17	
797	6/1/17	
798	6/1/17	
799	6/1/17	No car.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	It's already expensive.
807	6/1/17	
808	6/1/17	
809	6/2/17	There will be lots of empty parking lots for off the grid, as most riders will just find it cheaper to drive with this charge and the fare increases.
810	6/2/17	
811	6/2/17	This should coincide with parking garage construction at the 5 most crowded parking lots.
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	The monthly pass holders should not be getting almost a 100% increase that is how you lose riders
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	
822	6/2/17	Would rather encourage riders to park and ride... if the parking goes up it penalizes those who are trying to use public transit and have other options.
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

		Zone Fare Increase
No.	**Date**	**Comments**
793	6/1/17	Increasing in single zone is not affordable. People dont ride caltrain if they are going for short distances..like within one zone as its expensive than driving. Increasing monthly pass fares will be expensive for folks like me who commute to SF from 3rd or 4th zones
794	6/1/17	
795	6/1/17	
796	6/1/17	If you increase the fare, please upgrade the trains. The sound is so loud I have hearing damage after 1 year of commuting
797	6/1/17	
798	6/1/17	
799	6/1/17	That's not a big deal.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	
807	6/1/17	
808	6/1/17	
809	6/2/17	Why even?
810	6/2/17	
811	6/2/17	
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	
818	6/2/17	
819	6/2/17	
820	6/2/17	What are the additional funds being used for?
821	6/2/17	
822	6/2/17	
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

		Pilot Program
No.	**Date**	**Comments**
793	6/1/17	
794	6/1/17	If the reason for fare hikes is a lack of revenue, why offer discounts at this point? Demand for tickets is relatively inelastic; this discount will put further strain on the budget
795	6/1/17	Weekend riders shouldn't have to pay as much as commuters. The trains don't run as frequently on weekends as they do during the week.
796	6/1/17	
797	6/1/17	
798	6/1/17	
799	6/1/17	Go for it.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	This should help increase the ridership during the off-peak hours. If discounted fares make it affordable for a family to offset the cost of gas and parking in SF, this will be a really good option.
807	6/1/17	
808	6/1/17	
809	6/2/17	Firstly, before implementing this, don't raise fares. It's unfair to reward off-hour riders with discounts purely because it will fill seats. Having one train out of SF an hour after 7 pm is a bummer. This would provide an incentive. Weekend discounts would give additional options for those who might not have considered it.
810	6/2/17	
811	6/2/17	
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	
822	6/2/17	
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

		General
No.	**Date**	**Comments**
793	6/1/17	Caltrain is expensive for middle class people. If fares increase alot...but the frequency doesnt..it wouldnt help much for short distance commutes. But if fares increase a little bit along with frequency from limited stations it will help us alot.
794	6/1/17	
795	6/1/17	
796	6/1/17	Please don't raise the prices. Please add some sound proofing to the train cars.
797	6/1/17	
798	6/1/17	The train ticket is already very expensive and the train was packed with people. It doesn't make any sense to increase the price again.
799	6/1/17	New bike trains suck. Everyone agrees. It's true.
800	6/1/17	If Caltrain becomes less affordable, fewer people will take it.
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	Don't increase commuter fares as pre-tax incentives will not cover the increase.
806	6/1/17	
807	6/1/17	
808	6/1/17	
809	6/2/17	Prepare for massive fallout. When it's cheaper to drive, by a landslide, it's a no-brainer. The cost of riding no longer offsets the rent paid for these non-hub cities. It's a power play that won't bode well for everyone with budgets.
810	6/2/17	
811	6/2/17	
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	Also more mid day bullet options!!!!! At least skip ever other station ever other hour the local trains are pointless
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	Stop the man/woman spreading. It's out of control.
822	6/2/17	With the fare increases it might be smart to market the positive improvements that come along with it. :)
823	6/2/17	
824	6/2/17	
825	6/2/17	Rates are already too high to make taking Caltrain financially sound.
826	6/2/17	Thank you.
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
836	6/2/17			x	6	x			3		x		1			x	5		x		4	x			2
837	6/2/17	x			2	x			4	x			3	x			5	x			1			x	6
838	6/2/17		x		6			x	3		x		5			x	2		x		4	x			1
839	6/2/17	x				x				x				x				x				x			
840	6/2/17			x	1	x			4		x		6	x			2		x		5			x	3
841	6/2/17			x	2			x	3			x	4		x		6	x			1			x	5
842	6/2/17			x			x					x				x			x			x			
843	6/2/17			x	4	x			3		x		6	x			1		x		5			x	2
844	6/2/17			x	3			x	2			x	6			x	4			x	1	x			5
845	6/2/17	x			2			x	1		x		6	x			3		x		5	x			4
846	6/2/17	x			1			x	5			x	3	x			2		x		4	x			6
847	6/2/17		x		3		x		6		x		2		x		4		x		5	x			1
848	6/2/17		x		3			x	6		x		5		x		4		x		2	x			1
849	6/2/17			x	1			x	6			x	2		x		5		x		4			x	3
850	6/2/17		x				x					x			x					x		x			
851	6/2/17			x	1		x		6			x	3		x		4		x		5			x	2
852	6/2/17			x	3		x		5	x			2	x			1		x		4		x		6
853	6/2/17	x			2	x			3	x			1			x	5	x			4	x			6
854	6/2/17	x			2		x		6	x			3	x			1		x		5		x		4
855	6/2/17			x	4			x	6		x		2			x	5	x			3	x			1
856	6/2/17			x	3			x	4		x		6			x	5	x			1	x			2
857	6/2/17	x			1	x			4		x		6	x			3	x			2		x		5
858	6/2/17	x			1			x	5	x			4			x	2		x		6	x			3
859	6/2/17			x	4			x				x	6		x		1	x						x	
860	6/2/17	x			1		x		6		x		4	x			2		x		5	x			3
861	6/2/17			x	3		x		5		x		4	x			1		x		6	x			2
862	6/2/17	x			1		x		6	x			3	x			2		x		5		x		4
863	6/2/17		x		6	x			3		x		1		x		2		x		4	x			5
864	6/2/17		x		4	x			1	x			5	x			2		x		6	x			3
865	6/2/17			x			x		6	x						x	4		x		5	x			3
866	6/2/17			x	5		x		1	x			6		x		2			x	4		x		3
867	6/2/17		x		3		x		2		x		1			x	5			x	4	x			6
868	6/2/17	x			1		x		6			x	2		x		5		x		4		x		3

		Go Pass Increase
No.	**Date**	**Comments**
836	6/2/17	
837	6/2/17	Companies along the peninsula can and should contribute more but this may not be effective if companies pull out of go passes
838	6/2/17	
839	6/2/17	
840	6/2/17	
841	6/2/17	
842	6/2/17	
843	6/2/17	I don't have one so I am more than fine with this, but feel the extra cost is such a shock that many companies will be forced to abandon it. So I am torn between yes and no.
844	6/2/17	
845	6/2/17	
846	6/2/17	How is this so cheap compared to what I have to pay as a monthly pass purchaser? This is insane it would be cheaper for me to buy caltrain passes for my entire building than buy an individual annual pass at its current price. The increased price is comparable, but that is buying it for a WHOLE BUILDING when I am the only one who rides.
847	6/2/17	
848	6/2/17	What do we gain by any of these increases? Where would this money go?
849	6/2/17	I pay for my ticket, my company is not.
850	6/2/17	
851	6/2/17	
852	6/2/17	
853	6/2/17	
854	6/2/17	
855	6/2/17	
856	6/2/17	
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	
866	6/2/17	
867	6/2/17	not sure how many employers can absorb such an increase all at once.
868	6/2/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
836	6/2/17	
837	6/2/17	
838	6/2/17	
839	6/2/17	
840	6/2/17	
841	6/2/17	
842	6/2/17	Disincentives taking public transportation. Driving will be more affordable with fare increase.
843	6/2/17	Parking is a premium. Up it. People will buy it even if you asked for 1,000 a day.
844	6/2/17	
845	6/2/17	
846	6/2/17	As a monthly pass user this directly affects me. I am not opposed to increasing fares, but the recent schedule changes have significantly negatively affected me. I question why I am paying more for less service
847	6/2/17	
848	6/2/17	Not enough information to make an opinion.
849	6/2/17	Not sure what this means. But I can't afford a fare change of this magnitude.
850	6/2/17	
851	6/2/17	
852	6/2/17	This is a 15% increase for all pass users, which is awfully high, especially when combined with the proposed zone fare increase.
853	6/2/17	
854	6/2/17	Its already expensive
855	6/2/17	I want to say no, again because of clipper card. Losing 5 days of your monthly pass sucks when something gets messed up, and this removes that bit of leeway. Otherwise it seems not unreasonable
856	6/2/17	
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	This would be three work weeks and that is too many to get my value in.
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	Regular monthly riders are the last people you should be raising fares for. At least split the difference and base it on 14 days a month and not 15. As it is, it is hard to justify the cost of the monthly pass. As someone who has to drive occasionally into work, its becoming almost not worth it to purchase.
866	6/2/17	Caltrain has admitted to record high demand, they just received a grant from the federal government, in April changed schedules that added stops to "bullet trains" (making them less bullet", wants to offer discount to certain riders in January 2018 but must increase cost by $50 for a 4 zone monthly ? I don't think so.
867	6/2/17	Cost of Riding needs to be less than the cost of driving - for people going 3 or more zones, the price is not much of a saving - especially if they own a car already - peace of mind loses its value when you are losing money.
868	6/2/17	Cost increases of this magnitude would make it more cost effective for me to drive.

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
836	6/2/17	
837	6/2/17	This ticket was never very useful. How about an unlimited ride 7 day pass?
838	6/2/17	
839	6/2/17	
840	6/2/17	Very much dislike this proposed change
841	6/2/17	
842	6/2/17	
843	6/2/17	It is an affordable option for those that cannot afford a monthly pass and still need to ride.
844	6/2/17	
845	6/2/17	
846	6/2/17	Why does it only last 30 days?
847	6/2/17	
848	6/2/17	This may fit I to a certain % of people's schedules and budget.
849	6/2/17	
850	6/2/17	
851	6/2/17	
852	6/2/17	
853	6/2/17	
854	6/2/17	
855	6/2/17	I think we should expand it so we can buy it as a physical ticket as well for when clipper card screws up and you can get a pass for 'up to 5 business days'
856	6/2/17	This is the easiest and most economical option for me since I take Caltrain a few times a week from Zone 4 to Zone 1. I carpool and work from home at 1 to 2 days a week making a monthly pass too expensive and single tickets are an option but more expensive as well.
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	The implementation is confusing for riders, but in theory having a smaller discounted ticket than the monthly pass isn't a bad idea.
866	6/2/17	
867	6/2/17	it is better to have people using Caltrain part time than to choose between a monthly pass or driving the whole time. the 8-ride ticket encourages people to use Caltrain as much as they can without totally giving up the flexibility to drive or use other forms of transportation.
868	6/2/17	Consider a 10-ride which would cover 5 commute days roundtrip. Never understood the rational of an 8-ride.

		Monthly Parking Multiplier
No.	**Date**	**Comments**
836	6/2/17	
837	6/2/17	Maybe this will reduce parking congestion at Sunnyvale too
838	6/2/17	
839	6/2/17	
840	6/2/17	
841	6/2/17	Parking should not change in addition to fare increases. I know lots are becoming overcrowded but i imagine this will push the price threshold past what many are willing to pay as it gets it closer to the cost of just driving and parking in the city when you combine the two. Either way that particular price increase is pretty steep.
842	6/2/17	
843	6/2/17	Again, parking. People will give their SOUL for a parking spot.
844	6/2/17	
845	6/2/17	
846	6/2/17	
847	6/2/17	
848	6/2/17	A $10 increase may be acceptable but cal trains is already expensive enough. No to fare hikes, please.
849	6/2/17	Oh gosh. Seriously? Also I am unable to use the transit check credit card to get caltrain parking. This is not tax free dollar for me.
850	6/2/17	
851	6/2/17	
852	6/2/17	Caltrain daily parking is far too cheap.
853	6/2/17	
854	6/2/17	
855	6/2/17	
856	6/2/17	
857	6/2/17	
858	6/2/17	
859	6/2/17	Are you going to provide a reserved parking spot for me? Hillsdale needs more parking-after 8:00am there is nothing.
860	6/2/17	
861	6/2/17	This is perhaps still too inexpensive given the limited number of Caltrain spaces available. I would prefer the daily rate to be calculated based on how much an average Lyft ride to the station in a 15-mile radius.
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	
866	6/2/17	That is a 50% increase all one time. You are going to price yourself out of the market . However, I am less opposed to this increase than the fare increase.
867	6/2/17	this may be okay, as people should look at alternative methods to getting to the train station - walk, bus, get dropped off.
868	6/2/17	Cost increases of this magnitude would make it more cost effective for me to drive. If parking costs are increased, then consider going from $55 to $60.

		Zone Fare Increase
No.	**Date**	**Comments**
836	6/2/17	
837	6/2/17	This change is negligable
838	6/2/17	
839	6/2/17	
840	6/2/17	
841	6/2/17	
842	6/2/17	
843	6/2/17	Already so expensive. Costs more and is slower than Bart. As much as I HATE the idea, would be better to see about increased fare on bullet trains.
844	6/2/17	
845	6/2/17	
846	6/2/17	Cost is already at the limit for commuter tax deduction for monthly passes
847	6/2/17	
848	6/2/17	Again I'd agree if I know how an increase would cal trains. What the money would go to.
849	6/2/17	My pay check does not increase by this amount every year. Not fair.
850	6/2/17	
851	6/2/17	
852	6/2/17	Combined with the monthly pass change, this makes an increase of more than 20% for monthly pass users for 3 zones are greater, which is unconscionable and punishing to citizens who rely on Caltrain the most.
853	6/2/17	
854	6/2/17	
855	6/2/17	Whatever you guys need to make the required Caltrain improvements. If you can plan it so it's better than the floor redo at 4th and King (getting to trains during that time sucked), we would all appreciate that as well
856	6/2/17	
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	No way do Agree with a fare increase before service improves. Standing room only is too unsafe and too crowded with cars that were never designed to have standing passengers. Tired of South Bay riders getting poor service with the excuse that Caltrain doesn't own the tracks, but the rest of the Bay keeps getting better. No rate increase until spend more on rest of system.
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	
866	6/2/17	
867	6/2/17	I know fares must go up as inflation / maint. costs go up.
868	6/2/17	Cost increases of this magnitude would make it more cost effective for me to drive.

		Pilot Program
No.	**Date**	**Comments**
836	6/2/17	
837	6/2/17	
838	6/2/17	
839	6/2/17	
840	6/2/17	
841	6/2/17	
842	6/2/17	
843	6/2/17	
844	6/2/17	
845	6/2/17	
846	6/2/17	
847	6/2/17	
848	6/2/17	Seems helpful for people that may get stuck or only need to take cal trains on the rare occasions.
849	6/2/17	
850	6/2/17	
851	6/2/17	
852	6/2/17	
853	6/2/17	
854	6/2/17	
855	6/2/17	
856	6/2/17	
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	
866	6/2/17	How can you say ridership is up, you are getting a huge grant from the federal government, propose upping parking by 50% and fares because you are so strapped for cash and then offer discounts? How does that make sense?
867	6/2/17	encouraging people to use the train during off peak hours is a good thing
868	6/2/17	Simply offering lower priced tickets won't encourage more ridership on weekends. I propose a two-prong approach. Cut costs by reducing the number of trains offered on weekends and offer more limited/bullet trains early and late on the weekends. more people would ride on weekends from the South Bay to SF if it was faster.

		General
No.	**Date**	**Comments**
836	6/2/17	
837	6/2/17	
838	6/2/17	
839	6/2/17	
840	6/2/17	What about using ads to raise revenue? Would not mind seeing more on train
841	6/2/17	
842	6/2/17	
843	6/2/17	
844	6/2/17	
845	6/2/17	
846	6/2/17	
847	6/2/17	
848	6/2/17	Better bike cars, more room needed. People need to be informed on proper etiquette for bike cars. Currently poorly designed.
849	6/2/17	Please stop changing the time every now and then.
850	6/2/17	
851	6/2/17	
852	6/2/17	
853	6/2/17	
854	6/2/17	
855	6/2/17	I would like to see improvements to the ticketing system (I know it's not all Caltrain but I think you guys could have a large impact on pushing positive changes though for clipper). Possibly a mobile way to purchase tickets, or just more options for what you ticket options you can get instantly (instead of just day passes or one way tickets) I'm willing to pay more for Caltrain, but I want to see major improvements for that cost increase. Electrifying Caltrain is awesome and a top priority, but another top priority should be usability, which Caltrain is majorly lacking. I avoid Caltrain with visitors because Caltrain is too much of a hassle for little cost savings. It's only slightly more expensive to Uber/Lyft because you can't buy discount ride passes without a clipper card and a lot of advanced planning. There are plenty of other cities/countries with better train systems, better usability, and cheaper fairs. Caltrain has the ridership, and the high fare cost. When you ask for price increases, I expect more. So far, I haven't seen any improvements from previous price increases.
856	6/2/17	The SSF train station is the worst. There is very little shelter and I think it is difficult for some people to climb to and up into the trains from the tracks.
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	Find a way to get better connections to South Bay train service from bullets and more frequent service. Either buy the tracks or spend more money. Stop using the excuse that you don't own the tracks. That's not gonna fly anymore.
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	
866	6/2/17	Your notification of this is poor. I ride every Monday- Friday, every week. From Tamien to 4th & King, I just found out about this a week ago. After more than half of the scheduled public meetings at stations are over with.
867	6/2/17	
868	6/2/17	Caltrain should actively seek other sources of revenue such as advertising within trains. It should also do a better job of marketing ticket products to attract more tourists to use the system. Consider creating caltrain season ticket products for Giants and Sharks game days - and Warriors when they move to SF.

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
869	6/2/17			x				x				x				x				x				x	
870	6/2/17			x				x				x				x				x				x	
871	6/2/17		x				x		3	x			2		x		6		x		4	x			1
872	6/2/17	x			1			x	2		x		6		x		4	x			3		x		5
873	6/2/17			x				x				x				x				x		x			
874	6/2/17		x				x				x				x				x			x			
875	6/2/17	x				x			1		x			x			2		x			x			6
876	6/2/17		x		6		x		2		x		5		x		3		x		4	x			1
877	6/2/17		x		3		x		4	x			1		x		6			x	5		x		2
878	6/2/17			x	4		x		6			x	1		x		5			x	3	x			2
879	6/2/17																								
880	6/2/17			x				x				x				x				x				x	
881	6/2/17	x			1			x	6			x	5	x			2	x			3	x			4
882	6/2/17			x			x				x					x				x				x	
883	6/2/17																								
884	6/2/17		x				x			x				x					x				x		
885	6/2/17	x					x					x				x				x			x		
886	6/2/17		x				x			x					x				x			x			
887	6/2/17		x				x				x			x					x			x			
888	6/2/17		x		3		x		6		x		2	x			4		x		5	x			1
889	6/2/17	x				x				x						x			x					x	
890	6/2/17	x			4	x			6	x			5	x			3	x			2	x			1
891	6/2/17	x			1	x			4		x		5	x			2	x			3	x			6
892	6/2/17																								
893	6/2/17			x			x					x			x				x				x		
894	6/2/17		x		6		x		5		x		3		x		2		x		4	x			1
895	6/2/17	x			1		x		6			x	2		x		5		x		3	x			4
896	6/3/17	x			1		x			x			3	x			4	x			2	x			
897	6/3/17	x			5	x			3		x		6		x		4	x			2	x			1
898	6/3/17	x			2	x			4	x			3	x				x					x		6
899	6/3/17		x		1		x		4		x		5		x		3		x		6		x		2
900	6/3/17		x		6			x	4			x	5			x	2	x			1	x			3
901	6/4/17	x						x			x					x			x			x			

		Go Pass Increase
No.	**Date**	**Comments**
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	
873	6/2/17	
874	6/2/17	
875	6/2/17	
876	6/2/17	I think it would be beneficial to state why the price increases, when the last increase took effect prior to these proposed, and what the increases are for. The trains we have been riding are recycled (meaning old and out of service until a need is presented), are rarely cleaned, breakdown from time to time due to maintenance issues. It doesn't seem that the price increase will do anything for your customers.
877	6/2/17	
878	6/2/17	
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	Are Caltrain rubbing people?
885	6/2/17	
886	6/2/17	
887	6/2/17	This is a way to incentivize employers to establish their own commuter programs and will actually reduce Caltrain ridership, increasing cost for passengers that pay their fare.
888	6/2/17	This will drive employers to establish their own commuter programs, decreasing ridership and causing, in turn, a fare increase for self-paying passengers.
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	
900	6/3/17	Asking a business to double the payment of the pass may cause the company to drop the assistance. Also, the per person cost is above many benefits maxs. Maybe go up 25%?
901	6/4/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	I use Caltrain 12days/month most months, so monthly pass is already overpriced for me
873	6/2/17	
874	6/2/17	
875	6/2/17	
876	6/2/17	I think it would be beneficial to state why the price increases, when the last increase took effect prior to these proposed, and what the increases are for. The trains we have been riding are recycled (meaning old and out of service until a need is presented), are rarely cleaned, breakdown from time to time due to maintenance issues. It doesn't seem that the price increase will do anything for your customers.
877	6/2/17	
878	6/2/17	
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	
885	6/2/17	
886	6/2/17	
887	6/2/17	Monthly passes should be based on stations and not zones. Since the introduction of clipper this is entirely possible, but zones tend to overcharge many passengers. Caltrain can't have it both ways.
888	6/2/17	Charge by station (entirely doable with Clipper), instead of charging by zone, which results in overcharging many passengers. Caltrain can't have it both ways!
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	
900	6/3/17	
901	6/4/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	This is my only chance to get a discounted fare with my usage frequency (12days/month). I think it is too harsh to remove all discounted pricing for any but the hardcore riders (ie anybody riding more than 13 or 15 days/month with a monthly pass). It's already extremely expensive compared to most other metropolitan regions in the world, so please do not remove those options. Also, i am pretty sure this would discriminate against most poor riders instead of the rich ones who might not care. Please be careful about inclusion !
873	6/2/17	
874	6/2/17	I find this ticket useful. Eliminating it will only upset passengers that ride frequently but not enough to afford purchasing the Monthly Pass.
875	6/2/17	
876	6/2/17	I think it would be beneficial to state why the price increases, when the last increase took effect prior to these proposed, and what the increases are for. The trains we have been riding are recycled (meaning old and out of service until a need is presented), are rarely cleaned, breakdown from time to time due to maintenance issues. It doesn't seem that the price increase will do anything for your customers.
877	6/2/17	
878	6/2/17	8 ride should be valid longer than 30 days.
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	
885	6/2/17	
886	6/2/17	
887	6/2/17	The Clipper implementation of 8 tide should be improved instead (I.e. Make them last 12 months instead of 30 days, etc.
888	6/2/17	Clipper implementation is flawed. Fix that instead (e.g. Make 8 rides last 12 months instead of 30 days)
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	For many people we do not have to go to the office everyday 8 ride is perfect. If you don't provide this discount vehicle. We should drive and not take the train at all
900	6/3/17	
901	6/4/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	
873	6/2/17	
874	6/2/17	
875	6/2/17	
876	6/2/17	I think it would be beneficial to state why the price increases, when the last increase took effect prior to these proposed, and what the increases are for. The trains we have been riding are recycled (meaning old and out of service until a need is presented), are rarely cleaned, breakdown from time to time due to maintenance issues. It doesn't seem that the price increase will do anything for your customers.
877	6/2/17	
878	6/2/17	
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	
885	6/2/17	
886	6/2/17	
887	6/2/17	
888	6/2/17	
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	The price increases are way too high!!!
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	
900	6/3/17	
901	6/4/17	

		Zone Fare Increase
No.	**Date**	**Comments**
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	
873	6/2/17	
874	6/2/17	
875	6/2/17	Should change to distance based (station to station) pricing.
876	6/2/17	I think it would be beneficial to state why the price increases, when the last increase took effect prior to these proposed, and what the increases are for. The trains we have been riding are recycled (meaning old and out of service until a need is presented), are rarely cleaned, breakdown from time to time due to maintenance issues. It doesn't seem that the price increase will do anything for your customers.
877	6/2/17	
878	6/2/17	
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	It makes people go back to driving.
885	6/2/17	
886	6/2/17	
887	6/2/17	Charge clipper passengers by station, zones should be maintained at most only for paper tickets. Charging by actual distance will be a fairer method.
888	6/2/17	Zones are a relic of the past and Clipper passengers should be charged by actual station. Zones make sense, at most, for paper tickets.
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	Caltrain is already very expensive.
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	Why increase price you do give superior service.. most times we don't even get a seat
900	6/3/17	
901	6/4/17	

		Pilot Program
No.	**Date**	**Comments**
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	
873	6/2/17	
874	6/2/17	Especially after cutting weekend service from 60 minutes to 90 minutes this is the least you can do to help mitigate impacts from your service cuts.
875	6/2/17	
876	6/2/17	
877	6/2/17	
878	6/2/17	
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	Prices should be the same for all times
885	6/2/17	
886	6/2/17	
887	6/2/17	
888	6/2/17	
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	Why would caltrain give pricing discounts to weekend travelers over its weekly commuters? This seems very wrong to me. It should be the other way around. If you don't want to piss people off I suggest you call it peak and non-peak fares.
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	
900	6/3/17	
901	6/4/17	

		General
No.	**Date**	**Comments**
869	6/2/17	To Whom it May Concern, I am wondering: if you have record-breaking ridership demand, but you have cut back the number of trains you run, such that almost every train seems to be standing room only, don't those revenues help with your operating budget? That is not even mentioned in your introductory page to the fare increase.
870	6/2/17	Hi, I wanted to give some suggestions regarding the proposed fare increase. The first is, have you considered increasing fares but introducing a new "low income" tier that has the same fare as currently. People could self select this option at the ticket machine or when buying a pass. This new low income tier would not be defined or enforced, so people who feel economically pressured could pay a lower rate. But I would think that most people who have the means to pay the standard rate would do so. The second suggestion is to investigate increasing ancillary revenue. This has allowed the airline industry to make large amounts of revenue even when they lose money on fares. You could have caltrain employees on the train sell coffee, wine, beer and other food items, which would increase revenue. I saw this happen in a train to Denmark and it seemed like a good idea. Also I know this might be unpopular you could place a small charge on bikes, such as $1. Currently someone might be a short walking distance from the station to work but still bring a bike, causing someone else who needs a bike to get to work due to the distance to get bumped. So there is no disincentive to bringing a bike even though bikes take up valuable space on the train. Since you charge for bike lockers it seems like you should be charging for bike space on the train as well. Also I read about possibly making a normal lane on 101 into an express lane. If this becomes a paid lane perhaps it would be prudent to push for make this additional revenue source pay for caltrain fares.
871	6/2/17	
872	6/2/17	
873	6/2/17	
874	6/2/17	
875	6/2/17	Fare between zone boarder is already too expensive. I lives in nearby Lawrence Station but travel to Downtown Sunnyvale is too expensive because of Zone boarder.
876	6/2/17	
877	6/2/17	
878	6/2/17	Service has been better this year (and fewer disruptions though seemingly more broken trains) and the six cars are awesome but the real time signs at stations are wrong so often they just add more confusion. Also twitter feed has gone downhill and could be more timely.
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	This is an greedy proposal. Didn't you just raised the fare not too long ago
885	6/2/17	
886	6/2/17	
887	6/2/17	
888	6/2/17	Abolish zones, charge by station (entirely doable through clipper)
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	
894	6/2/17	
895	6/2/17	Making it more expensive will just make people get in there cars....lose lose situation for caltrain and 101/280
896	6/3/17	
897	6/3/17	Please consider extending service down to Salinas in the future in order to help spur transit oriented development along the Coast Line. Given the electrification coming soon, having rolling stock available for these services should be more than possible.
898	6/3/17	
899	6/3/17	
900	6/3/17	
901	6/4/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
902	6/4/17			x	2	x			4		x		6			x	3	x			1		x		5
903	6/5/17		x		4	x			3			x	1		x		5	x			2	x			6
904	6/5/17	x			2		x		6	x			3	x			4		x		5	x			1
905	6/5/17	x			1	x			3			x	4	x			2	x			5		x		6
906	6/5/17		x		5		x		6		x		4		x		1		x		3	x			2
907	6/5/17	x			1		x		4		x		6	x			3	x			5	x			2
908	6/5/17			x	2		x		4		x		6		x		3	x			1	x			5
909	6/5/17	x			1	x			6		x		5	x			3	x			4	x			2
910	6/5/17			x	3		x				x				x				x		1	x			2
911	6/5/17			x	3		x		5		x		6		x		4	x			2	x			1
912	6/5/17		x		2		x		6	x			1		x		5		x		3		x		4
913	6/5/17	x			1	x			2		x		6	x			3	x			5	x			4
914	6/5/17	x			2		x		6	x			1		x		5		x		3		x		4
915	6/5/17		x		1		x		2		x		3		x		4		x		5			x	6
916	6/5/17		x				x					x	3		x			x			2	x			1
917	6/5/17		x		4		x		6			x	1		x		3		x		5			x	2
918	6/5/17	x			1		x		3		x		5		x		6		x		4		x		2
919	6/5/17			x	2		x		5		x		3		x		6			x	4			x	1
920	6/5/17	x			1		x		6		x		3		x		4		x		5		x		2
921	6/5/17		x		5		x		4		x		3		x		6		x		2	x			1
922	6/5/17			x	5		x		6	x			3	x			1	x			2			x	4
923	6/5/17	x			5		x		6	x			3	x			2	x			1	x			4
924	6/5/17			x	4		x		3		x		6		x		5			x	2	x			1
925	6/5/17	x			1		x		6		x		5		x		4	x			3	x			2
926	6/5/17		x				x				x				x		2		x		3			x	1
927	6/5/17		x		5			x	3			x	1		x		4			x	2		x		6
928	6/5/17			x	3		x		5		x		1		x		6		x		4		x		2
929	6/5/17			x	2			x	1		x		6	x			4			x	3			x	5
930	6/5/17			x				x				x				x			x					x	
931	6/5/17	x			1	x			2		x		6		x		3			x	5			x	4
932	6/5/17	x			1		x		5			x	6	x			3	x			2	x			4
933	6/5/17	x					x		6	x			1	x			3	x			2		x		4
934	6/5/17	x			3		x		6		x		4	x			1	x			2		x		5
935	6/5/17	x			2	x			6	x			1	x			5	x			4	x			3
936	6/5/17			x	4		x		6			x	3	x			1		x		5	x			2

		Go Pass Increase
No.	**Date**	**Comments**
902	6/4/17	
903	6/5/17	It is too much. Consider 10-20% increase.
904	6/5/17	
905	6/5/17	In addition it would be nice to allow discounts to employers based on the number of Go passes they purchase.
906	6/5/17	
907	6/5/17	
908	6/5/17	It seems like the Go Passes are an incredible deal as is...so Agree that there's room there to increase fares...but the overall fare increase does seem a bit high.
909	6/5/17	
910	6/5/17	
911	6/5/17	
912	6/5/17	
913	6/5/17	
914	6/5/17	
915	6/5/17	Increased fares without improving service. No free wi-fi, trains break down and trains at ssf every hour. Need more trains at ssf
916	6/5/17	
917	6/5/17	
918	6/5/17	
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	
923	6/5/17	
924	6/5/17	I don't use this pass.
925	6/5/17	It should probably even be more. I don't know as much about this in the sense that the per person price is regardless of how many zones? In any case, I feel like this area should see the largest increase (which I suppose it is) because the employer could then split the cost of the Pass with the employee. Otherwise, employees whose employers do not offer the Pass end up shouldering more of the burden of the fare increases. Unless Caltrain's goal is to just transport software engineers and some financial people.
926	6/5/17	
927	6/5/17	
928	6/5/17	
929	6/5/17	
930	6/5/17	
931	6/5/17	
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
902	6/4/17	
903	6/5/17	
904	6/5/17	Rates are going up for me around 20% which is an outrage. 5-10% seems reasonable but 20% is not fair to your ridership.
905	6/5/17	I wouldn't mind paying the increment for monthly passes if I can experience the difference in service as and when the hike happens. A increased frequency of train services could attract more commuters.
906	6/5/17	This increase will make me drive. The delayed trains and constant breakdowns do not justify an increase
907	6/5/17	
908	6/5/17	If 8-ride passes are removed, then I think the fare increase should be less drastic. Base on 14 days vs 15 days. If 8-ride passes are kept, then it seems ok to increase more drastically although obviously still not ideal for the actual riders.
909	6/5/17	
910	6/5/17	Parking fee increases should not occur until you can expand capacity at all Caltrain parking lots. I am not going to pay more for "no available parking".
911	6/5/17	
912	6/5/17	For someone who has no other way to get to san Fransisco- the fare change would be dramatic. This would makethe first 2 hours of my work day free, just to pay off getting to work. I understand caltrain needs funding, but dont punish the loyal people who have used the services. we may need to find other ways to get to work for the same prices..
913	6/5/17	
914	6/5/17	
915	6/5/17	Stop in creasing the prices
916	6/5/17	
917	6/5/17	
918	6/5/17	
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	This is a big increase for commuters who depend on caltrain and have no other choice. If you travel for work, it makes it difficult to justify having the pass, and will probably push some commuters to drive
923	6/5/17	So much more for people in 4+ zones. Super unfair
924	6/5/17	My commute already costs a lot because I have to take both caltrain and BART every day.
925	6/5/17	Looking at the 2-4 zones price increases, you are proposing a 20% increase in cost. This seems too high for me. Again the $0.25 per zone increase seems like a fairer fare increase at this time. I feel like you are raising prices to the point where it is cheaper to drive than take the train. Is the only point of the train convenience now? For those not fortunate enough to have a good paying job, how are they suppose to get themselves to work?
926	6/5/17	See above: that's ridiculously expensive. Make us pay more for the weekend travel if you are really concerned.
927	6/5/17	
928	6/5/17	This is getting increasingly more expensive than driving to work. If anything, loyal monthly users should get a small discount and day passes should be more expensive.
929	6/5/17	
930	6/5/17	
931	6/5/17	While any fare increase is frustrating, this does seem reasonable. Perhaps implementing it in a gradual fashion (based on 14 days a month, then 15) would help.
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
902	6/4/17	I have a biased opinion, as I use this pass frequently. The ticket price itself should increase based on the general increase of fares, but not entirely eliminated.
903	6/5/17	
904	6/5/17	
905	6/5/17	
906	6/5/17	WHY?!? Some people do not take the train full time Idiots... you guys really are
907	6/5/17	
908	6/5/17	If the monthly pass is increased, then I think the 8-ride tickets should remain available for people who aren't commuting as frequently but still on a regular basis.
909	6/5/17	
910	6/5/17	
911	6/5/17	
912	6/5/17	
913	6/5/17	
914	6/5/17	
915	6/5/17	Makes it less convient for rides who ride aa much. Forcing people to buy a monthly pass instead.
916	6/5/17	
917	6/5/17	
918	6/5/17	There are quite some commuters who commute work not on a daily basis (i.e. commute 2-3 times a week) which also helps the number of passengers Caltrain has to take care everyday. These commuters usually utilize 8-rides and it would impact them a lot in view of commuting cost burdens if 8-ride disappears. When you make fare adjustment, you have to consider the impact not to be focused heavily on certain group of people, rather the impact to be on generally to everyone little by little.
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	The pass never offered much of a discount, and was unwieldy
923	6/5/17	
924	6/5/17	
925	6/5/17	The prices are higher for day pass and when buying from the TVM to promote using Clipper. There should be an option in between buying every day and a monthly pass. I have not never understood why the 8-ride pass was not a 10-ride pass?
926	6/5/17	Guys - people use it. When a bike commuter who needs a train, the 8 ride ticket is the solution.
927	6/5/17	
928	6/5/17	
929	6/5/17	Why!? Why would y'all get rid of this!? I go between San Jose and San Francisco about twice a week. 8 ride pass is appropriate. But I will stop riding Caltrain and take Bart to the East Bay (and a bus) if the 8 ride pass is eliminated.
930	6/5/17	
931	6/5/17	I see no reason to eliminate the 8 ride entirely. Make it a 10 ride and valid for 60 days. even if there's a price increase, so long as it costs less than the 1 way ticket it will be frequently used. Without the 8 ride, I don't know if I'd still take caltrain.
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
902	6/4/17	
903	6/5/17	There is not enough parking place despite paying monthly parking fees of $55/ month. It is not appropriate to increase the price if there is no plan to provide guaranteed spot for monthly parking members. It is frustrating to go round and rounds to find parking with valid monthly parking.
904	6/5/17	
905	6/5/17	A jump to $82.50 might be an overkill, but if possible letting stay under $70.00 would ensure that regular passengers do not deter because of the increased fares.
906	6/5/17	
907	6/5/17	
908	6/5/17	Parking is already so hard to get...you can't even get parking at Diridon after 6:50am. Also I think it seems more justifiable to increase actual transit fares more drastically and if needed, increase parking fees in a lesser form...ie 11-12 days per month.
909	6/5/17	
910	6/5/17	Strongly disagree. First fix the capacity problem in Caltrain parking lots
911	6/5/17	
912	6/5/17	People rely on this as their main form of transportation. We take this option because we do not have other means to get to work. You are trying to raise prices for the hard working class who 30 dollars in parking is 2 meals to fed my family.
913	6/5/17	
914	6/5/17	
915	6/5/17	Too high of an of an increase. Stop over charging people
916	6/5/17	
917	6/5/17	
918	6/5/17	This is too much an increase of parking fee happening all at once.
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	
923	6/5/17	
924	6/5/17	
925	6/5/17	I am ok with parking increases, but they should probably match the number of days the monthly pass is based off of, and I am not in favor of increasing that.
926	6/5/17	298 for a zone pass from San Jose to SF???? Are you kidding me? That's a 20% increase. That's absolutely ridiculous. Public transportation needs to be accessible. This makes it not so.
927	6/5/17	
928	6/5/17	Your proposed increase would make it even more expensive than semester parking permits at SJSU.
929	6/5/17	
930	6/5/17	
931	6/5/17	that's a huge price jump. base it on 13 days a month for a year, then increase to 15 days a month.
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

		Zone Fare Increase
No.	**Date**	**Comments**
902	6/4/17	Costs need to be covered. But this should be done across the entire body. Instead of just increasing fair prices, I would also ask that Caltrain personnel performs more frequent checks for valid tickets. Paper tickets are being abused these days, and should be marked with a valid barcode.
903	6/5/17	
904	6/5/17	
905	6/5/17	This may be an overkill along with the other hikes.
906	6/5/17	
907	6/5/17	
908	6/5/17	
909	6/5/17	
910	6/5/17	
911	6/5/17	
912	6/5/17	
913	6/5/17	
914	6/5/17	
915	6/5/17	Taking away free parking around the station at sunnyvale is just wrong. No where to park for free.
916	6/5/17	
917	6/5/17	
918	6/5/17	
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	Seems like a reasonable fair increase
923	6/5/17	
924	6/5/17	
925	6/5/17	This seems like a more reasonable increase, assuming you keep the monthly pass based on 13 days a month.
926	6/5/17	
927	6/5/17	
928	6/5/17	
929	6/5/17	
930	6/5/17	
931	6/5/17	this would suck, but if it's financially necessary there's not much else to do.
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

		Pilot Program
No.	**Date**	**Comments**
902	6/4/17	
903	6/5/17	
904	6/5/17	
905	6/5/17	A discount on the Day Pass sounds reasonable, but for one way and clipper cash value will not be in the best interest of Caltrain.
906	6/5/17	
907	6/5/17	
908	6/5/17	
909	6/5/17	
910	6/5/17	
911	6/5/17	
912	6/5/17	
913	6/5/17	
914	6/5/17	
915	6/5/17	
916	6/5/17	
917	6/5/17	
918	6/5/17	
919	6/5/17	
920	6/5/17	
921	6/5/17	This actually makes sense given the severe reduction in service and flexibility offered to evening and weekend riders.
922	6/5/17	This puts monthly pass holders who sometimes ride the train at off hours at a disadvantage, and does not provide an incentive for them to ride crowded trains. On the other hand, I can see why caltrain would want people on these trains
923	6/5/17	
924	6/5/17	This is a great idea. This would encourage more people to take Caltrain during non commute hours.
925	6/5/17	It makes sense to prorate the cost of the ticket based on off-peak trips ... I'm not sure how hard this would be to implement.
926	6/5/17	
927	6/5/17	
928	6/5/17	Provide discounts to your loyal riders using it every week. Raise prices for riders that use it less frequently.
929	6/5/17	How big are these discounts? Doesn't sound like enough.
930	6/5/17	
931	6/5/17	my opinion depends on how the pilot program would work
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

		General
No.	**Date**	**Comments**
902	6/4/17	
903	6/5/17	
904	6/5/17	
905	6/5/17	The frequency of services if increased could result in increased ridership. The current schedules may not be fitting the needs of all commuters who opt out currently.
906	6/5/17	A lot of people take caltrain because it's easier than driving. Increasing fares that much will have a negative effect on your revenue
907	6/5/17	
908	6/5/17	
909	6/5/17	
910	6/5/17	Fix the service issues before charging commuters for packed trains, rude conductors and inadequate capacity on board and in parking lots. This is one of the worst transit systems I have seen in a major metro area!
911	6/5/17	
912	6/5/17	
913	6/5/17	Huge thank you for all you guys do!
914	6/5/17	
915	6/5/17	Free wi fi. Bigger trains or more trains. They are overcrowded. Trains break down too often
916	6/5/17	
917	6/5/17	
918	6/5/17	Most people using Caltrain do not aware of this proposed fare change, whereas the change is not small (pretty big change, impacting them a lot on a daily basis). You should improve the communication in terms of publicizing this to the public.
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	
923	6/5/17	
924	6/5/17	Please work as quickly as possible on the electrification project. Caltrain has too many delays because of old broken down trains. My commute is delayed too often by broken trains.
925	6/5/17	
926	6/5/17	I refuse to think that you need more money as your ridership is at an all time high. So why the fare changes????? Seriously.
927	6/5/17	Some of these price hikes like the GoPass are hefty all at once. A 50% hike is a lot!
928	6/5/17	
929	6/5/17	Need a weekday midday limited.
930	6/5/17	
931	6/5/17	
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
937	6/5/17	x			1		x		6			x	5			x	2			x	3			x	4
938	6/5/17		x		4		x		2		x		3			x	1		x		5			x	6
939	6/5/17			x			x					x				x			x			x			
940	6/5/17		x					x		x				x				x			1		x		6
941	6/5/17		x		3		x		4		x		2		x		1		x		5			x	6
942	6/5/17			x	1	x			4			x	5			x	3		x		6	x			2
943	6/5/17		x				x			x					x			x					x		
944	6/5/17	x			1		x		6		x		4		x		5	x			3	x			2
945	6/5/17	x			1		x		6		x		3		x		5	x			2	x			4
946	6/5/17	x			1		x		6	x			3			x	4	x			2			x	5
947	6/5/17		x		3		x		4		x		6	x			1		x		5		x		2
948	6/5/17		x		2		x		1			x	6		x		3	x			4			x	5
949	6/5/17		x				x				x				x				x			x			
950	6/5/17	x			1	x			3		x		6	x			4	x			2	x			5
951	6/5/17		x				x					x			x				x			x			
952	6/5/17			x	1		x		6			x	4	x			2		x		5			x	3
953	6/5/17		x		4		x		5			x	2		x		3		x		6	x			1
954	6/5/17		x				x				x				x					x		x			
955	6/5/17			x	3		x		6		x		5		x		4	x			1			x	2
956	6/5/17		x				x					x		x				x						x	
957	6/6/17		x		6		x		3			x			x		5			x	2			x	1
958	6/6/17	x			1	x			3			x	5	x			2	x			4			x	6
959	6/6/17	x			1		x		5			x	2		x		6	x			4	x			3
960	6/6/17	x			2		x		5	x			4	x			3		x		6	x			1
961	6/6/17		x		1		x		6		x		3		x		2		x		4		x		5
962	6/6/17	x				x				x					x			x				x			
963	6/6/17		x				x				x			x					x			x			1
964	6/6/17	x			1		x					x			x			x				x			
965	6/6/17			x	1	x			3			x	5	x			4	x			2	x			6
966	6/6/17	x			1		x		6		x		5	x			2			x	4			x	3
967	6/6/17			x	1		x		6		x		2			x	5		x		3		x		4
968	6/6/17			x	4	x			3			x	5	x			2		x		6	x			1
969	6/6/17		x		3		x		4		x		5		x		6			x	2			x	1
970	6/6/17	x			1		x		4		x		3		x		5		x		2	x			6
971	6/6/17	x			1			x	5			x	4		x		6	x			2	x			3
972	6/6/17		x				x				x				x				x			x			
973	6/6/17		x		5		x		2		x		4	x			1		x		6	x			3

		Go Pass Increase
No.	**Date**	**Comments**
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	Please do not do this :(
942	6/5/17	
943	6/5/17	
944	6/5/17	
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	A 50% increase is unsupportable. How can you propose a 50% increase when inflation is 2%?
958	6/6/17	
959	6/6/17	I think this price should be higher. If the Go Pass fare is increased to $285 per person per year, that amounts to only $23.75 per month. That's way too low! I have been commuting on Caltrain for almost 4 years now and I have definitely seen an increase in the number of young, tech workers who ride Caltrain. Their employers are the ones that likely are able to afford a Go Pass plan for their employees and as such, they should be able to pay MORE to have this benefit. I propose that the Go Pass fare should increase by at least 100% and continue to do so in future years. Employers who can afford to pay for commute expenses for their employees should pay for more of the congestion on the trains.
960	6/6/17	
961	6/6/17	The fare increase is too and I will take another mode of transportation instead of Caltrain
962	6/6/17	
963	6/6/17	You incompetent people! The trains are running late most of the time and you want to increase the fair?!! Are you kidding?!!
964	6/6/17	
965	6/6/17	
966	6/6/17	Should increase by more
967	6/6/17	
968	6/6/17	
969	6/6/17	Not worth it.
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	50% is really, really steep and sudden

		Monthly Pass Multiplier
No.	**Date**	**Comments**
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	
942	6/5/17	
943	6/5/17	
944	6/5/17	A 20% increase is not acceptable. The Gopass for employers is very cheap per participant (they are getting a years with for the cost of a month?). You're penalizing people whose companies don't have such programs.
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	
958	6/6/17	
959	6/6/17	First off, this is confusing unless you give an example like a monthly pass for 1 zone is $96 making each two-way ride $6.40 for 15 days per month. Second, the average number of working days in 2017 is about 23. Half of that is figure is 11.5, so I think it makes sense to base the monthly pass prices on 13 days of the month since that is closer to half of the working days in a month. There are plenty of commuters that don't ride the train every day (they may be working from home or carpooling or biking to work) so it doesn't make sense for them to have a monthly pass if it is cheaper to buy a separate one-way ticket EVERY TRIP.
960	6/6/17	
961	6/6/17	
962	6/6/17	
963	6/6/17	
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	You're essentially eliminating the incentive for people to buy monthly passes who commute 4 days a week. I left the monthly pass because I realized if there was a holiday in any given month, I took any days off, etc., I was losing money and the net benefit of over paying by a day in a couple of months on standard fare outweighed leaving money on the table with a monthly pass. That will only escalate when you increase the number of days. Additionally, this takes a 4 zone fare above $250 (to ~$290) which is over the FEDERAL COMMUTER DISCOUNT THRESHOLD and INSANE and CHEAPER FOR ME TO TAKE SCOOP or CARPOOL. seriously guys? This is insane...
968	6/6/17	Monthly passes would still be a good deal for the everyday commuter so I think this is fine.
969	6/6/17	This is not a good way of basing it. The price increase is insane.
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	This is useful for people who need the Caltrain for only a certain period of time and it is unfair to get rid of this option, especially since I have no idea how to obtain a Clipper card.
942	6/5/17	
943	6/5/17	
944	6/5/17	You're making it inconvenient for people who don't travel as much as a monthly pass.
945	6/5/17	
946	6/5/17	
947	6/5/17	No! this is the ticket I purchase since I can't afford a monthy.
948	6/5/17	
949	6/5/17	
950	6/5/17	For riders who only commute via Caltrain a few times a week, this is the only feasible option. Furthermore, consumers in all industries are, and should be incentivized to "buy in bulk". This is a fundamental economic avenue that is mutually beneficial both sellers (steady revenue, viability, predictability, etc.) and buyers. The 8-ride ticket is that basic economic standard. Caltrain should not punish those of us that don't need the all-you-can-eat monthly pass.
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	
958	6/6/17	
959	6/6/17	
960	6/6/17	
961	6/6/17	
962	6/6/17	
963	6/6/17	
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	
968	6/6/17	
969	6/6/17	I don't make a huge use of Caltrain (to get a monthly pass) so this majorly impacts me. Don't agree at all.
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	Please, please, prevent this change, as I am already barely affording the $55/month and it would be extremely difficult to have to go out and find alternative parking and possibly having to walk a mile to the station. Could you explain the logic behind this change? Would we have to pay less frequently?
942	6/5/17	
943	6/5/17	
944	6/5/17	
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	Again, a 50% increase? Unsupportable!
958	6/6/17	
959	6/6/17	Why are parking prices going up 50%? That's pretty significant. Considering that most people utilize the parking for the "first mile" portion of their trip and rely on transit for the duration of their commute, it seems like it is punishing those who want to take transit but need to drive to the train station to do so. For me, I drive to the train station to take the train even though I have FREE parking at work. But I choose not to drive to work every day because I support alternative transportation. By increasing the parking prices to $82.50, you're creating a barrier for folks to take transit and creating an incentive to drive to work, especially if parking at work is cheaper than at Caltrain!
960	6/6/17	
961	6/6/17	
962	6/6/17	
963	6/6/17	
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	
968	6/6/17	This would encourage people to take other forms of transportation to the train which I think is fine.
969	6/6/17	This is not a good way of basing it. The price increase is insane.
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	

		Zone Fare Increase
No.	**Date**	**Comments**
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	
942	6/5/17	
943	6/5/17	
944	6/5/17	
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	
958	6/6/17	
959	6/6/17	
960	6/6/17	
961	6/6/17	
962	6/6/17	
963	6/6/17	You incompetent people! The trains are running late most of the time and you want to increase the fair?!! Are you kidding?!!
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	
968	6/6/17	The base fare is already high and is slowly getting to the point where driving would be cheaper especially for more than one person. These changes would make it harder to justify taking the train. I think all the other changes make at least a little sense but this raises the price too much at once for every trip.
969	6/6/17	If this is needed that is fine.
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	Keep fares for riders low!

		Pilot Program
No.	**Date**	**Comments**
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	
942	6/5/17	
943	6/5/17	
944	6/5/17	
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	
958	6/6/17	Would like more information before providing an opinion.
959	6/6/17	
960	6/6/17	
961	6/6/17	Does not affect me
962	6/6/17	
963	6/6/17	
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	So you'll make it cheaper for weekend riders, but obviously not the people who take it during peak hours? I understand load balancing, maximizing capacity, etc., but again, you're just annoying regular riders who will find other ways to commute if you keep increasing fares like this.
968	6/6/17	This is a great idea since especially on weekends caltrain is too expensive to take for a family outing to SF and since there's no traffic its hard to justify not driving. Making it cheaper would do a lot to encourage more people to take caltrain during these times.
969	6/6/17	
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	

		General
No.	**Date**	**Comments**
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	More bike space
941	6/5/17	
942	6/5/17	
943	6/5/17	
944	6/5/17	
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	You just got funding and now want more?
957	6/6/17	
958	6/6/17	I would like to encourage CalTrain to institute point-to-point pricing rather than zone pricing - that is, pay specifically from on destination to another rather than from one group/zone of destinations to another group/zone.
959	6/6/17	It would be nice if the new electrification trains had Wi-Fi
960	6/6/17	
961	6/6/17	
962	6/6/17	
963	6/6/17	You incompetent people! The trains are running late most of the time and break down sooo often and you want to increase the fair?!! Are you kidding?!!
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	
968	6/6/17	
969	6/6/17	
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
974	6/6/17		x		2			x	3		x		5		x		4		x		6		x		1
975	6/6/17			x	2		x		6	x			3			x	1		x		5		x		4
976	6/6/17	x				x				x				x				x				x			
977	6/6/17	x			1		x		4	x			3		x		6		x		5		x		2
978	6/6/17			x			x		1			x	4			x			x		2			x	
979	6/6/17			x	3		x		6	x			2			x	4	x			1		x		5
980	6/6/17			x			x					x				x			x					x	
981	6/6/17		x		5			x	4			x	2		x		6			x	1			x	3
982	6/6/17	x					x				x				x			x				x			
983	6/6/17	x			4			x	3		x		6			x	5	x			2	x			1
984	6/6/17	x					x					x		x				x				x			
985	6/6/17		x		6		x		3		x		4		x		5			x	2			x	1
986	6/6/17		x		5		x		6		x		2		x		3		x		4	x			1
987	6/6/17	x				x				x					x			x				x			
988	6/6/17	x			3		x		6			x	5	x			2	x			1	x			4
989	6/6/17		x		4		x		6		x		3		x		5	x			1	x			2
990	6/6/17	x			2		x		4	x			1		x		5		x		3			x	6
991	6/6/17	x			4		x		1		x		2	x				x				x			
992	6/6/17			x			x				x				x			x						x	
993	6/6/17	x			1		x		6		x		5	x			3	x			2	x			4
994	6/6/17			x			x				x				x				x					x	
995	6/6/17			x	6		x		1		x		2		x		5		x		3		x		4
996	6/6/17			x	4		x		6			x	1		x		5		x		2			x	3
997	6/6/17		x		5	x			3	x			1			x	2		x		6	x			4
998	6/6/17		x		3		x		4		x		6		x		2		x		5	x			1
999	6/6/17			x	5		x		6			x	2		x		3	x			1	x			4
1000	6/6/17		x		3		x		4			x	1		x		5		x		6	x			2
1001	6/6/17		x				x				x				x		1		x			x			2
1002	6/6/17	x			2	x			4	x			3	x			5		x		6	x			1
1003	6/6/17		x		5			x	4			x	2		x		6			x	1			x	3
1004	6/6/17			x	2		x		6		x		5		x		3		x		1			x	4
1005	6/6/17			x	2	x			4		x		6			x	1	x			3			x	5
1006	6/6/17			x	2		x		5		x		4		x		3		x		6	x			1
1007	6/6/17			x	4	x			5			x	2		x		3		x		6			x	1

		Go Pass Increase
No.	**Date**	**Comments**
974	6/6/17	
975	6/6/17	
976	6/6/17	
977	6/6/17	
978	6/6/17	
979	6/6/17	
980	6/6/17	
981	6/6/17	
982	6/6/17	
983	6/6/17	
984	6/6/17	This should be 50% of normal monthly fares (yearly)
985	6/6/17	This hits your most loyal riders. Small fare increase may be OK, but 50% is a big jump in price.
986	6/6/17	Too expensive!
987	6/6/17	
988	6/6/17	
989	6/6/17	This severe increase distracts employers from leveraging the train. This will result in a net loss in the usage of the Go Pass Program. This is opposite from what is desired in increasing public transit usage.
990	6/6/17	
991	6/6/17	
992	6/6/17	
993	6/6/17	It's a very steep increase. Why can't increase be spread over 2-3 years?
994	6/6/17	
995	6/6/17	I don't care since I don't get this benefit.
996	6/6/17	
997	6/6/17	Didn't CalTrain just get approved for the first $110 M of a $673M electrification funding from the federal government? Why the necessity for fare increases then at this time with this news?
998	6/6/17	Are you trying to kill corporate subsidies and therefore discourage ridership? Bad idea.
999	6/6/17	
1000	6/6/17	Again this will be a huge burden to my family
1001	6/6/17	Don't punish the riders who are doing SOV's a HUGE favor by reducing car congestion on the roads. Add an extra fee that'll fund public transit to all car annual car registration. Make the car drivers pay for this because they're the one that are complaining about traffic and train riders are making a huge difference to SOV driver commutes.
1002	6/6/17	good luck with that
1003	6/6/17	I would not subject to this if my employer still provides free GoPass to me.
1004	6/6/17	
1005	6/6/17	
1006	6/6/17	
1007	6/6/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
974	6/6/17	
975	6/6/17	
976	6/6/17	
977	6/6/17	
978	6/6/17	
979	6/6/17	Monthly passes are already pretty pricey. It will be encroaching upon the savings over driving currently had at today's pricing and fuel costs.
980	6/6/17	
981	6/6/17	
982	6/6/17	
983	6/6/17	
984	6/6/17	Fares in this category are going up too much. I see this as a way to decrease ridership
985	6/6/17	If you work from home only occasionally, then it starts to make using Cal Train monthly pass not as good an option.
986	6/6/17	Huge jump! I cannot afford it!
987	6/6/17	
988	6/6/17	
989	6/6/17	Fare increases should not exceed $255 pre-tax transit benefit. This fare increase puts a severe disadvantage to those who are only able to take the train because of this pre-tax benefit.
990	6/6/17	That's a huge increase. Are we going to see benefits from the increase in revenue you are receiving (e.g., more trains, wifi, etc.)?
991	6/6/17	
992	6/6/17	I want proper justification of each price increase. Why such a large % increase? And why the same time as Caltrain parking increases?
993	6/6/17	WOW. Combined with the $.25 increase, the monthly 3-zone pass goes up b y$41!!!! Are you crazy? Savings are further eroded by off peak discounts. Monthly pass no longer makes sense on months with major holidays. If more money is needed, then raise the base fare or zone upgrade.
994	6/6/17	
995	6/6/17	Once again, increasing the prices while providing terrible service, always late, always packed, always breaking down. A price drop is more warranted than a price increase. The only reason is because you guys have a monopoly. I literally have no other choice than to take Caltrain.
996	6/6/17	This is terrible. We should be encouraging more people to ride public transportation, not make it more expensive.
997	6/6/17	
998	6/6/17	Leave as is. You are driving up costs for those who don't have subsidies.
999	6/6/17	
1000	6/6/17	We are a family of 4 that use Caltrain so it will be to expensive to continue using Caltrain.
1001	6/6/17	Don't punish the riders who are doing SOV's a HUGE favor by reducing car congestion on the roads. Add an extra fee that'll fund public transit to all car annual car registration. Make the car drivers pay for this because they're the one that are complaining about traffic and train riders are making a huge difference to SOV driver commutes.
1002	6/6/17	
1003	6/6/17	
1004	6/6/17	
1005	6/6/17	Increasing the regular fares and then increasing the number of days on the monthly pass effectively is a double fare increase for these folks.
1006	6/6/17	
1007	6/6/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
974	6/6/17	8 ride pass is very useful for people only go to work 2 days a week.
975	6/6/17	
976	6/6/17	
977	6/6/17	
978	6/6/17	
979	6/6/17	
980	6/6/17	
981	6/6/17	
982	6/6/17	
983	6/6/17	This is the only discounted/ price-incentivized option for those who have varying schedules or who ride the Caltrain many but not most work days. This incentivizes people to use public transit and the significantly increased cost in riding for those who ride less than 4 days/ week will likely make it less appealing/feasible to take public transit
984	6/6/17	
985	6/6/17	This would discourage people from using the service more than infrequently. This says they ride it just shy of 2 weeks per month.
986	6/6/17	Inconvenient.
987	6/6/17	
988	6/6/17	
989	6/6/17	
990	6/6/17	
991	6/6/17	
992	6/6/17	There is good use for this and there is no reason to completely eliminate the service.
993	6/6/17	I use the 8-ride tickets on months where I'm on vacation and don't need a full monthly ticket. Do not get rid of it.
994	6/6/17	8 ride pass is a good option for those who only commute a few times a week.
995	6/6/17	Why would you do this?
996	6/6/17	
997	6/6/17	
998	6/6/17	For those of us who don't work for high tech, big corporations, government agencies or departments, and therefore don't qualify for subsidies, this is taking away an option that is needed. I don't have the cash flow to buy a monthly pass - I don't ride Caltrain every day. Bad idea. Please please think about the common people being edged out.
999	6/6/17	
1000	6/6/17	
1001	6/6/17	Don't punish the riders who are doing SOV's a HUGE favor by reducing car congestion on the roads. Add an extra fee that'll fund public transit to all car annual car registration. Make the car drivers pay for this because they're the one that are complaining about traffic and train riders are making a huge difference to SOV driver commutes.
1002	6/6/17	
1003	6/6/17	
1004	6/6/17	
1005	6/6/17	Increasing regular fares and eliminating 8 ride tickets means a huge double increase for those previously using 8 rides. The 8 ride ticket is an effective discount for those of us who are regular riders but not enough for a monthly pass.
1006	6/6/17	
1007	6/6/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
974	6/6/17	
975	6/6/17	
976	6/6/17	
977	6/6/17	$82.50 to park?? On top of the monthly pass? The total equals the place of rent for a ROOM in sacramento or similar areas. I rather drive now.
978	6/6/17	
979	6/6/17	
980	6/6/17	
981	6/6/17	Commuting is intended to be cost effective but $82 is the same price if not more than I would pay to park on campus if I chose to drive to work.
982	6/6/17	
983	6/6/17	
984	6/6/17	
985	6/6/17	
986	6/6/17	Too expensive!
987	6/6/17	
988	6/6/17	
989	6/6/17	This would make using public transit and result in net loss of ridership.
990	6/6/17	That's a huge increase. Are we going to see benefits from the increase in revenue you are receiving (e.g., security to monitor our cars, cameras, etc.)?
991	6/6/17	
992	6/6/17	Parking price should NOT increase the same time as Monthly pass price. It results in a total $60 increase, which is too much in one time
993	6/6/17	I feel like parking is cheap and given how full lots are, it's appropriate. Still, it's a steep jump to do all at once. Can it be phased in over 3 years?
994	6/6/17	I will no longer be using a monthly pass if this goes through. With current gas prices it does not make financial sense to buy a monthly pass a tthe proposed prices. I go 5 zones. I'm better off driving a few days and going on the train maybe 2 days to make the finances work out.
995	6/6/17	Again, why? Most of the time when I pay for the parking permit there aren't even any spaces. If you're going to increase the price, at least add more spaces. After all the previous price increases, I have not seen any extra spaces being added.
996	6/6/17	This is huge price increase that should not be forced on those who are trying to be eco-friendly.
997	6/6/17	
998	6/6/17	Caltrain is already giving up parking at numerous stations for Off the Grid weekly events. People who park in the Caltrain lots during the events don't pay - enforce it. And, it takes parking away from Caltrain riders.
999	6/6/17	
1000	6/6/17	
1001	6/6/17	I actually think you should increase it MORE than this. Make people take their bikes, bus or shuttle to the train. Increasing parking fees will encourage people to take an alternative mode. Parking is an aboslute waste of space and land.
1002	6/6/17	
1003	6/6/17	I strongly disagree with this since my employer do not reimburse or cover the cost for parking.
1004	6/6/17	
1005	6/6/17	
1006	6/6/17	
1007	6/6/17	

		Zone Fare Increase
No.	**Date**	**Comments**
974	6/6/17	
975	6/6/17	
976	6/6/17	
977	6/6/17	I already have to commute to get to work because I cannot afford to live near work, let alone another fare increase. Nickel and diming your riders is not fair and it hurts the economy.
978	6/6/17	
979	6/6/17	This is fair.
980	6/6/17	
981	6/6/17	
982	6/6/17	
983	6/6/17	
984	6/6/17	
985	6/6/17	
986	6/6/17	Too expensive!
987	6/6/17	
988	6/6/17	
989	6/6/17	
990	6/6/17	
991	6/6/17	
992	6/6/17	
993	6/6/17	
994	6/6/17	
995	6/6/17	You already know why.
996	6/6/17	
997	6/6/17	Again, the approval for monies for the electrification project should cover most, if not all, if the increased operating costs noted in the introduction.
998	6/6/17	Already increased in 2016. No increases are merited for unimproved service, poor station maintenance, and constant delays.
999	6/6/17	
1000	6/6/17	
1001	6/6/17	Don't punish the riders who are doing SOV's a HUGE favor by reducing car congestion on the roads. Add an extra fee that'll fund public transit to all car annual car registration. Make the car drivers pay for this because they're the one that are complaining about traffic and train riders are making a huge difference to SOV driver commutes.
1002	6/6/17	really need to rethink zone fares. travel from Millbrae to SSF by Caltrain is cost-prohibitive.
1003	6/6/17	
1004	6/6/17	
1005	6/6/17	
1006	6/6/17	
1007	6/6/17	

		Pilot Program
No.	**Date**	**Comments**
974	6/6/17	
975	6/6/17	Discounts should be reserved for those who are avid caltrain commuters & riders. It's ridiculous to offer a discount to someone who rarely uses the train.
976	6/6/17	
977	6/6/17	Discount the fares for people trying TO GO TO WORK. charge more or normal amount for tourists or weekend travelers since they do it less often and expect to pay.
978	6/6/17	
979	6/6/17	Why provide a discount for low ridership periods if seeking additional funds? Discontinue weekend service to release funds for the popular weekday, high volume times.
980	6/6/17	
981	6/6/17	
982	6/6/17	
983	6/6/17	
984	6/6/17	
985	6/6/17	
986	6/6/17	
987	6/6/17	
988	6/6/17	
989	6/6/17	
990	6/6/17	
991	6/6/17	
992	6/6/17	
993	6/6/17	Interesting, but I suspect the discount will be too low to make extra revenue and will result in monthly fares going up.
994	6/6/17	
995	6/6/17	Discount regular prices instead. Why are you increasing the prices, making the train SLOWER, not to mention being late pretty much 100% of the time I ride the train.
996	6/6/17	
997	6/6/17	But do not forget about your daily commuters. They, too, deserve consideration for reduced fares.
998	6/6/17	A little late in considering this, but better late than never.
999	6/6/17	
1000	6/6/17	
1001	6/6/17	Sure, whatever it takes to reduce the price regardless of the day and time to get SOV's off the road.
1002	6/6/17	empty seats don't generate revenue. discount it until you get to 75% capacity.
1003	6/6/17	
1004	6/6/17	
1005	6/6/17	Will this actually increase ridership? Or just worsen the deficit?
1006	6/6/17	
1007	6/6/17	

		General
No.	**Date**	**Comments**
974	6/6/17	The increase of fare will discourage people to take public transport to work and not good for the environment.
975	6/6/17	
976	6/6/17	ridiculous survey! you want to raise the fares, you're going to raise the fares regardless of this fake survey trying to make riders believe they have a say.
977	6/6/17	
978	6/6/17	
979	6/6/17	
980	6/6/17	Every work day, I ride Caltrain to San Francisco from Mountain View. This, in addition to the Muni pass that I need to get into the office cost me $290 a month. That is a lot of money. While I am not poor, I am not making the huge tech money that so many around here seem to make. I am thus very worried and disgusted that Caltrain would propose a 50% increase in the cost of the monthly pass. My company offers pre-tax transit costs, but does not pay for my costs. A 50% increase would be highly detrimental to my way of life and might make me consider changing my commuting habits away from Caltrain and toward driving to work. The vast majority of people commuting on Caltrain are not overpaid engineers but are instead normal people like me who cannot afford to be price gouged in this way. Please reconsider the price increase. This is a terrible idea that is bad for your customers and bad for Caltrain.
981	6/6/17	Please revise the PM southbound schedule. Need more bullet trains during peak hours.
982	6/6/17	
983	6/6/17	
984	6/6/17	
985	6/6/17	The evening train going to down to Morgan Hill gets pretty sparse. You either need to leave work early or take a very late train. Not very convenient. Our office is moving to Redwood City and Cal Train is the only method of transportation I would consider to the new location. But the lack of return times to Blossom Hill makes it a very long day.
986	6/6/17	
987	6/6/17	
988	6/6/17	
989	6/6/17	
990	6/6/17	
991	6/6/17	
992	6/6/17	
993	6/6/17	Why not first make parking price be based on 13 days like monthly ticket?
994	6/6/17	
995	6/6/17	Stop taking advantage of riders because you have a monopoly.
996	6/6/17	
997	6/6/17	Please see and respond to earlier comments left about recently served federal funding and how this is calculated into the plans for fare increases.
998	6/6/17	* Need better coordination with VTA and other transit agencies. * Survey riders more frequently - more like VTA (not that they are great but at least they survey and have a public face). * Do better for cycling commuters. * Take better care of handicapped riders. * Maintain stations. Don't just hose them down. When it rains, broom out the water so people can park. * Don't clog up parking spaces by Off the Grid events where people attending don't pay to park. * Do way better at customer service. No snark on @caltrain (the twitter account for status) and keep tweets to status - not Caltrain promotions. It's annoying.
999	6/6/17	
1000	6/6/17	
1001	6/6/17	I love the Caltrain! The conversation to increase prices on riders because of a lack of funds absolutely makes me sad because this is unfair to the riders who are doing everyone a favor by reducing congestion and creating less emissions and increasing Bay Area Air quality. This should actually be on the car drivers because we should be trying to get cars off the road and onto the train. Create a fee on annual car registration to gain the funds you need and maybe even push people to stop using their car. It doesn't make any sense at all for a train rider to get an increase and think, oh it's getting expensive so I'm going to get a car and join all the traffic. No! But it makes sense for a car driver to say, hm this is getting expense so I'll take the train and better my health by reducing stress levels and even save some money if I get rid of my car! Charge the car drivers not the helpful train riders.
1002	6/6/17	
1003	6/6/17	
1004	6/6/17	
1005	6/6/17	
1006	6/6/17	
1007	6/6/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1008	6/6/17			x	2	x			5			x	1		x		4		x		6	x			3
1009	6/6/17		x				x				x			x			2	x			1			x	
1010	6/6/17		x				x				x			x			2		x			x			1
1011	6/6/17		x		4		x		3		x		6		x		5		x		2	x			1
1012	6/6/17	x			1	x			3		x		6			x	4	x			2	x			5
1013	6/6/17		x		3		x		6	x			1		x		5		x		4	x			2
1014	6/7/17			x			x		6			x				x	2		x					x	3
1015	6/7/17		x		2		x		5		x		4		x		6		x		3	x			1
1016	6/7/17	x			1		x		5	x			2			x	4	x			3		x		6
1017	6/7/17		x				x			x					x				x				x		1
1018	6/7/17			x			x		6			x	3			x			x					x	2
1019	6/7/17		x		6		x		5		x		2		x		4		x		3	x			1
1020	6/7/17		x		5		x		6	x			1		x		4		x		3	x			2
1021	6/7/17			x	4		x		6		x		3		x		5	x			1	x			2
1022	6/7/17			x			x		6			x	4	x			2	x					x		5
1023	6/7/17			x	2			x	4		x		6	x				x				x			1
1024	6/7/17	x			1		x		6		x		2			x	4			x	3		x		5
1025	6/7/17			x	6		x		3		x		1			x	4		x		2			x	5
1026	6/7/17	x			6		x		3		x		4		x		1	x			5	x			2
1027	6/7/17		x				x				x				x				x			x			
1028	6/7/17		x			x			1	x				x			3	x				x			6
1029	6/7/17	x			1		x		5			x	4		x		6	x			2	x			3
1030	6/7/17		x		6			x	4			x	2			x	3		x		5	x			1
1031	6/7/17			x			x				x			x				x				x			
1032	6/7/17			x			x					x				x		x			1	x			
1033	6/7/17	x			2		x		5		x		4	x			1		x		6	x			3
1034	6/7/17		x		2		x		4		x		6		x		5		x		3	x			1
1035	6/7/17		x		4		x		1		x		3		x		5		x		6			x	2
1036	6/7/17		x			x					x				x				x			x			1
1037	6/7/17			x			x				x				x				x			x			
1038	6/7/17			x	3		x		5			x	2	x			1	x			4		x		6
1039	6/7/17		x		2		x		6		x		3		x		5		x		1		x		4

		Go Pass Increase
No.	**Date**	**Comments**
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	
1011	6/6/17	How much money you all need
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	
1015	6/7/17	
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	It's already way too expensive
1021	6/7/17	
1022	6/7/17	
1023	6/7/17	
1024	6/7/17	I dont know the origin or rationale for this but why do employers get this huge discount if they offer this to their employees? I guess the paying rider is subsidizing this. Why?????
1025	6/7/17	
1026	6/7/17	The people using these go passes work for companies that can afford the increase.
1027	6/7/17	
1028	6/7/17	
1029	6/7/17	
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	
1033	6/7/17	I do not have a Go Pass, why not?
1034	6/7/17	
1035	6/7/17	The fare is discounted from a single ride fare with monthly pass. Fare was just adjusted less than 6 months ago. Why increase again now? Why such a jump of 50%? Should I expect another 50% jump in less than 6 month down the road? It is unreasonable without legitimate reason of why.
1036	6/7/17	
1037	6/7/17	
1038	6/7/17	
1039	6/7/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	
1011	6/6/17	The rate that you have now is more then fair why raise it ?
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	The number of passes you will sell will decrease as you will drop many riders that the pass no longer makes economic sense for based on the number of rides they take a month. Has anyone done analysis on the demand elasticity of the Monthly Pass? For example many people I know work 4 day weeks in the office. The Monthly pass based on 15 days is no longer worthwhile.
1015	6/7/17	Cal train tickets are already expensive. Please don't increase the fair! So many people have to pay just to stand the whole way during their long commute!
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	The train service is already delayed and poor enough their is absolutely no justification for a fare increase. If anything you should be lowering it.
1019	6/7/17	
1020	6/7/17	
1021	6/7/17	The cost of a monthly pass is already too expensive for 2 zones. Tied with a potential increase in parking, my monthly fees for my commute to/from work will exceed $200, which is absolutely absurd. At this point, I may as well drive my car to work and pay for parking there.
1022	6/7/17	same service for more money??? How about every time there is a delate raider gets a refund.
1023	6/7/17	
1024	6/7/17	A 20% increase? What could justify that? Paying MORE to stand on a crowded train that is usually late? If as Caltrain says ridership is up, is it 30%?, how to justify this increase????
1025	6/7/17	I do not believe fares should be increased if the level of service is expected to be the same. I've noticed trains have been consistently late in the mornings at Sunnyvale and experienced three two+ hour commutes home in the past month due to mechanical issues. I understand that reliance is an all time high on the Cal-Train and the trains are old, but this proposals seem like punishment to those who consistently have supported and rely upon the Cal-Train system.
1026	6/7/17	People use Caltrain for their daily commute, so this just increases their travel expenses, but employers aren't giving them wage increases. So now it is more expensive to commute.
1027	6/7/17	Caltrain is at record ridership and just received $21M for upgrades. You don't need the money and more importantly, the value Caltrain provides has decreased significantly. Taken together, both fare increases result in a 20% increase. No longer cheaper than driving. Plus, the fees were just increased a year or so ago, and another is planned for next year?
1028	6/7/17	
1029	6/7/17	
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	For my commute that will increase the fare by OVER 20% which seems WAY OUT OF WHACK with inflation. That is like rental price increases which are leading to huge backlashes and calls for rent control. I understand the need to raise fares but 20% is HUGE!!! And his actually impacts your most loyal customers the most which feels like we are being treated like a captive audience. In fact you are raising the price TWICE on your most loyal customers. First by raising the zone rate and then increasing the # of days used to calculate the montly rate.
1033	6/7/17	Ridership is up, and trains are more crowded - but you want us to pay even more? I think not.
1034	6/7/17	
1035	6/7/17	No legitimate reason why fare needs to be increased when it was just raised less than 6 months ago.
1036	6/7/17	
1037	6/7/17	many people work from home part time or travel for business with some regularity. Making the pass based on 15 days would mean that it's actually financially disadvantageous to buy. Buying daily is a hassle. At some point it becomes simpler and cheaper to drive.
1038	6/7/17	You are already not meeting current rider type(bike) and quantity capacity. Increased ridership means more funds; prioritize that increased revenue to address maintenance. You are asking me to pay more for a service that is not currently delivering, further decreasing its value and increasing my likelihood to find alternative transportation.
1039	6/7/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	
1011	6/6/17	This options was a great help with my budget I could not afford the monthly pass . Now you guys are hiking the prices so high it's now cheaper for me to drive in to work or look for other options. Nickel and dime us commuters is absolutely ridiculous
1012	6/6/17	I use the 8-ride ticket and it's nice to have a small discount since I ride regularly, but not daily. After today where yet again another train broke down and it took me 2 hours to get to work, I don't see how you can dare increase fares. Service is already extremely unreliable and now you want me to pay more for the privilege. I can't really see how that works.
1013	6/6/17	
1014	6/7/17	I never found the 8 ride ticket to be valuable to begin with.
1015	6/7/17	
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	
1021	6/7/17	Eliminating the discounted 8-ride ticket will act as a deterrent for tourists and visitors who don't live in the area. I personally have had family visit and use this ticket, which whey were fans of.
1022	6/7/17	
1023	6/7/17	I use the 8-ride since I don't commute daily on Caltrain but about 3 days a week. We use to have 10 -ride and 20-ride tickets! Please DO NOT eliminate this. I know a fair number of riders who telecommute on the other days and therefore a monthly ticket is not worth it!!! Eliminating 8-ride is a disincentive in riding Caltrain.
1024	6/7/17	WHy? No explanation is given.
1025	6/7/17	I do not believe fares should be increased if the level of service is expected to be the same. I've noticed trains have been consistently late in the mornings at Sunnyvale and experienced three two+ hour commutes home in the past month due to mechanical issues. I understand that reliance is an all time high on the Cal-Train and the trains are old, but this proposals seem like punishment to those who consistently have supported and rely upon the Cal-Train system. The 8 ticket ride rewards loyalty.
1026	6/7/17	Why eliminate an option for a discounted ticket?
1027	6/7/17	
1028	6/7/17	
1029	6/7/17	If the 8-ride is eliminated, what options to Caltrain riders have to purchase a monthly parking pass?
1030	6/7/17	
1031	6/7/17	I go into the office three days a week. The monthly unlimited does not make sense for me unless I'm going in a minimum of four days a week.
1032	6/7/17	
1033	6/7/17	This was useful for a first-time commuter not ready to commit to a monthly pass yet.
1034	6/7/17	
1035	6/7/17	The fare is discounted from a single ride fare with monthly pass. Why not implement the 8-ride ticket for people who does not do monthly commute?
1036	6/7/17	
1037	6/7/17	all of this aims to make things more expensive and more of a hassle. I get the need for more funds but at some point you're just incentivizing people to drive which is counter to the mission.
1038	6/7/17	
1039	6/7/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	
1011	6/6/17	
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	
1015	6/7/17	That's really expensive for monthly cal train parking and too much of an increase!
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	That is extremely expensive and way too much to pay when there's not even enough spaces
1021	6/7/17	There's no need to increase the prices to this degree unless you plan on building parking garages with ample parking. I can't justify a parking pass increase when it's already difficult enough to find parking some mornings.
1022	6/7/17	
1023	6/7/17	
1024	6/7/17	
1025	6/7/17	
1026	6/7/17	This is a huge increase and people will not want to pay it. More people will switch to ride sharing.
1027	6/7/17	Increasing the parking fee 50% means many will skip using caltrain altogether. Terrible idea, unless you envy VTA's current ridership woes
1028	6/7/17	
1029	6/7/17	This plan appears to punish those who need to use their cars to get to the nearest Caltrain station by increasing both parking and transit fare. VTA's transit improvement plan (faster busses with less stops) is for most people a reduction in service to/from Caltrain and will likely result in more demand for Caltrain parking.
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	
1033	6/7/17	Parking seems too cheap for limited spots, especially in certain popular stations.
1034	6/7/17	
1035	6/7/17	That is 50% increase on parking when the parking was just raised less than 6 months ago. Why such a jump on increase and why raise the parking again? What is there any reason to raise parking fee?? There is no improvement or additional cost to maintain a parking structure, why increase the fare?
1036	6/7/17	
1037	6/7/17	It should match the monthly train pass which should be kept at 13 days.
1038	6/7/17	
1039	6/7/17	

		Zone Fare Increase
No.	**Date**	**Comments**
1008	6/6/17	Financial hardships
1009	6/6/17	
1010	6/6/17	The ridership is up and the fuel cost has lowered compared to a few years ago. Caltrain is making money and if there is more need for cash it should come from operational efficiency and not increasing fares.
1011	6/6/17	It hasn't been a year and already you have increased the rate for each zone
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	The train is already very inconvenient. I ride it 3-4 days a week both ways to and from San Francisco. However, it takes 30 minutes to get to the train and 20 minutes from the train to work. Current fares are roughly double the cost of gas when I drive. I take the train to keep another care of the road but it is very much on the border right now of being too expensive to justify.
1015	6/7/17	Zone fairs are already pretty expensive.
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	
1021	6/7/17	
1022	6/7/17	
1023	6/7/17	
1024	6/7/17	
1025	6/7/17	
1026	6/7/17	This doesn't seem like a big deal.
1027	6/7/17	Taken with increasing the base price, a 20% fare increase. Ridiculous, unmerited and now more expensive (and less convenient) than driving
1028	6/7/17	
1029	6/7/17	
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	Like I said earlier I have no issue with a fair raise and but don't hit monthly commuters twice (once with the zone rate increase and then with the increase in the # of days used to calculate a montly pass.
1033	6/7/17	We already put up with broken engines, crowded commuter trains, and track accidents without likewise compensation for inconvenience.
1034	6/7/17	
1035	6/7/17	The last fare increase just happened less than 6 months ago. Budget to electrify caltrain has approved. What is the reason to increase fare again??
1036	6/7/17	
1037	6/7/17	
1038	6/7/17	
1039	6/7/17	

		Pilot Program
No.	**Date**	**Comments**
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	
1011	6/6/17	That would help us working night shifts
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	
1015	6/7/17	
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	
1021	6/7/17	
1022	6/7/17	
1023	6/7/17	
1024	6/7/17	Why should commuters pay 20% more to subsidize weekend riders????
1025	6/7/17	
1026	6/7/17	Seems like good way to capture people that have a flexible working schedule.
1027	6/7/17	A good idea, but run more limited/bullet trains on the weekend. Hard to justify a 2-hour train trip when driving is 50 minutes from sj into the city
1028	6/7/17	
1029	6/7/17	Ideally this program should cover not just evenings but provide an incentive all day long to avoid peak commute hours on regular work days.
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	While Agree I wouldn't penalize montly riders
1033	6/7/17	This could be useful for certain riders.
1034	6/7/17	
1035	6/7/17	
1036	6/7/17	
1037	6/7/17	
1038	6/7/17	
1039	6/7/17	

		General
No.	**Date**	**Comments**
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	It is wrong to increase fares when ridership is up and fuel cost is lower than a few years ago.
1011	6/6/17	I want to use this service but if going to make me broke then I don't want to use your services I will have to look for other options of commute.
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	If you want to raise income, make the value of the train better. Add WiFi so it is easier to work on the train ride. Have a coffee machine for the morning and a car that sells beer for the afternoon returning home from work crowd. It can become a social networking scene to take the train home.
1015	6/7/17	Please add "no drop off or stoping" signages at the Sunnyvale parking station. A lot of people are not doing the pick up and drop off at the roundabout. It's blocking traffic a long time for other people.
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	Make employer transit debit cards usable for parking passes.
1021	6/7/17	There better be some huge improvements to warrant these changes.
1022	6/7/17	
1023	6/7/17	Please don't eliminate 8-ride ticket - especially since their is no benefits to the riders!
1024	6/7/17	Caltrain service is very poor. When trains stop or are late almost no announcements are ever made. Isnt that the conductors job???
1025	6/7/17	I do not believe fares should be increased if the level of service is expected to be the same. I've noticed trains have been consistently late in the mornings at Sunnyvale and experienced three two+ hour commutes home in the past month due to mechanical issues. I understand that reliance is an all time high on the Cal-Train and the trains are old, but this proposals seem like punishment to those who consistently have supported and rely upon the Cal-Train system.
1026	6/7/17	
1027	6/7/17	
1028	6/7/17	
1029	6/7/17	
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	
1033	6/7/17	Confusing "Priority" ranking. Better to have Agree to Disagree instead?
1034	6/7/17	
1035	6/7/17	
1036	6/7/17	
1037	6/7/17	
1038	6/7/17	
1039	6/7/17	Start asking for price hikes, when you can actually provide 1)on time service, 2) enough seating during morning and evening commutes, 3) reliable service to cars so they don't break weekly, 4) non-smelling bathroom cars, 6) efficient delay handling, better one train be late than five, 5)functioning clipper machines were I don't have to explain to attendant I paid already, 6) functioning electronic signs, I need to know next train arriving not the one from an hour ago, 7) the truth when a train is announced late, why and how late when it happens, 8) if we have to wait for trains to move ahead or waiting for our turn, how about waiting in the neares station, not somewhere we can't disembark and take an Uber. Those are the essentials, it shouldn't be hard to get those right. Third and second world countries, and less techy geographical locations provide better service and cheaper. Caltrain along with Bart are an embarrassment and laughing stock of modern societies with public transportation. But two be honest your attendants are nicer than Bart, and trains cleaner. Yet if you want a hike to improve efficiency and service, I propose we hold you accountable. With partial refunds based on late service. 25 to 50 cents for every 5 minutes late, you won't take late payments, why should we take late trains. With full refund for more than 30 minutes late. And hour to 90 minutes delayed service full refund or credit for month pass holders for one of those 15 paid days. No seating and going more than three stations on your feet being touched by other or bumping around, 25 to 50 cent refund. There you go I think I propose something fair if you want hikes, if you can't deliver then don't ask for more. Why should we pay more for the same?

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1040	6/7/17			x	1		x		5		x		6			x	3			x	2			x	4
1041	6/7/17			x	1		x		6		x		3		x		5		x		4			x	2
1042	6/7/17	x			1	x			5	x			4	x			3	x			2		x		6
1043	6/7/17			x		x					x			x				x				x			
1044	6/8/17		x		3	x			1		x		5			x	2		x		6		x		4
1045	6/8/17			x	3		x		5	x			1		x		2		x		4			x	6
1046	6/8/17			x	2		x		1		x		4			x	6			x	5	x			3
1047	6/8/17	x				x					x			x					x			x			
1048	6/8/17	x			2	x			4		x		6	x			3	x			5	x			1
1049	6/8/17	x			2		x				x			x					x			x			1
1050	6/8/17			x	2			x	3		x		6			x	4		x		5	x			1
1051	6/8/17			x	2		x		6		x		5			x	3		x		4	x			1
1052	6/8/17			x			x				x				x					x				x	
1053	6/8/17		x		6		x		5		x		4		x		2		x		3		x		1
1054	6/8/17			x				x				x				x				x				x	
1055	6/8/17		x				x				x				x				x			x			1
1056	6/8/17			x	3			x			x					x		x			1		x		6
1057	6/8/17	x					x					x		x				x				x			
1058	6/8/17		x		5	x			4	x			2	x			1	x			3			x	6
1059	6/8/17		x		6	x			4			x	1		x		5	x			2	x			3
1060	6/8/17	x			4	x			5		x		6	x			2	x			3	x			1
1061	6/8/17		x		4		x		6			x	3		x		2		x		5	x			1
1062	6/8/17		x		3		x		4		x		5		x		2		x		6	x			1
1063	6/8/17		x		6			x	5			x	4	x			1	x			3	x			2
1064	6/8/17		x				x					x			x				x					x	
1065	6/8/17		x		3		x		5		x		2		x		4		x		6	x			1
1066	6/8/17	x			1		x		6	x					x				x				x		
1067	6/8/17		x				x			x				x				x				x			
1068	6/8/17			x	5	x			4		x		1	x			3	x			2			x	6
1069	6/8/17			x	1			x				x	2			x	3		x		5	x			4
1070	6/8/17			x			x				x		6			x	3	x			2	x			1
1071	6/8/17			x	1		x		6			x	3		x		5		x		4			x	2
1072	6/8/17	x			1	x			6			x	4	x			3		x		5	x			2
1073	6/8/17	x			1		x		6			x	5	x			2		x		4	x			3
1074	6/8/17		x		3	x			2		x		1			x	6		x		4	x			5
1075	6/8/17		x		4		x		5		x		3		x		6	x			1	x			2
1076	6/8/17	x			1		x		5			x	6	x			2	x			3		x		4
1077	6/8/17		x		4		x		2		x		6		x		3		x		5	x			1
1078	6/8/17	x			1		x		6		x		4	x			2		x		3	x			5
1079	6/8/17		x		2	x			3		x		6		x		4		x		5	x			1
1080	6/8/17	x			4		x		6		x		5		x		3	x			2	x			1

		Go Pass Increase
No.	**Date**	**Comments**
1040	6/7/17	
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	How can Caltrain consider 50% increase and at the same time consider discounts for weekend/evening riders. Seems this would be counter productive and employers would opt-out of program
1045	6/8/17	Seems like a sharp increase that puts it close tho high zone monthly passes. Not opposed to an increase of $20 or $30 per person, but for paying up front annual, the above proposal seems high, especially for users only using a couple of zones normally. Maybe scale by Zone annual or keep increase to a smaller amount.
1046	6/8/17	My company doesn't offer them but fewer may going forward. Aren't gonpasses incentives to get people off roads?
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	
1052	6/8/17	
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	Go Pass companies can afford the increase please spare the people who don't get this subsidy.
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	Go pass costs should be congruent with monthly pass costs with a flat discount for 'buying in bulk'.

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1040	6/7/17	I commute by train 3 days per week (work from home the other 2) and do not typically ride the train outside of that. The combination of eliminating the 8-ride ticket and basing the monthly pass on 15 days per month removes any financial consideration for being a regular rider.
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	
1045	6/8/17	Monthly passes are already on par with gas expenses for daily commuters. This increase would eliminate incentive to use public transit. Elimination of all zone travel on the weekend with a nominal per day zone upgrade charge and being required to clipper card tap off when out of monthly pass zones would be acceptable.
1046	6/8/17	So you are increasing the monthly fare by 15%...are you trying to decrease ridership? A typical month has only 20 work days...getting more likely to make day passes more popular so your cash flow will take a hit
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	Many regular riders are "on the edge" of this and will be impacted. Cost increases of >10% for all riders, and >20% for people travelling more than 3 zones is not matching people's raises.
1052	6/8/17	$30+ month increase is too much
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	My company does not subsidize my monthly pass. Please don't increase fares for clipper card holders.
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	This significantly increases my commute expenses! I don't disagree with raising the fees to cover costs, but with the combination of raising the fees and basing prices on 15 days instead of 13, my monthly cost is going up more than 20%!
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	Regular commuters should not be singled out for fare increases. Fare increases should be provided evenly across the ridership.

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1040	6/7/17	I commute by train 3 days per week (work from home the other 2) and do not typically ride the train outside of that. The combination of eliminating the 8-ride ticket and basing the monthly pass on 15 days per month removes any financial consideration for being a regular rider.
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	I'd replace the 8-ride ticket with a weekly pass.
1044	6/8/17	with the typical work week in silicon valley of 4-10 hour days and other family transportation scenarios a rider may not ride everyday of the month. Makes the 8 ride pass more convenient
1045	6/8/17	
1046	6/8/17	Why is it not popular?
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	I travel by Caltrain for work 16 times a month. This is the only pass I currently buy.
1051	6/8/17	The 8-ride is part of why I'm on the train. I don't ride often enough for the monthly pass to make sense, but I am a regular rider. Please don't encourage me NOT to take the train!!!
1052	6/8/17	especially with the huge increase in monthly pass, this is not ok
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	
1056	6/8/17	I commute Mon-Thurs every week and rely on the 8-ride ticket
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	I know many including myself who use this as a way to get to/from Sharks games. Makes life easier than manintaing cash on clipper.
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	This provides a flexible option for riders that do not need a monthly pass. Discount should be congruent with monthly pass discount structure.

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1040	6/7/17	
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	luckily i park at a station that does not charge
1045	6/8/17	Together with fare increase, this is a bit much at once. Maybe by $5 per month in 2018 and $5 more in 2019. $65 would be more reasonably and easier to swallow of broken up in 2 years.
1046	6/8/17	
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	
1052	6/8/17	almost $30 more per month
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	This is gouging the commuter! I park at University Ave Caltrain parking lot. I have no where else to park, e.g. city streets.
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	The pass plus parking is close to actually using a car since gas is really cheap please be mindful of your price increases since people may stop using Caltrain and just start driving again.
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	Subscribers should not be singled out for increased costs. Costs should be increased evenly for all classes of patrons.

		Zone Fare Increase
No.	**Date**	**Comments**
1040	6/7/17	
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	interesting that the number of trains per day not increasing, ridership increasing but Caltrain still loses money. Seems to be more a management issue.
1045	6/8/17	While i feel that it in a nominal increase for 1 way and day pass riders, this increase adds up tho a lot for monthly pass riders traveling in more than one zone when prices are already on par with driving expenses and eliminates incentive for daily commuters. To meet budgetary needs, i do feel that the 8 ride ticket is not necessary.
1046	6/8/17	
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	You're encouraging me to drive instead of taking the train. It already takes me longer and, depending on how I look at it, costs me more.
1052	6/8/17	
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	If both 4 and 5 are approved, this is hitting the monthly pass commuter twice -- 2 additional days + 50 cents more a day x 13 days.
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	

		Pilot Program
No.	**Date**	**Comments**
1040	6/7/17	
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	how can Caltrain consider discounts for weekend and evening riders but need to increase the pricing on the commuters that use it during the weekdays.
1045	6/8/17	
1046	6/8/17	Can't hurt to try
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	
1052	6/8/17	
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	

		General
No.	**Date**	**Comments**
1040	6/7/17	
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	
1045	6/8/17	
1046	6/8/17	
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	Please return to having the conductors issue citations for non-ticketed passengers, rather than never doing so. For those of us who know what's going on, you're making it very tempting to cheat the system.
1052	6/8/17	Will there be WiFi given the fare increase? Add value clipper machines at more stations
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	Disagree with all of the above except the weekend discount and so will not rank them. They are equally bad!!!!!
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	VTA should be paying its fair share. Caltrain should not have to increase fares at all.
1059	6/8/17	
1060	6/8/17	Later train than 10:30 for Sharks game nights northbound!
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	Before raising the fares, why don't you guys make sure the trains don't break down or get delayed. I wouldn't mind paying more, but you have to guarantee that the train will get here on time and there's no overcrowding
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	Proposed fare changes create inconsistency in the fare structure and shift burden to specific classes of riders. Fare structure should be uniform and frequent rider discounts applies evenly across 8-pack, monthly, and go pass riders. This likely means single ticket riders will pay more for the service which may be offset by introducing discounts at a 4- or 6-ride pack for infrequent riders.

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1081	6/8/17		x					x			x				x			x			1			x	
1082	6/8/17		x		6			x	3			x	1			x	4		x		5	x			2
1083	6/8/17		x				x					x			x					x				x	
1084	6/8/17	x			2		x		5		x		6			x	4	x			1	x			3
1085	6/8/17		x			x				x			5		x			x			6	x			
1086	6/8/17		x				x				x				x			x			2		x		1
1087	6/8/17	x			1		x		5			x	3			x	2	x			4			x	6
1088	6/8/17		x		4		x		5	x			3	x			2	x			1		x		6
1089	6/8/17		x		6			x	3		x		4		x		5	x			2	x			1
1090	6/8/17		x		6	x			2	x			1	x			3	x			4	x			5
1091	6/8/17		x		6	x			4	x			1	x			2	x			3	x			5
1092	6/8/17	x			1			x	5	x			6	x			4	x			2	x			3
1093	6/8/17	x			1		x		5			x	4		x		6	x			3	x			2
1094	6/8/17	x			5	x			3	x			2	x			1		x		6	x			4
1095	6/8/17		x		4		x		6			x	2		x		5	x			3	x			1
1096	6/8/17		x		2		x		4	x			1		x		6	x			3	x			5
1097	6/8/17			x	5		x		6			x	1	x			2		x		4		x		3
1098	6/8/17		x		5		x		4		x		2		x		3		x		6	x			1
1099	6/8/17		x		4		x		5			x	2		x		3		x		6			x	1
1100	6/8/17		x		4	x			1	x			5	x			2		x		6		x		3
1101	6/8/17	x			4	x			2		x		6	x			3	x			5	x			1
1102	6/8/17	x				x					x			x					x			x			
1103	6/8/17		x		5		x		4		x		3		x		6	x			1	x			2
1104	6/9/17	x			1		x		6			x	2		x		5		x		4		x		3
1105	6/9/17		x		6		x		3		x		5		x		4	x			2	x			1
1106	6/9/17			x			x					x				x			x					x	
1107	6/9/17	x			1	x			3			x	5			x	4			x	6	x			2
1108	6/9/17			x	3		x		6			x	4			x	2		x		5			x	1
1109	6/9/17	x			2		x		4	x			5		x		1		x		6	x			3
1110	6/9/17		x		5	x						x	4		x		6	x			2	x			1
1111	6/9/17			x	1		x		5		x		3		x		6		x		2			x	
1112	6/9/17		x					x				x			x				x				x		
1113	6/9/17			x	3		x		6			x	4		x		5			x	2			x	1

		Go Pass Increase
No.	**Date**	**Comments**
1081	6/8/17	
1082	6/8/17	That's a huge increase. I'm sure a lot of employers will eliminate this perk.
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	Such a huge percentage is ridiculous.
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	This will probably drop the participation rate significantly, offsetting the gain
1091	6/8/17	Rate of increase is much higher than the other changes...
1092	6/8/17	
1093	6/8/17	It would still be value priced for larger company employees, but what would help is offering something for startups.
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	50% is way too high of a price increase.
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto
1099	6/8/17	That is a huge increase that may impact businesses ability to fund this for their employees putting that burden on the individual. Not ok
1100	6/8/17	
1101	6/8/17	
1102	6/8/17	
1103	6/8/17	I don't think there's any employer where paying for a go pass for every employee at the current price makes sense. Increasing the cost this dramatically will cause people to drop out of the program.
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	I don't have a need for this feature so I have no opinion.
1107	6/9/17	
1108	6/9/17	I don't have a need for this feature so I have no opinion.
1109	6/9/17	
1110	6/9/17	You should encourage employers to pay for transportation. $23,900 is more than a lot of employees make!
1111	6/9/17	
1112	6/9/17	
1113	6/9/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1081	6/8/17	
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	Worst proposal of all. New price is more expensive than my costs for driving/parking together. Also, give break & reward people who have to take public transport every day--not as much to occasional riders.
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	Monthly passes are already too expensive, particularly compared to Go Passes
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	The survey states it based on 13 days today but it is based on 10 days 5.50X 10=55. I would understand basing it on 12 days but not 15 days.
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto
1099	6/8/17	If you do that I'm better off buying passes as I use the train. If anything, I am probably paying to much now for how often I ride the train. You should try looking to make money a different way, not on the backs of your riders.
1100	6/8/17	
1101	6/8/17	not sure I understand the question. Basically monthly pass is now 50% discount (15/30) vs daily passes instead of 13/30.
1102	6/8/17	
1103	6/8/17	Increase it by one day this year and one day next year.
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	Same comment as for the previous question.
1107	6/9/17	
1108	6/9/17	Same comment as for the previous question.
1109	6/9/17	
1110	6/9/17	
1111	6/9/17	I am already only riding it 12 days a month and paying extra to not have to deal with tagging on and off. You are already making money off those who do not ride 5 days a week.
1112	6/9/17	
1113	6/9/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1081	6/8/17	
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	It's too complicated to use effectively, and expires too soon to be an alternative to the monthly pass
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto
1099	6/8/17	
1100	6/8/17	
1101	6/8/17	
1102	6/8/17	
1103	6/8/17	I don't take Caltrain enough to justify a monthly pass so the 8 ride ticket Is convenient but eliminating this is probably the least bad of the options and reduces confusion.
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	I purcha see monthly pass so this would not affect me.
1107	6/9/17	
1108	6/9/17	I purcha see monthly pass so this would not affect me.
1109	6/9/17	
1110	6/9/17	
1111	6/9/17	If you raise the monthly pass, it would make more sense for me to do an 8 ride pass. I only do the monthly because this system sucks and I don't want to deal with the hassle of tagging on and off each day even though I don't ride enough to make the monthly pass worth it.
1112	6/9/17	
1113	6/9/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1081	6/8/17	
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	I strongly disagree with this. This is an absurd percentage of increase. If my annual pay raise was equal to this percentage increase, I would happily pay it but it does not. Caltrain already charges a lot of money for tickets. Why continue to gouge us on the parking? I'm seriously contemplating driving again. It's almost to the point where driving is cheaper than taking the train!
1086	6/8/17	
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	I strongly disagree with this increase. This will discourage drivers from catching the train, and increase road congestion and decrease ridership. This already is fairly priced.
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	12 days base I can understand but not 15 days.
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto.
1099	6/8/17	Again....don't put your burden of a budget shortfall on your riders. Figure out a different way to close the gap. You are going to lose riders to other methods of commuting if you keep raising three prices.
1100	6/8/17	
1101	6/8/17	
1102	6/8/17	We should be discouraging parking at Caltrain stations and encourage people to live closer to stations.
1103	6/8/17	This is way too big of an increase to do all at once. Parking fees have also increased at a rate far faster than fares.
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	As long as I can park for free at Tamien this would not affect me.
1107	6/9/17	
1108	6/9/17	As long as I can park for free at Tamien this would not affect me.
1109	6/9/17	Increase the parking pass more. You should double it! The lots are always full.
1110	6/9/17	Parking is a significant fraction of the cost of riding, especially for relatively short distances. This is especially true for senior fare. Until there is better bus service, and more secure bike parking, this is an extra burden on those living outside of walking distance. This is especially true for seniors.
1111	6/9/17	If you are going to do this, then you better make sure there is bus service during peak commute times. I live in sunnyvale and the bus that I would like to take doesn't leave until closer to 8 that goes to the caltrain station. Many of us are barely making ends meet around here. You are encouraging people to drive by making it difficult to park.
1112	6/9/17	I will take bus
1113	6/9/17	

		Zone Fare Increase
No.	**Date**	**Comments**
1081	6/8/17	
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	Sure, if you have to
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto
1099	6/8/17	
1100	6/8/17	
1101	6/8/17	
1102	6/8/17	
1103	6/8/17	
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	I have calculated that the net cost to drive my car is about the same as the purchase of monthly passes, but I enjoy not dealing with traffic on the train. However, if fairs go up I would strongly consider returning to taking my car and enjoying the flexibility it provides.
1107	6/9/17	
1108	6/9/17	I have calculated that the net cost to drive my car is about the same as the purchase of monthly passes, but I enjoy not dealing with traffic on the train. However, if fairs go up I would strongly consider returning to taking my car and enjoying the flexibility it provides.
1109	6/9/17	Only increase the cash fare, not the clipper card riders. If you want to increase revenue, then double the parking permits.
1110	6/9/17	The zone system should be abolished. Fares should be based on distance traveled. With zone system, people living on the boundary of a zone could pay for 2 zones when traveling only 1 stop, while other trips are 1 zone for many stops.
1111	6/9/17	The train is already packed. It would be more while to pay an extra person to check tickets to get the extra money. There are tons of people that don't pay.
1112	6/9/17	I will drive my own car
1113	6/9/17	

		Pilot Program
No.	**Date**	**Comments**
1081	6/8/17	A lot of commuters don't use the weekend service so it wouldn't be a incentive
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	Give maximum benefits to the most people (regular working hours) & who have to ride train every single working day. Cut us a break!
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	
1097	6/8/17	
1098	6/8/17	
1099	6/8/17	
1100	6/8/17	
1101	6/8/17	
1102	6/8/17	
1103	6/8/17	This is an interesting experiment to try and increase weekend ridership.
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	I have no cause to ride Caltrain on weekends so this would not affect me.
1107	6/9/17	
1108	6/9/17	I have no cause to ride Caltrain on weekends so this would not affect me.
1109	6/9/17	
1110	6/9/17	
1111	6/9/17	If you want more riders, go back to having service every half hour.
1112	6/9/17	
1113	6/9/17	

		General
No.	**Date**	**Comments**
1081	6/8/17	
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	Finding external sources of funding for caltrain should be a huge priority.
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto
1099	6/8/17	
1100	6/8/17	You should decrease the fare
1101	6/8/17	
1102	6/8/17	
1103	6/8/17	I'm glad there are more bike cars at peak times and more bombardier train sets but baby bullets at rush hour are too full. I drive to BART vs stand for 45 minutes on a northbound train in the morning.
1104	6/9/17	
1105	6/9/17	The trains address more crowded than every and it is hard to even get a seat on many trains. Public transportation to trains stations is not an option for most stations. Raising fares and parkling tjis much just ous more burden on commuters that will them turn to driving I already congested freeways as trains aren't much, if any faster, aftet the schedules were stretched again.
1106	6/9/17	
1107	6/9/17	When there are train delays, esp. due to accidents, need better communication on how late the trains will be. Something similar to the NextBus system would be great.
1108	6/9/17	
1109	6/9/17	
1110	6/9/17	Eliminate zone system. Cost should be per mile traveled.
1111	6/9/17	Please put clipper card machines at all stations. I would prefer to be able to load my monthly cailtrain pass on my clipper card directly at the station and will not do the taging on and off business because it is such a hassle when you forget.
1112	6/9/17	
1113	6/9/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1114	6/9/17			x			x		6		x		3		x		5		x		4			x	
1115	6/9/17			x				x				x				x				x				x	
1116	6/9/17			x				x				x				x				x				x	
1117	6/9/17	x			4	x			3	x			2	x			5		x		1	x			6
1118	6/9/17			x				x			x					x				x				x	
1119	6/9/17		x				x					x			x				x					x	
1120	6/9/17		x		6		x		2		x		1		x		4		x		5	x			3
1121	6/9/17	x			5	x			3	x			2			x	6	x			1	x			4
1122	6/9/17			x	1	x			2		x		5			x	6	x			3	x			4
1123	6/9/17		x		4		x		5			x	2			x	3		x		6	x			1
1124	6/9/17			x	6		x		3	x			1		x		4		x		5	x			2
1125	6/9/17	x			2	x			3	x			6	x			4	x			1	x			5
1126	6/9/17		x		2	x			6		x		4		x		5		x		3		x		1
1127	6/9/17		x				x				x				x				x				x		1
1128	6/10/17		x		4	x			3		x		6	x			2		x		1	x			5
1129	6/10/17		x		2		x		6		x		4		x		3		x		5		x		1
1130	6/10/17		x				x				x				x				x			x			1
1131	6/10/17		x		6	x			2	x			3	x			1	x			4	x			5
1132	6/11/17		x		6			x	1		x		3			x	4	x			5	x			2
1133	6/11/17	x			2		x		6	x			1		x		5	x			4		x		3
1134	6/11/17		x				x				x				x				x				x		
1135	6/12/17			x	2		x		6		x		5			x	1		x		4			x	3
1136	6/12/17		x		4		x		6		x		2		x		3		x		5	x			1
1137	6/12/17		x				x					x			x				x					x	
1138	6/12/17		x		1		x		3			x	5		x		6		x		2			x	4
1139	6/12/17	x			4	x			2		x		6	x			1	x			5	x			3
1140	6/12/17	x			1	x			5	x			3	x			4	x			2	x			6
1141	6/12/17	x			1	x			4	x			2	x			5	x			3	x			6
1142	6/12/17		x			x			1		x				x				x			x			
1143	6/12/17			x	4	x			1			x	6			x	5	x			2	x			3
1144	6/12/17		x		3			x	4		x		2		x		1			x	5	x			6
1145	6/12/17		x			x					x			x				x						x	
1146	6/12/17			x		x					x					x		x						x	
1147	6/12/17			x	2			x	5		x		6	x			3	x			4	x			1
1148	6/12/17			x			x					x			x				x			x			
1149	6/12/17		x		4	x			6		x		3		x		2	x			5	x			1
1150	6/12/17			x				x				x		x				x				x			

		Go Pass Increase
No.	**Date**	**Comments**
1114	6/9/17	
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	
1118	6/9/17	
1119	6/9/17	
1120	6/9/17	that's outrageous!
1121	6/9/17	
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	
1129	6/10/17	
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	Way too much of an increase at once. Ridiculous. No longer cost effective to take public transportation. More riders will drive solo.
1133	6/11/17	
1134	6/11/17	
1135	6/12/17	
1136	6/12/17	If you increase costs for employers, some companies may take away this benefit leaving a huge burden on the people.
1137	6/12/17	
1138	6/12/17	This is an insane increase! This will make the train almost unrideable to me.
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	A 50% increase is really steep. I worry that some companies will be able to accommodate this, but smaller companies may not. This could potentially lead to some companies discontinuing this benefit to employees. If that happened, it would be a loss to the employees as well as to Caltrain, who would then be getting $0 instead of what they are currently getting. I hope that Caltrain is considering how many people and employers will opt out of the Go Pass program because of this steep increase when thinking about the amount by which to increase the costs.
1145	6/12/17	
1146	6/12/17	i don't use monthly pass
1147	6/12/17	
1148	6/12/17	
1149	6/12/17	
1150	6/12/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1114	6/9/17	Ridiculous! Ridiculous! Ridiculous! Caltrain is very unreliable! I loose money from my paycheck every time Caltrain is late or having issues. Unfortunately it happens very frequently and I don't think it's fair to collect more money from riders when they are already loosing money due to Caltrain issues!!!! Unfair!!!! Strongly disagree!!!
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	
1118	6/9/17	
1119	6/9/17	The proposed price increases are absolutely insane. The result will be losing riders and losing overall revenue instead of offsetting "agency contributions". You guys need to hire new analysts and think through these decisions. I have been riding for 5 years, buying monthly pass every month and I will absolutely stop riding if these price hikes go into effect. You will lose riders, lose revenue and as a result increase traffic.
1120	6/9/17	
1121	6/9/17	
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	
1129	6/10/17	I will drive to work instead. Caltrain is already more expensive than driving. Any increase will change my commuting to driving.
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	Zone 4 - Zone 1 = 22.6% increase! That is crazy - $55 more each month. Fares were raised 4/1/16. We should NOT face a proposed increase till 4/1/18, if any increase AT ALL.
1134	6/11/17	
1135	6/12/17	The increased fare is extremely high.
1136	6/12/17	I'm not getting paid more so any extra cost to me is extremely detrimental. The monthly Caltrain fare is already a hardship for me but I have no other choice. With zero visible upgrades to the Caltrain system thus far, this increase does not feel justified. If you have to raise fares, raise it for the rich and lower it for the working class. Make it based on income. That would be fair.
1137	6/12/17	
1138	6/12/17	Keep it the same!
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	Depending on what percentage increase this is, it could be reasonable.
1145	6/12/17	
1146	6/12/17	
1147	6/12/17	
1148	6/12/17	surely there are other ways to increase revenues! i like the on train advertising as a means to do so. I say focus your efforts on advertising income vs. fare hikes!
1149	6/12/17	
1150	6/12/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1114	6/9/17	Strongly disagree!!!
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	
1118	6/9/17	Please KEEP the 8-ride pass! This is the only multi-ride pass that makes riding the train economically viable for my Gilroy-Santa Clara commute. The gas-time vs. train fare ratio is balanced with an 8-ride pass, but without it, driving my commute becomes the cheaper alternative. I donâ €™t want to be forced back on the road!
1119	6/9/17	
1120	6/9/17	
1121	6/9/17	
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	
1129	6/10/17	Eliminating 8-ride discounted ticket will force me to pay daily fare or monthly fare. I will drive to work instead if this is eliminated.
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	
1134	6/11/17	
1135	6/12/17	
1136	6/12/17	There should always be more options, not fewer.
1137	6/12/17	
1138	6/12/17	
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	Why would this be done? People who commute part time benefit from this savings.
1145	6/12/17	
1146	6/12/17	
1147	6/12/17	
1148	6/12/17	
1149	6/12/17	
1150	6/12/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1114	6/9/17	Strongly disagree!!!! I think it would be a huge rip off to raise prices again and as much. The prices for on day pass and monthly pass for parking just went up not a long time ago. Not fair!!!! Ridiculous!!!!
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	
1118	6/9/17	
1119	6/9/17	
1120	6/9/17	
1121	6/9/17	
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	You can't charge enough for parking!
1129	6/10/17	Any increase will hinder me from using CalTrain.
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	
1134	6/11/17	
1135	6/12/17	
1136	6/12/17	
1137	6/12/17	
1138	6/12/17	Why the increase????
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	I vehemently disagree with this. A 50% increase to park in a parking lot is absolutely RIDICULOUS. The lots are not patrolled, people still break into cars, and no added value is being gained by paying 50% more. I work at Stanford, and the cost of the lowest level parking permit on campus is $32. I could drive to work instead of taking the train and the cost of gas + parking would actually be lower. Please know that if this measure passes I will stop taking the train to work. The hassle of dealing with delays and overcrowded trains just isn't worth it. Many of my coworkers feel the same way. If this passes, sure you'll get 50% more revenue from people who continue to park, but you'll see a dramatic drop in the number of people who do so. This isn't going to provide additional revenue - it's just going to anger commuters and drive them away. I hope that has been taken into account.
1145	6/12/17	
1146	6/12/17	i don't use parking
1147	6/12/17	
1148	6/12/17	
1149	6/12/17	
1150	6/12/17	

		Zone Fare Increase
No.	**Date**	**Comments**
1114	6/9/17	Strongly disagree!!!!
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	While I understand the need to increase fair revenue, it's a burden for younger students working part time who may not have the same funding as an older person working full time. I think the eligible discount should be expanded to college students if the regular fair is raised.
1118	6/9/17	
1119	6/9/17	
1120	6/9/17	
1121	6/9/17	Yes. Agree to increase if we can get additional trains to south county. Haven't we already approved a tax for this?
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	Time to implement point to point (a la BART) fare rather than zones
1129	6/10/17	
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	
1134	6/11/17	Too high already.
1135	6/12/17	
1136	6/12/17	I see no upgrades to the current system, there is zero benefit from an increased fare currently.
1137	6/12/17	My tasc deduction is already maxed out at current prices. Are your shareholders that greedy? Thanks for squeezing the working person.
1138	6/12/17	
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	A small increase seems reasonable, but riding the train is already somewhat expensive relative to getting an Uber, especially when split with other people.
1145	6/12/17	
1146	6/12/17	
1147	6/12/17	
1148	6/12/17	
1149	6/12/17	
1150	6/12/17	15 cents would be more reasonable

		Pilot Program
No.	**Date**	**Comments**
1114	6/9/17	
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	
1118	6/9/17	
1119	6/9/17	
1120	6/9/17	
1121	6/9/17	Sure. Let's try it.
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	
1129	6/10/17	Nobody is going ride weekend because of discounted fares.
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	
1134	6/11/17	
1135	6/12/17	
1136	6/12/17	
1137	6/12/17	
1138	6/12/17	
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	An off-peak discount program would be great and would encourage people to take the train rather than drive. This is particularly helpful for people who have been out drinking and may have the benefit of taking drunk drivers off the road.
1145	6/12/17	
1146	6/12/17	
1147	6/12/17	
1148	6/12/17	
1149	6/12/17	
1150	6/12/17	

		General
No.	**Date**	**Comments**
1114	6/9/17	Caltrain should take a better care of it's cars. The train cars are not clean. Seats and floors are dirty!!! Sanitation is a very big issue at Caltrain!!! Also, leaking ceilings and windows in rainy whether is the big issue too!!! Caltrain personnel do not take proper care of riders at King & 4th Streets station if SF. They don't make boarding and disembarkation easy and pleasant for riders. Redoing of floors at that station turned our to be a disaster and the new floors now are extremely cheap and ugly looking and disgustingly dirty every day. Also, Caltrain fails to make proper announcements when there are delays or issues with it's trains. The announcements, even if they are done, are scarce and very poorly done. The announcements in most cases do not give the updated information. Caltrain personnel should apologize every time there is a problem with trains. Not all the conductors do that unfortunately! Prices for parking at Caltrain stations and passes and tickets should not be raised!!!!
1115	6/9/17	I've noticed the conductors rarely check tickets anymore, and when they do if someone doesn't have a ticket nothing is done. I haven't seen a citation written in months. Is this a new policy? Should I stop buying monthly passes and just take my chances? This is very unfair to all of us daily riders who pay a lot of money for monthly passes, and parking.
1116	6/9/17	You begged us for our support to secure the electrification funding. Once that was secured then you plan to thank your loyal customers (14+ years in my case) with substantial fare increases. How Trumpian of you!
1117	6/9/17	
1118	6/9/17	
1119	6/9/17	
1120	6/9/17	
1121	6/9/17	
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	
1129	6/10/17	Fix elevators at millbrae station once and for all! They are always broken.
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	
1134	6/11/17	During the recession, patrons went along with your hike in fares--"Fuel is so high," etc. Now that the economy has stabilized and fuel is half the price it used to be, you should be reducing fares, not raising them.
1135	6/12/17	
1136	6/12/17	I propose a socialized program offering discounted fares for working class people. Raised fares for higher bracket incomes and large corporations or companies making so much money. Fair isn't everyone pays the same, fair is everyone pays what they can based on their income. I spend a huge chunk of my income on public transportation and huge chunk of my time on the trains. There is no benefit for me when it comes to a raised fare, only a severe burden.
1137	6/12/17	How does Caltrain justify this? "More people ride caltrain than ever." Doesn't that imply Caltrain is also making more money than ever?
1138	6/12/17	
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	I understand that funding is being cut, but raising prices by 50% is ridiculous when passengers will see absolutely no added value. Trains are overcrowded, the air conditioning doesn't always work, and the toilets smell awful. I'm not paying an extra 50% for this.
1145	6/12/17	
1146	6/12/17	
1147	6/12/17	
1148	6/12/17	find another way
1149	6/12/17	
1150	6/12/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1151	6/12/17	x			4	x			2			x	6	x			3	x			1			x	5
1152	6/12/17			x	6		x		4		x		2		x		1		x		3			x	5
1153	6/12/17			x				x				x				x			x			x			
1154	6/12/17			x	2		x		6	x			1		x		4		x		5			x	3
1155	6/12/17	x			6	x			5			x	4			x	2			x	3	x			1
1156	6/12/17			x	2	x			4			x	5			x	6		x		1			x	3
1157	6/12/17		x				x			x						x				x		x			
1158	6/12/17			x				x				x				x				x				x	
1159	6/12/17			x				x				x				x				x				x	
1160	6/12/17		x			x					x		6	x			1		x			x			
1161	6/12/17		x		6	x					x		3	x				x			1	x			
1162	6/12/17		x		5		x			x			3		x				x				x		6
1163	6/12/17			x	5	x			3		x		6	x			1	x			4	x			2
1164	6/12/17		x		1		x		6		x		5		x		4	x			3	x			2
1165	6/12/17	x			2	x			3		x		6	x			1	x			4			x	5
1166	6/13/17			x	3		x		6	x			1		x		5	x			2		x		4
1167	6/13/17		x				x				x				x				x			x			
1168	6/13/17		x		3		x		5		x		2		x		6		x		4	x			1
1169	6/13/17		x			x					x				x				x			x			
1170	6/13/17		x		3		x		6		x		1		x		2		x		5		x		4
1171	6/13/17	x			5	x			1		x		6			x	3	x			2	x			4
1172	6/13/17			x	4	x			2		x		6	x			3	x			1	x			5
1173	6/13/17			x	5			x	3	x			2		x		6			x	1	x			4
1174	6/13/17		x		5		x		4	x			3		x		2		x		6	x			1
1175	6/13/17			x			x		6			x	1			x	2		x		5	x			3
1176	6/13/17	x			1		x		6		x		4	x			3	x			2	x			5
1177	6/13/17		x				x				x				x				x				x		
1178	6/13/17			x	4			x	3		x		6			x	5	x			1	x			2
1179	6/13/17		x			x					x					x			x				x		
1180	6/13/17		x		6			x			x				x				x					x	
1181	6/13/17	x			1		x				x					x		x			3	x			2
1182	6/13/17		x				x				x				x				x			x			
1183	6/13/17		x		6	x			2			x	5	x			1	x			3	x			4

		Go Pass Increase
No.	**Date**	**Comments**
1151	6/12/17	if it improves train quality
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	only if service improves by 50%
1156	6/12/17	
1157	6/12/17	if you are profitable why raise fares?
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	
1163	6/12/17	Have solicited feedback from big employers like Stanford?
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	Employers pay. Let them.
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	Agree only if costs are passed onto employers, not employees.
1182	6/13/17	
1183	6/13/17	The Go Pass program should be reworked so that prices correlate to the number of employees that have a Go Pass rather than the total number of local employees.

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	
1156	6/12/17	
1157	6/12/17	if you are profitable why raise fares?
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	I think you will lose revenue. Most people I see on the train for work only work 2-3 times a wk and get the monthly for convenience.
1163	6/12/17	
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	There are only about 20/21 working days in each month. 2 days of fares is a huge difference for all of us.
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	We're being socked with fees as it is. Base on 14 days if you're going to increase it at all. This one sucks.
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	
1182	6/13/17	
1183	6/13/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	
1156	6/12/17	
1157	6/12/17	
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	
1163	6/12/17	Bad idea! It's important to offer something in between a single ticket and a monthly pass. Maybe make it simpler? 10 rides for the price of 9?
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	Agree with eliminating the 8-ride ticket.
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	Occasional riders or those with limited needs (i.e. temporary work assignments, several medical appointments over a few weeks) benefit from this option.
1173	6/13/17	
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	Decrease the discount if you must, but keep it discounted.
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	We need to have 8 rides pass. As we may travel only a few days in a week to an office. 15 days pass will restrict it to be used within 15 days but not the same in case of 8 rides it can be used for a month.
1180	6/13/17	
1181	6/13/17	Eliminate the 30-day window for8-ride ticket holders and this could become a revenue generating, cashflow increasing option instead of a no-win option as it currently is
1182	6/13/17	
1183	6/13/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	
1156	6/12/17	
1157	6/12/17	don't use but many others will
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	I think you will lose revenue. Most people I see on the train for work only work 2-3 times a wk and get the monthly for convenience.
1163	6/12/17	
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	Even though we have been paying so much money for monthly parking, I don't see any improvements in Caltrain parking lots. There are cracks on the surface in Hillsdale Caltrain Parking lot. Parking lots get full frequently and I have to park on the road. This is while almost entire parking lots of Hillsdale mall on side of Ana Furniture are empty.
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	Perfectly fair and reasonable.
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	
1182	6/13/17	
1183	6/13/17	

		Zone Fare Increase
No.	**Date**	**Comments**
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	
1156	6/12/17	
1157	6/12/17	
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	Is fuel increasing? Gas is cheap now.. I think people will drive (carpool) rather than take the train if fares go up this much. at least that is what I am hearing from friends on the train.
1163	6/12/17	
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	Increaseing the zone fare for the singular tickets will help offset the costs to keep the constant customers happy.
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	
1182	6/13/17	
1183	6/13/17	

		Pilot Program
No.	**Date**	**Comments**
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	
1156	6/12/17	
1157	6/12/17	
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	The ridership on wkends would not increase even if free. It's easier to drive on wkends and at night . .period than take public trans.
1163	6/12/17	
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	A pilot program discounting rates for weekend riders will put the burden on folks that rely on caltrain daily.
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	Should not be perceived as penalizing people who pay full fare.
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	
1182	6/13/17	
1183	6/13/17	

		General
No.	**Date**	**Comments**
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	WiFi? Continued motor failures? When will these stop?
1156	6/12/17	
1157	6/12/17	state how much money you are trying to get through increases
1158	6/12/17	I understand the need for fair raises but the current one is being handled very poorly. Your current fare raise proposed is 21% increase (using my Palo Alto – San Francisco commute as my benchmark) for your most loyal customers, monthly pass holders. To put it in context it is only a 7% raise for ticket machine purchases. A 21% rise is crazy enough on its own but it's even crazier that you are raising the rates 300% more for your most loyal and committed customers. I guess one could argue you've put the burden on your "captive audience" which seems counter to the spirit of CalTrain and a wee bit shady. This is the kind of monthly rate hike that leads people to push for legislation (look at rent control measures popping up all over the peninsula). To make matters worse I decided to leave work early to attend a station information session in Palo Alto on June 8th which was billed as: "There also will be several in-person outreach opportunities to meet with CalTrain staff to learn more about the fare changes and provide feedback," Well when I got to the station I found a very nice young gentleman handing out paperwork. I asked him if I could give him feedback, as promised in the outreach announcement, and he said "anything you say to me stays with me, you have to go online to fill out a survey if you want someone to hear it". I left work early to have a human being direct me to a website and to add NO value from me actually talking with him? Hardly qualifies as outreach. Again please note I do not have an issue with fare raises but they should be doled out equally on a % basis. Sincerely your formerly huge fan but now disappointed (and fare-mugged) monthly pass holder.
1159	6/12/17	I am a regular rider and I buy a monthly pass. On Giants game days, the evening trains are extremely crowded. You should take advantage of this demand to raise single-ticket fares on those days. Demand-based pricing just makes sense and it's easy to predict game day demand. This extra money could help hold down commuter fares and keep more cars off the road. You should also sell concessions licenses for the stations, at least for coffee, drinks, and simple food. You're missing out on a lot of revenue that could reduce the need to raise commuter fares.
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	
1163	6/12/17	
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	
1174	6/13/17	I want more services for less money!
1175	6/13/17	
1176	6/13/17	
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	Get more creative: Idea to stage multiple ticket checkers on terminal platforms (4&K, Diridon, Tamien) to check tickets of departing passengers. And/or re-do zone map to collect more on the most popular routes like 4K To PA.
1182	6/13/17	
1183	6/13/17	An increase in parking prices should be matched with an increase in parking enforcement. A monthly pass is not useful if there are no free parking spots.

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1184	6/13/17		x		3		x		6			x	4			x	2			x	5	x			1
1185	6/13/17		x		3		x		6			x	2		x		5	x			1		x		4
1186	6/13/17			x	2		x		6			x	3			x	4	x			5			x	1
1187	6/13/17	x			1	x			4		x		6	x			2	x			3		x		5
1188	6/13/17	x			1		x		4		x		5			x	2		x		6	x			3
1189	6/13/17		x			x					x					x		x				x			
1190	6/13/17		x				x				x					x			x			x			1
1191	6/13/17	x			1		x		6			x	5			x	4	x			3	x			2
1192	6/13/17		x		5	x			3		x		6		x		4	x			2	x			1
1193	6/13/17	x			4		x		6			x	2	x			3	x			5	x			1
1194	6/13/17		x		6	x			4	x			3	x			1		x		5	x			2
1195	6/13/17		x		4		x		2		x		5			x	3		x		6	x			1
1196	6/13/17		x		6		x		5			x	4		x		3		x		1	x			2
1197	6/13/17			x		x					x					x		x				x			
1198	6/13/17	x			3		x		4		x		1		x		6	x			5	x			2
1199	6/13/17		x		6		x		5		x		4		x		3	x			2		x		1
1200	6/13/17			x	1		x		5			x	3			x	4		x		6	x			2
1201	6/13/17			x	1		x		6	x			5		x		3	x			2			x	4
1202	6/13/17		x		4	x			6		x		2		x		3		x		1	x			5
1203	6/13/17		x		1	x			3		x		2			x	5	x			4	x			6
1204	6/13/17		x				x				x				x				x				x		
1205	6/13/17		x		4			x	2			x	5			x	3		x		6	x			1
1206	6/13/17		x			x					x			x				x			1	x			
1207	6/13/17	x				x				x				x						x		x			
1208	6/13/17		x				x				x					x	1		x				x		
1209	6/13/17			x	2			x				x	1		x			x			3		x		
1210	6/13/17		x		1		x		4		x		6		x				x		2			x	3
1211	6/13/17			x			x					x		x					x			x			
1212	6/13/17		x		6			x	4	x					x				x			x			2
1213	6/13/17			x	4		x		6	x			2	x			1		x		5	x			3
1214	6/13/17	x			1		x		5			x	3		x		6	x			2	x			4
1215	6/13/17			x		x			3			x		x				x			1	x			2
1216	6/13/17	x			1	x			4			x	5			x	3		x		2	x			6
1217	6/13/17		x					x			x					x			x			x			
1218	6/13/17		x		4		x		5	x			1			x	3		x		6		x		2
1219	6/13/17		x				x					x			x				x				x		
1220	6/13/17	x			1		x		6		x		5		x		3	x			2		x		4
1221	6/13/17	x			1	x			4		x		6	x			2		x		5		x		3

		Go Pass Increase
No.	**Date**	**Comments**
1184	6/13/17	50% is too large and disincentives giving commuter benefits
1185	6/13/17	For some, employee sponsor rides are how they get to work. This seems like it could make companies pullout of these contracts.
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	Employers are wealthy and can afford it.
1189	6/13/17	
1190	6/13/17	
1191	6/13/17	
1192	6/13/17	50%, Really!!??
1193	6/13/17	
1194	6/13/17	10% per year might be better. Jacking it up all at once might push away employers from applying to this. Instead of getting more riders, there might be less because of this implemenation
1195	6/13/17	A smaller increase would be justified (even up to 25%), but a sudden 50% increase is not acceptable.
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	
1199	6/13/17	This is ridiculous, because we see no benefit. The Caltrain is consistently late and has terrible service. Instead, make sure everyone has a ticket. Why are you penalizing paying riders but failing to adequately ensure everyone buys a ticket. Instead, require that no one enter a train without a ticket. This is the most ridiculous thing I've ever heard - as a paying Caltrain rider.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	Public transportation should serve everybody, not just the rich. 50% in one year is far too much.
1204	6/13/17	Where is the Monty going?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	How will customers benefit from the fare increase? Improved communication during service interruptions (late night Twitter team!), additional trains operated around peak and shoulder commute hours? What commitment can Caltrain make to meaningfully improve service reliability of an aging fleet that would warrant a fare increase?
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1184	6/13/17	You will encourage more people to drive with this decision - 15 days is 3 weeks, so its close to a full month anyway. I drive one day a week, and I may just drive all of them if monthly is more expensive.
1185	6/13/17	It's too expensive. I won't be able to afford my monthly pass and parking if both increase. I will have to look into other ways of getting to work, or quitting my job so I can find something walkable. These fares increase, and we pay them, and are not guaranteed a seat. Often I'm standing for my train ride in the heat with no air conditioning. I know Trump is t funding Caltrain and the government doesn't want to fund fixes. But I can't afford them either...I don't know how to fix it :(
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	Be compassionate toward the poor.
1189	6/13/17	
1190	6/13/17	
1191	6/13/17	
1192	6/13/17	
1193	6/13/17	
1194	6/13/17	
1195	6/13/17	Please keep Monthly Pass prices affordable.
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	I ride the train every weekday. I should pay less based on my stats of regular ridership.
1199	6/13/17	This doesn't fix the problem.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	
1204	6/13/17	Where is the money going?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	We monthly pass holders are your bread and butter. Do not increase our fares.
1209	6/13/17	
1210	6/13/17	
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	Many people work at home 1 day per week or need to drive occasionally. If you switch to 15 days, then I and many others will switch back to paying daily. Paying daily means I'm much more likely to drive additional days, since I will not have the incentive of the monthly pass.
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	Weren't the fares just increased? These fare increases should be pushed out another year.
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1184	6/13/17	
1185	6/13/17	
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	Help for the poor among us, please.
1189	6/13/17	
1190	6/13/17	
1191	6/13/17	
1192	6/13/17	And replacing it with what??
1193	6/13/17	
1194	6/13/17	I honestly don't use it. I don't know if it is being used that often.
1195	6/13/17	A discounted 10-ride Ticket would be better than an 8-ride Ticket in my opinion since it would cover the average person's weekly commute in its entirety. However, if the choice is between having the 8-ride ticket or not at all, I would prefer to keep the 8-ride ticket.
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	Unless your usage stats shows this is not being used enough I see no reason to eliminate this service.
1199	6/13/17	This is ridiculous. If people buy in bulk they should get a discount. It's common sense. Apparently, you guys lack it.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	This is a good option for those who don't take Caltrain everyday but take it enough so they don't pay the monthly fare.
1203	6/13/17	No good reason to eliminate.
1204	6/13/17	Is there an analysis that supports a reason(s) why you would want to eliminate this?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	The 8 ride option is pretty confusing, especially with the 30 day limit. Should just be daily and monthly passes.
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1184	6/13/17	
1185	6/13/17	The increase will make it even harder to afford parking for commuters. Not only is parking already limited, but there are times I can't even park. So I'll be paying 1/3 more for no promise of even finding a parking space. That is ridiculous and not affordable.
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	
1189	6/13/17	
1190	6/13/17	
1191	6/13/17	
1192	6/13/17	If continue increases you will making driving seem a cheaper option
1193	6/13/17	
1194	6/13/17	
1195	6/13/17	
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	What are you going to do with the extra monies? Because nothing changed at the Redwood City underground parking when the rate was raised from $50 to $55. With an increase to $82.50 I hope to see no more leaking ceilings when it rains. The emergency call boxes all working. The garbage being picked up from the floors 3x per week. The garbage along the tracks picked up 3x per week. Better signage for where to buy a ticket and how the parking payment works. Better lighting at night and once day light savings ends. Otherwise, why raise the cost?
1199	6/13/17	Again, why are you penalizing paying customers for instead of penalizing freeloaders.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	
1204	6/13/17	Where is the Monty going?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	Cost of parking has increased quite a lot in the time I've been taking the train, and this is an enormous increase.. seems a bit much.
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	Subsidizing parking lots next to the train makes no sense, especially given that the vast majority of riders do not drive to the train. The lots should be developed.
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

		Zone Fare Increase
No.	**Date**	**Comments**
1184	6/13/17	What do we get for the fair increases? More trains? Later service?
1185	6/13/17	This is an acceptable increase. 25 cents is something I can afford.
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	Again, this hurts the poor who have no transportation. Corporations subsidize or give transit to their employees for free.
1189	6/13/17	
1190	6/13/17	Increase the fare ok if you at least maintain passenger experience - seems like trains are more crowded over time
1191	6/13/17	
1192	6/13/17	
1193	6/13/17	
1194	6/13/17	
1195	6/13/17	Please keep Zone fares affordable. They are already expensive enough that sometimes it is cheaper to take Uber instead.
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	
1199	6/13/17	Sure, why not. But still, fix the problem, don't just make it larger.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	
1204	6/13/17	Reason for the price hike?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	Caltrain is already the most expensive transit in the area, with the highest farebox recovery. Fares also went up last year, this continues a trend of fares rising much faster than inflation.
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	Just make it different prices for distance traveled

		Pilot Program
No.	**Date**	**Comments**
1184	6/13/17	
1185	6/13/17	The ticket system is confusing enough. Clipper cards themselves are a broken system. Seems like it would cause a ton of confusion.
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	Give it a try.
1189	6/13/17	
1190	6/13/17	Demand pricing makes sense
1191	6/13/17	
1192	6/13/17	
1193	6/13/17	
1194	6/13/17	
1195	6/13/17	This is an excellent idea. Weekend/evening discounts would be a very easy way to increase ridership.
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	Based on a limited time to see if it is being used and gets people off the roads.
1199	6/13/17	Charge the same price all the time. They are using a service. Why are you encouraging it on off-days.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	
1204	6/13/17	Where is the money going?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	Seems like a nice idea, but would it be based on what time you buy your ticket? What if your train is scheduled for just after the time the discount starts and you buy a ticket just before that time? (and other similar questions)
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	Keep the fare matrix simple. We don't need a complex fare system that can't fit on a sheet of paper like BART. It's one reason why 8-ride was unpopular. It's not worth confusing cost-sensitive tourists over whether they're getting the best deal.
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

		General
No.	**Date**	**Comments**
1184	6/13/17	Are you adding more trains for this increase? Please don't incentivize driving or fair evading.
1185	6/13/17	
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	
1189	6/13/17	
1190	6/13/17	This is a terrible survey design
1191	6/13/17	
1192	6/13/17	How about basing these increases on the cost of living wage increase most of your riders get?
1193	6/13/17	
1194	6/13/17	
1195	6/13/17	
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	
1199	6/13/17	Caltrain should invest time and resources into fixing the problem. The problem is that people are riding he train without paying. Why not fix that problem rather than raise the prices for people that are following the rules.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	
1204	6/13/17	Where is the money going?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	
1211	6/13/17	
1212	6/13/17	Student discounts please.
1213	6/13/17	
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1222	6/13/17	x			1		x			x				x					x			x			6
1223	6/13/17			x	4	x			5		x		6	x			1	x			3	x			2
1224	6/13/17		x		2	x			3		x		6	x			1	x			4	x			5
1225	6/13/17		x		5			x	4			x	3		x		6	x			1			x	2
1226	6/13/17		x		3		x		6			x	5		x		4		x		2	x			1
1227	6/13/17		x		4	x			1			x	3		x		5		x		6	x			2
1228	6/13/17	x			1		x		6		x		4			x	3		x		5			x	2
1229	6/13/17			x	4		x		3			x	2			x	5		x		6	x			1
1230	6/13/17	x					x				x			x					x				x		
1231	6/13/17		x				x				x				x				x			x			
1232	6/13/17			x				x			x					x				x		x			
1233	6/13/17			x			x				x					x			x					x	
1234	6/13/17	x			1		x		5			x	3		x		6		x		4			x	2
1235	6/13/17	x			3	x			4		x		6	x			1	x			5	x			2
1236	6/13/17			x	1			x	3		x		5		x		6	x			4			x	2
1237	6/13/17	x			1		x		6		x		4		x		5		x			x			2
1238	6/13/17	x			2		x			x			1		x				x				x		3
1239	6/13/17		x		1		x		3		x		2		x		6		x		5		x		4
1240	6/13/17		x		4		x		1		x		6	x			2		x		5	x			3
1241	6/13/17		x				x				x				x				x				x		
1242	6/13/17			x	4		x		1		x		6			x	5			x	2	x			3
1243	6/14/17		x		4		x		6		x		3		x		5		x		2		x		1
1244	6/14/17			x	5			x	4			x	6	x			2	x			3	x			1
1245	6/14/17			x			x			x					x				x					x	
1246	6/14/17			x			x					x				x				x				x	
1247	6/14/17		x		5		x		4		x		3			x	2		x		6	x			1
1248	6/14/17	x				x						x			x			x				x			
1249	6/14/17		x				x		5		x		4		x		6		x			x			1
1250	6/14/17	x			1	x			3		x		6	x			5	x			4	x			2
1251	6/14/17		x		3		x		5		x		6		x		2		x		4	x			
1252	6/14/17	x			3		x		5		x		6	x			2	x			4	x			1
1253	6/14/17	x					x				x					x			x				x		
1254	6/14/17	x			2		x		6		x		5		x		4	x			1		x		3
1255	6/14/17		x		2		x		6		x		5		x		4	x			1			x	3
1256	6/14/17			x	5	x			3		x		4		x		2		x		1	x			6
1257	6/14/17		x		5		x		3			x	2		x		6		x		4			x	1
1258	6/14/17																								
1259	6/14/17			x	2	x			4		x		6			x	3		x		5	x			1

		Go Pass Increase
No.	**Date**	**Comments**
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	
1237	6/13/17	Tech companies can afford this easily.
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	I'm not sure which passengers would be delighted by spending more money...
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	I assume the big players can do it, not sure about startups. If providing a private shuttle service is cheaper than paying for go pass depending on the number of employees using the service
1255	6/14/17	I don't use Go Pass, but again, a significant fare hike seems like you're hoping to discourage people from using this service.
1256	6/14/17	
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	You are going to lose ridership
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	
1237	6/13/17	I don't work for a tech company so I think the monthly pass price is already expensive!
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	I'm not sure which passengers would be delighted by spending more money...
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	Crazy huge increase. With increases like this it will be cheaper to live in SF rather than to commute from the South Bay. IMake sure everybody pays and there will be no need for that increase.
1255	6/14/17	I strongly disagree with a monthly pass fare hike this year. Please consider the context in which you're asking for more money from your regular customers: just a couple of months ago, you asked us all to rearrange our lives to align with the new train schedule. We all had to reevaluate the public transportation options we use to get to/from the train stations, and we all had to have (yet another) conversation at work about how we'd be coming in/leaving at different times because of the train. This year's schedule changes seemed to be especially disruptive. An increased month pass fare, combined with inconvenient (seemingly annual) schedule changes, is making it more and more difficult for me to justify the hassle of commuting via public transportation. I really really WANT to support CalTrain, but man do you make it hard for your daily commuters. Don't take another "withdrawal" from your relationship with your customers. Consider a fare hike in a year when you DON'T force your daily commuters to rearrange their lives due to schedule changes.
1256	6/14/17	
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	As someone who tries to take Caltrain 2-3 days a week (I work remotely 1-2 day a week), it's not financially smart to purchase a monthly pass. However, the 8 ride pass is perfect for me. Eliminating it would also eliminate any financial incentive to take Caltrain, as taking the train would become more expensive than driving.
1233	6/13/17	Sometimes it's necessary
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	I use the 8 ride pass. Would not like to see it eliminated!
1237	6/13/17	I use to only take Caltrain to work once in a while. This helped me a lot financially as I didn't need a monthly pass.
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	I think it's useful to have a ticket type between one day and monthly pass.
1251	6/14/17	This is a very cost effective option for me and I would like it to remain an option for those riders in which a monthly pass is not a cost effective option.
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	
1255	6/14/17	It seems crappy to not encourage somewhat-regular usage of CalTrain.
1256	6/14/17	My employer does not give me my commuter check until the 5th of the month to purchase my monthly pass. I purchase the 8 ride ticket to get me from the 1st of the month to the 5th. I also work with employees that work between home and work. It's a waste of money to purchase a monthly pass if you're only going to use it 12 days a month. Please don't eliminate the 8 ride ticket. Thanks.
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	When you don't need a full month (like kids who ride who will be on Christmas, Spring, or Summer break) the 8-ride is the PERFECT solution. Buying a whole month for the kids is brutal if they aren't going to use it during their break. Please don't get rid of this!

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	This is a substantial cost increase. Basing the prices on 12-13 days per month would be a more reasonable increase.
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	82.50 is a lot of money
1237	6/13/17	Unless there is a security guard present at all times I don't think this can be justified.
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	Why this steep increase?
1255	6/14/17	A 50% increase seems steep. Is the purpose to discourage people from parking at CalTrain stations?
1256	6/14/17	I usually park at the Diradon Station in the handicap lot unless someone that is illegally parked in one of the handicapped spots. The increase would affect my budget greatly.
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	

		Zone Fare Increase
No.	**Date**	**Comments**
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	You are going to lose ridership
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	It's acceptable
1237	6/13/17	I think the price per zone is already quite expensive.
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	More info on why 25 cents and what it will be used for. Caltrain is already too expensive for riders.
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	CalTrain fares are already very high.
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	
1255	6/14/17	
1256	6/14/17	I have two students who use Caltrain to get back and forth from home to school. An increase would affect our monthly budget. Thank you.
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	

		Pilot Program
No.	**Date**	**Comments**
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	
1237	6/13/17	I have taken the train on weekends and if there isn't a Giants game it is not very crowded. We should do this to encourage more people to take the train during non peak hours.
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	Low and high peak, or local, limited and bullet should have different pricing. I do not understand discounts for evenings, nor one way, nor flipper cash
1255	6/14/17	I think you need to define "evening"... my afternoon commute during baseball season is already crowded and full of drinking/drunken fans. I'm not particularly interested in encouraging an even more crowded (and rowdy) commute home during baseball season.
1256	6/14/17	I feel for people using Caltrain to attend events should pay increased prices, especially during RUSH hours.
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	

		General
No.	**Date**	**Comments**
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	N/A
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	
1237	6/13/17	
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	That's a ridiculous amount to increase parking cost and monthly passes. NO THANK YOU!!
1244	6/14/17	
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	Why do you waby to move hillsdale station?
1255	6/14/17	The structuring of the previous survey question is poor and confusing.
1256	6/14/17	The Caltrain handicap lot needs to be monitored weekdays during RUSH hour times. The lot is abused on a daily basis by drivers picking up passengers who do not have a handicap plate on their car or have one displayed. Handicap passengers with mobility issues using Caltrain are forced to walk one block or more from public parking.
1257	6/14/17	Many people rely on Caltrain to get to and from San Francisco. It feels like ridership has been increasing, yet more trains have not been added, and the proposed fare increases are unfair to those who literally have no other options to get to and from their place of employment. The changes will likely be felt most for people like me who do not work in the tech industry, and whose employers only offer annual raises that cover a meager portion of the cost of living increase. Please don't raise prices for those of us who rely on Caltrain.
1258	6/14/17	
1259	6/14/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1260	6/14/17	x			1	x			3		x		6	x			2	x			4	x			5
1261	6/14/17	x			1		x		6			x	3		x		4		x		5	x			2
1262	6/14/17			x			x		2	x			4		x					x				x	5
1263	6/14/17			x				x				x				x		x				x			
1264	6/14/17		x		4		x		6			x	1		x		5		x		3			x	2
1265	6/14/17		x		4	x			2		x		3		x		5		x		6	x			1
1266	6/14/17		x		6	x			2		x		4		x		5	x			3	x			1
1267	6/14/17			x	2			x	4		x		5			x	1		x		6		x		3
1268	6/14/17		x		3		x		6		x		2		x		4		x		5	x			1
1269	6/14/17			x				x				x				x				x				x	
1270	6/14/17		x				x					x			x					x				x	
1271	6/14/17	x			1	x			2		x		6	x			4			x	3			x	5
1272	6/14/17		x		4		x		6		x		5			x	2		x		1		x		3
1273	6/14/17		x			x					x				x				x			x			
1274	6/14/17			x	3	x					x		2	x						x		x			1
1275	6/15/17			x	6		x		3			x				x			x					x	
1276	6/15/17	x			1	x			2			x	6			x	5	x			3			x	4
1277	6/15/17			x	2		x		5			x	3		x		6		x		4	x			1
1278	6/15/17	x			4		x		6	x			2	x			1		x		5	x			3
1279	6/15/17		x		4	x			1			x	3		x		6	x			2		x		5
1280	6/15/17		x		1		x				x				x				x		5		x		
1281	6/15/17		x		6		x		3		x		5			x	4			x	2	x			1
1282	6/15/17	x			1		x		3		x		5			x	2		x		4		x		6
1283	6/15/17			x	2		x		4		x		6			x	3			x	5	x			1
1284	6/15/17			x	2		x		6			x	3			x	1		x		5	x			4
1285	6/16/17		x		3		x		6	x			1		x		4		x		5	x			2
1286	6/16/17		x		6	x			2		x		5	x			3	x			1			x	4
1287	6/16/17			x			x					x			x					x				x	

		Go Pass Increase
No.	**Date**	**Comments**
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	too much increase
1267	6/14/17	
1268	6/14/17	Do you want the rideship woes of VTA? Because this is how you get the ridership woes of VTA
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	I am in favor of area businesses being charged more money for unrestricted pricing. That said, I don't really know the economics behind their decision-making processes.
1272	6/14/17	
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	
1281	6/15/17	STRONGLY disagree; this is outrageous
1282	6/15/17	
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	I am not sure if I understand this method, I just know you try to increase the fare, but if I don't need to, I don't want to...
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	
1267	6/14/17	
1268	6/14/17	Do you want the rideship woes of VTA? Because this is how you get the ridership woes of VTA
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	This is the method by which I pay for riding on CalTrain, though this is still probably a fair way to calculate pricing.
1272	6/14/17	I will more than likely look for alternative transportation if this were to change.
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	Indirect fee increase on top of the proposed $0.25 increase and outpaces inflation
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	Service quality has declined considerably during the past year and trains are uncomfortably packed. Caltrain should improve its service before raising prices on riders.
1281	6/15/17	
1282	6/15/17	The monthly pass is already not cost-effective, this makes it even less so.
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	If Caltrain is not affordable price wise, people will just start to drive on their own.
1286	6/16/17	
1287	6/16/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	This is something I don't understand, but now it will goes a way, good! Bur even if I take 2 weeks off, I still need to get a monthly pass!
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	how about tourists?
1267	6/14/17	
1268	6/14/17	Do you want the rideship woes of VTA? Because this is how you get the ridership woes of VTA
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	I rarely use this, but I sometimes do, particularly if I somehow missed the first two weeks' to tag on to the train.
1272	6/14/17	I can see if maybe not enough people buy it, but it is a sufficient alternative to other passes.
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	8-ride tickets could be viewed as pre-payments for future rides that are financially beneficial to Caltrain
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	I am a frequent Caltrain user who relies on the 8 ride pass each month. As I commute about 10 days per month, a monthly pass is too expensive but an 8 ride pass meets my needs well.
1281	6/15/17	
1282	6/15/17	The 8-ride ticket is a cost-effective option to the monthly pass. Raising the monthly pass and eliminating the 8-ride pass at the same time may cost you riders
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	I think $80 is about right.
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	too much of increase!
1267	6/14/17	
1268	6/14/17	Do you want the rideship woes of VTA? Because this is how you get the ridership woes of VTA
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	Parking in the area is quite high anyway; it seems reasonable to raise mass transit prices in this fashion to offset CalTrain costs.
1272	6/14/17	This change I believe will still be within most budget plans.
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	With the increase in fare and monthly parking, the monthly cost for 2-zone commuter (including parking) will increase from $204.5 to $262.5 - an almost 30% increase in price in a year.....Really?!!
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	
1281	6/15/17	
1282	6/15/17	
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	I am writing to you to express my deep concern with the proposed Caltrain fare increase. I purchase a monthly pass & monthly parking every month for a combined total of $298 per month / $3,576 per year. Your proposed increase would mean that I would need to spend an additional $83 per month / $996 per year. I take Caltrain for the convenience of not having to commute into San Francisco and the fact that it is (at present) cheaper than if I were to drive. I do not support the rate increase for monthly ridership nor monthly parking. If this increase is approved both myself and my coworkers who use Caltrain have agreed to begin commuting via carpool. We have all agreed to never to use Caltrain again if the rate increases go into effect, which will result in a 5-digit annual loss in revenue for Caltrain. This may seem like a very small number compared to the massive revenue that Caltrain generates but I think you will find that many of your riders reciprocate these same feelings toward the proposed increases. Riders have other options to get to work such as Uber, Lyft, Bart, buses and carpooling. I would strongly encourage you to listen to your riders because nobody wants to pay more for less. I hope that you will make the right decision.

		Zone Fare Increase
No.	**Date**	**Comments**
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	I am with Caltrain for 12 years now, I see the fare up but not my salary, I hope if you can discount a bit for those who can't afford to pay. we are not all IT guys you know!
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	
1267	6/14/17	
1268	6/14/17	Do you want the rideship woes of VTA? Because this is how you get the ridership woes of VTA
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	I don't know how much this would impact revenues.
1272	6/14/17	
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	Fare was increased in 2016 and further increase outpaces inflation
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	Service quality has declined considerably during the past year and trains are uncomfortably packed. Caltrain should improve its service before raising prices on riders.
1281	6/15/17	
1282	6/15/17	The zone fare should be abandoned in favor of a length of trip proportional fare like BART.
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	

		Pilot Program
No.	**Date**	**Comments**
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	my ride basically is for commute to work, other time I drive.
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	
1267	6/14/17	
1268	6/14/17	Run bullets/limited stops on the weekends. 2-hour each way is ridiculous for getting into/out of the city
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	I rarely ride CalTrain on the weekends.
1272	6/14/17	Unless this is implemented into the monthly pass or other non-one way tickets, i believe it will not be successful.
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	
1281	6/15/17	
1282	6/15/17	
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	

		General
No.	**Date**	**Comments**
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	commuter keep paying for more, this is to push people to take bus instead, more time on commute, less quality of life for family.
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first, less breakdowns!
1266	6/14/17	don't increase it! no no no no no.
1267	6/14/17	
1268	6/14/17	
1269	6/14/17	Hello Members of the Board, I believe the proposed fare increase that is currently on the table exceeds the 10% threshold agreed upon in 2013. As a three zone monthly pass holder, the proposed fare increase seeks to increase my fare by over 20%. I request that you share the results of the Title VI Equity Analysis with special considerations for minorities and persons with low income. I am unable to attend the Board meetings as I am at work during the day.
1270	6/14/17	To Whom It May Concern: I am writing to you to express my deep concern with the proposed Caltrain fare increase. I purchase a monthly pass & monthly parking every month for a combined total of $298 per month / $3,576 per year. Your proposed increase would mean that I would need to spend an additional $83 per month / $996 per year. I take Caltrain for the convenience of not having to commute into San Francisco and the fact that it is (at present) cheaper than if I were to drive. I do not support the rate increase for monthly ridership nor monthly parking. If this increase is approved both myself and my coworkers who use Caltrain have agreed to begin commuting via carpool. We have all agreed to never to use Caltrain again if the rate increases go into effect, which will result in a 5-digit annual loss in revenue for Caltrain. This may seem like a very small number compared to the massive revenue that Caltrain generates but I think you will find that many of your riders reciprocate these same feelings toward the proposed increases. Riders have other options to get to work such as Uber, Lyft, Bart, buses and carpooling. I would strongly encourage you to listen to your riders because nobody wants to pay more for less. I hope that you will make the right decision.
1271	6/14/17	
1272	6/14/17	A better organized alert system is needed when a delay occurs.
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	What tangible improvements to Caltrain could be expected after the fare increase??
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	
1281	6/15/17	Less bike room and more room for humans please
1282	6/15/17	Caltrain needs to find other funding sources or restructure the fares to eliminate zones and charge proportional to the distance traveled. Caltrain is quickly becoming a less attractive option with all of the recent fare increases.
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1288	6/16/17			x			x					x			x				x					x	
1289	6/16/17			x				x				x			x					x				x	
1290	6/16/17			x			x					x			x				x					x	
1291	6/16/17			x				x				x				x				x				x	

		Go Pass Increase
No.	**Date**	**Comments**
1288	6/16/17	
1289	6/16/17	
1290	6/16/17	
1291	6/16/17	Dear Chair Gee, On July 6, 2017, the Peninsula Corridor Joint Powers Board will consider possible changes to the agency's Codified Tariff. Within the proposed fare changes is a 50% increase to the Go Pass pricing starting in January 2018.Although this change, if adopted, will have a significant impact on the City of Palo Alto as a Go Pass employer, we are sympathetic to the need to address the Board's projected budget deficit. However, if these proposed fare changes are adopted, we would like to see two important changes made to the administration of the Go Pass program: 1. Allow employees working at other job sites to participate in the Go Pass program without their employer being required to pay an additional site fee. In the case of the City of Palo Alto, we could begin to offer the Go Pass to our library, community center, and municipal service center employees and others under the same pricing structure. 2. Form a partnership with the Palo Alto Transportation Management Association (PATMA) to pilot a Go Pass program for low-income employees of participating businesses, with PATMA as the sponsor. Many small businesses in downtown Palo Alto do not have the resources to participate in the Go Pass program on their own. The Palo Alto Transportation Management Association is assisting the City of Palo Aito in reducing single-occupant vehicle (SOV) rips and addressing transportation and parking challenges in downtown Palo Alto. Thank you for your consideration. Please let me know if you have any questions or concerns.

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1288	6/16/17	
1289	6/16/17	
1290	6/16/17	I think the proposed Fare Increases (18.7% for me) and Parking Increase (50%) are excessive. I understand that the rail system needs to be maintained and that costs rise, but the magnitude of these proposed increases does not seem warranted. I think that Caltrain could measurably improve ticket and parking revenues by stepping up enforcement of your existing fare and parking programs. Here is why: Fares/Tickets: I ride Caltrain twice each day, and other than having my Clipper card scanned at the San Francisco terminal gate when boarding Southbound trains during evening commute hours, I rarely have to prove that I have a valid ticket. I estimate that I am asked for â€œproof of paymentâ€ when on the train less than 15% of the time. Most regular Caltrain riders see suburban station passengers boarding the train without tickets, some of them chronically, and all with near impunity. I ask that Caltrain more rigorously enforce fare collection at todayâ €™s rates before establishing a target increase for future fares. Parking: I buy a monthly Caltrain parking pass, and park daily in the Millbrae Caltrain lot. However, due to the construction of new apartments across California Drive, many guests or residents of those buildings park overnight in the Millbrae Caltrain lot. My assumption is that those parkers do not pay to park there. If that is true, it has a doubly detrimental effect on Caltrain, as 1) they do not pay for the space they occupy, and 2) they preclude the use of that space by a paying commuter parker . Additionally, there are other vehicles routinely parked in the Millbrae Caltrain lot that display long term parking permits issued by BART. Some of these vehicles remain in the Millbrae Caltrain lot for more than a week, but I have never seen a warning or a ticket left on one of them. Finally, many of the parking spaces in the Millbrae lot no longer have stenciled #s on them. Without a parking space #, how is a daily parker to know what space to â €œrentâ€ even if they were inclined to pay the daily rate? So before determining that parking rates must rise 50%, please enforce posted parking regulations, and collect all requisite parking revenues, to maximize the value of your lots at todayâ €™s parking rates, and establish a meaningful revenue baseline prior to recommending or implementing a future parking rate increase. Thank you for your consideration.
1291	6/16/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1288	6/16/17	
1289	6/16/17	
1290	6/16/17	
1291	6/16/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1288	6/16/17	
1289	6/16/17	Dear Caltrain, I have been a Caltrain rider for the last 25 years and I have to say the proposed increase of 50% for monthly parking is the most unbelievable proposal ever! How can you justify a 50% increase?? There doesnâ €™t seem to be any explanation for the astronomical increase in your flyers or on the website. Can you please explain? I would appreciate it. Looking forward to receiving your response.
1290	6/16/17	
1291	6/16/17	

		Zone Fare Increase
No.	**Date**	**Comments**
1288	6/16/17	
1289	6/16/17	
1290	6/16/17	
1291	6/16/17	

		Pilot Program
No.	**Date**	**Comments**
1288	6/16/17	
1289	6/16/17	
1290	6/16/17	
1291	6/16/17	

		General
No.	**Date**	**Comments**
1288	6/16/17	First, allow me to comment on the "outreach". I showed up to the Hillsdale Caltrain Station on Tuesday, June 6, 2017 via NB 267. I had asked on Twitter where I could find the Outreach team, as I did not want to spend my evening running around looking for people. Thankfully, I was told to look for the "cute vests". I got off the train, walked the entire NB platform, crossed to the SB platform, walked that entire platform, and near the crossing gates I finally saw a single person in a vest. I shouted over to ask her to stop walking (We were literally doing circles). A train pulled into the station. She met me on the crossing platform, and standing ON THE TRACKS she asked what my question was. I said I wasn't going to stand on the tracks (did she not see that big train just pull in?!?!) and got my two pages of questions out to ask. Connie walked away from me several times before I managed to complete asking one question. I thought she was very rude! When Caltrain published, "There also will be several in-person outreach opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback" I had anticipated that I would be able to talk to someone, ask questions, learn more, and provide feedback. Nothing in this description told the truth: "Caltrain staff will be on hand to hand out flyers" If you are going to do outreach, then I think you should accurately advertise what that means. Connie only listened to me after I said she was very rude, and then she refused to answer any questions. (I asked about Dedicated Funding, Connie said, "I can't tell you anything about that at this time.") Connie eventually did seem to understand that I had completely misunderstood the concept of the Outreach, and she did give me her email. I appreciated that small gesture. Overall, the "Outreach" was a very disappointing and frustrating experience. I hope in the future Caltrain will consider improving their Outreach. Connie did tell me that as a low income person, I can get a reduced price monthly pass. I am not disabled, senior, or youth. She said that I could get a low income monthly pass! And yet, I've followed up twice with her to ask what I need to do for this pass. She has not replied. I have read everything on http://www.caltrain.com/Fares/farechart.html and still can't find any information. Title VI Analysis has not been done at the time of this Fare Proposal. Julian Jest tells me the Title VI Analysis will be presented at the August 2017 Board Meeting, but that meeting will be the same day the Board makes it's recommendation about the Fare Proposal. Why isn't Title VI Analysis being done *prior to* proposing changes to the fares? Title VI Analysis will make a more informed decision for your low income and minority riders.
1289	6/16/17	
1290	6/16/17	
1291	6/16/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1292	6/16/17			x				x				x				x				x				x	
1293	6/16/17			x	3			x	4		x		6			x	5	x			1	x			2
1294	6/17/17		x		4		x		6		x		2		x		5		x		3			x	1
1295	6/18/17		x		3		x		6		x		4	x			1		x		5	x			2
1296	6/18/17		x		4	x			2		x		5			x	3		x		6	x			1
1297	6/18/17		x		5		x		6		x		2		x		4		x		3	x			1
1298	6/19/17		x		2	x			5		x		4		x		1	x			6		x		3
1299	6/19/17		x		6			x	3		x		4		x		5	x			2	x			1
1300	6/19/17		x				x			x						x			x				x		
1301	6/19/17		x				x				x				x				x				x		
1302	6/19/17			x	2		x		3	x			1	x			4		x		6		x		5

		Go Pass Increase
No.	**Date**	**Comments**
1292	6/16/17	Dear Chair Gee: Thank you for the opportunity to provide input on Caltrain's 2017 fare change proposal as it relates to the Go Pass Program. Stanford University appreciates Caltrain's need to increase fare revenue to fill a large operating funding gap; however, we respectfully ask you to wait on making changes to the Go Pass Program until after your fare study is complete and a comprehensive evaluation is done on the current Go Pass Program structure. Stanford University is the largest Go Pass participant, purchasing over 31,000 passes each year, representing over 40 percent of all Go Pass sales. The University purchases these passes for faculty, staff, graduate students, and post-doctoral researchers, including the employees of the Stanford University Medical Center. The Caltrain Go Pass Program is an important part of the Stanford's trip reduction efforts, and Caltrain accounts for nearly 20 percent of our overall commute mode share. Furthermore, the University has made substantial contributions to ensure the commuter rail system remains robust in the following ways: â €¢Stanford spends millions of dollars each year to operate the Marguerite shuttle service, which provides free last-mile connections to and from the Palo Alto Transit Center to anyone, regardless of their affiliation with the University. The Marguerite service is essentially a small transit system that is comprised of 20 routes throughout Stanford's main campus, Stanford Research Park, the Stanford Medical Center and surrounding retail and residential properties. Without the free Marguerite service, the use of Caltrain would be significantly reduced since people would not be able to use this last-mile connection to get to their final destinations. â €¢Stanford already absorbs the cost to administer the Go Pass Program. The distribution of over 31,000 passes over multiple locations incurs significant costs and expends considerable resources including staff time due to implementing accounting and administrative processes, and verifying Go Pass Program eligibility. â €¢Stanford has remained an active and willing partner in assisting Caltrain in its efforts to obtain federal FTA grant funding for its electrification project. Stanford's Government Relations team joined Caltrain staff in meetings held in Washington, D.C., with congressional members and the Administration 's staff urging the signage of the Full Funding Grant Agreement. Stanford has been an active member of the Caltrain Commuter Coalition (C3) since the coalition's inception and hosted the first C3 meeting on our campus. The proposed 50 percent increase in the Go Pass Program would be the largest single increase in the Program 's history and would create significant financial impacts on the University. The magnitude of the proposed price increase is unexpected and would make it challenging for Stanford University and Medical Center to obtain approval and funding in already approved budgets for the upcoming fiscal year. Our institutions are non-profit entities that employ a substantial number of lower income employees, and Stanford recently extended the Go Pass Program to limited-income graduate students and post-doctoral scholars. Understanding that Caltrain is facing a financial deficit in the upcoming year and if implementing a new Go Pass Program rate cannot be put on hold until after the fare study is complete, Stanford respectfully asks that you consider the following: â€¢Since Stanford is already making significant contributions to the Caltrain system as noted above, allow the University to have a reduced Go Pass fare increase of no more than 20 percent. This percentage increase is in the mid-range of the proposed fare changes for the monthly pass across the different zones. This more modest increase acknowledges the University's significant funding of services needed to support and complement Caltrain ridership without causing unreasonable financial impacts to the University. â €¢Phase in Go Pass rate increases over time so that agencies/companies can budget and plan for future costs increases. An immediate, one-time 50 percent rate increase makes it difficult for companies to cover the cost of the Go Pass. Instead, if the fare study justifies a need to make this level of increase for the future, we recommend increasing the Go Pass Program rates in smaller increments over an extended period of time--e.g., increase the fare by 5 percent over I0 years. â €¢Create a reduced nonprofit Go Pass Program rate. Our internal evaluation of the Go Pass Program shows that there are approximately 1 1 out of the 123 Go Pass companies that are nonprofit agencies, comprising roughly 45 percent of the Go Pass program participants. These agencies often provide passes to students, teachers/faculty, public service employees, and lower income workers. This approach is consistent with what other transit agencies in the region have implemented with their employer-subsided programs. For example, VTA has recently created a new EcoPass category for nonprofit agencies, increasing the EcoPass fare for these users at a rate of 15 percent versus 25 percent for for-profit companies. We recognize the higher revenues from the Go Pass Program would help meet Caltrain's funding needs; however, we believe there may be opportunities to make structural changes to the Go Pass Program to make it more effective. We would welcome the opportunity to work with Caltrain staff to optimize the Go Pass Program based on the results of the fare study and work towards a fair and equitable pricing structure that can better serve Bay Area commuters. We appreciate your consideration of our comments and look forward to working with Cal train in the future as we embark on a new chapter of this vital commuter rail system.
1293	6/16/17	
1294	6/17/17	
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	I don't personally utilize this, but this is incredibly unaffordable for many companies to continue this program.
1298	6/19/17	While I am not a recipient of a Go Pass, a 50% increase is ridiculous. You will drive employers out of the program and end up with lower revenue as a result.
1299	6/19/17	
1300	6/19/17	i think a 50% increase is extreme
1301	6/19/17	
1302	6/19/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1292	6/16/17	
1293	6/16/17	
1294	6/17/17	Increase the value for money and then you can increase the fare.
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	I highly disagree with this. It's no longer more cost efficient to take public transportation. It's actually cheaper for me, and many others to drive. I only get 20 mpg on my vehicle, which is pretty low. This seems like a way to decrease ridership even further. I'm really disappointed with this proposal, and know many people who plan to stop riding daily due to this high increase, following an increase just over a year ago. It's alienating many of its riders in favor of profits. These prices will never go down, regardless of the new high speed rail savings for Caltrain.
1298	6/19/17	
1299	6/19/17	
1300	6/19/17	i don't like it but i can live with it.
1301	6/19/17	"Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodating record-setting ridership demand and maintaining an aging diesel system in a state of good repair. Without dedicated funding, Caltrain depends on its member agencies to cover the cost of operating the system, but those agencies are unable to fully cover those costs in Fiscal Year 2018, leaving Caltrain with a projected $20.7 million operating budget shortfall." Short fall and yet the boss gets a $50,000.00 bonus? Enforce parking and maximize revenue instead of making the honest people pay more while the dishonest continue to pay nothing. Enforce the no ticket=no ride on your trains. I have not once had my ticket checked during my morning commute this calendar year. There are only two conductors that i see on my afternoon commute who check tickets. On Giants game days, tickets are never checked on northbound trains. "record setting ridership"...the shortfall should be paid for right there if you are doing it correctly. Which you are not...so the boss shouldn't be getting bonuses and a mid 6 figure salary. An increase is one thing but your increases are in some areas close to a 50% increase. REALLY? What is the justification for that other than you don't have the money to meet your operating budget? The trains aren't better. The trains aren't running on time. You are not checking tickets. You are not enforcing parking. Your conductors don't enforce policy like luggage on the rack in the designated car, no feet on the seats etc... What you are going to find is for all the increases, less people will pay more to ride and you will either break even from current revenue levels or find you are losing money. Your business plan is a joke and your justification for fare increases hold no merit. get someone who has a brain in their head to operate the system, create a budget and find ways to meet that budget or get out of the way and let a new agency take it over.... If I did my job the way you people do yours, I wouldn't need to use the train to get to work....because I wouldn't have a job. Of course this is all happening no matter what I or anyone else says, so I am just wasting my time with this. No Thank You,
1302	6/19/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1292	6/16/17	
1293	6/16/17	Increase price is fine, but why cancel it? Don't understand. I currently using 8-ride, and not taking train every day.
1294	6/17/17	
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	Expiring after 30 days makes this unusable, as it's activated during any use with clipper, even if you're still in a monthly pass month. Need to make this more accessible with use on clipper.
1298	6/19/17	This will discourage occasional users from taking public transit and drive them to their personal vehicles.
1299	6/19/17	
1300	6/19/17	
1301	6/19/17	
1302	6/19/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1292	6/16/17	
1293	6/16/17	
1294	6/17/17	Caltrain parking is miserable and you don't provide enough of it, plus you make it difficult to buy monthly parking passes. Again, where is the value for money?
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	No one is going to pay that much for daily parking. It's no longer saving money when considering just driving instead.
1298	6/19/17	Really? A 50% increase? Monthly parking just increased by 10%. Why not start charging for parking at stations that are currently free, like Tamien? And increase special event parking fees for those occasional parkers that are partying in the lot and leaving a mess behind (at least they are at Diridon). A 50% increase is absurd. What's the benefit for monthly parkers in paying for 15 days/month when we generally use it no more than 20 days/month?
1299	6/19/17	
1300	6/19/17	
1301	6/19/17	
1302	6/19/17	

		Zone Fare Increase
No.	**Date**	**Comments**
1292	6/16/17	
1293	6/16/17	
1294	6/17/17	Caltrain fares are extremely expensive as it is, but staff members are not helpful and passenger information is lacking. Provide more value for money and then a fare increase would be reasonable.
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	There is no reason to do this, period.
1298	6/19/17	
1299	6/19/17	
1300	6/19/17	Disagree but i can live with it.
1301	6/19/17	
1302	6/19/17	

		Pilot Program
No.	**Date**	**Comments**
1292	6/16/17	
1293	6/16/17	
1294	6/17/17	
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	Any discounts are highly appreciated, but trying to generate more profit from monthly pass riders is highly disappointing.
1298	6/19/17	Why offer discounts for these times yet increase fares for regular commuters? Unfair.
1299	6/19/17	
1300	6/19/17	i don't think this buys Caltrain anything neither loyalty nor future customers
1301	6/19/17	
1302	6/19/17	

		General
No.	**Date**	**Comments**
1292	6/16/17	
1293	6/16/17	
1294	6/17/17	I note these fare changes were extremely poorly advertised. Again, passenger information is lacking. Provide better value for money and there will be more interest in increasing fares.
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	The schedule change has been a huge let down because now, there's only one daily train for the 9-5 crew that drops people off in SF with enough time to transfer to a secondary mode of transportation before going to their work. These trains are completely full and it's has a major impact on the transfers in other cities, as well as rider's decisions whether or not to continue riding Caltrain.
1298	6/19/17	
1299	6/19/17	
1300	6/19/17	caltrain reduced weekend frequency plays havoc with my weekend activities. please reconsider. ill advised and may reconsider my status as a monthly pass holder.
1301	6/19/17	
1302	6/19/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1303	6/20/17		x				x				x				x				x			x			
1304	6/20/17		x		4			x	6		x		5	x			1			x	3	x			2
1305	6/21/17	x			4	x			2	x			1	x			3			x	6	x			5
1306	6/21/17	x			1		x			x					x		3	x					x		6
1307	6/22/17			x				x			x		6			x				x				x	
1308	6/22/17	x					x				x				x			x			1	x			6
1309	6/22/17		x					x			x				x				x					x	
1310	6/22/17	x			1		x				x					x			x					x	
1311	6/22/17		x				x				x				x				x				x		
1312	6/22/17			x	2	x			5		x		6			x	4	x			3	x			1
1313	6/23/17			x	3		x		6		x		5		x		4	x			1		x		2
1314	6/23/17	x			4	x			3		x		6	x			1	x			5	x			2
1315	6/23/17		x				x				x					x			x			x			
1316	6/23/17			x				x			x		6			x				x				x	
1317	6/23/17		x				x			x				x					x				x		
1318	6/23/17	x			1		x		6	x				x					x				x		
1319	6/23/17			x	1		x		6			x	3		x		5			x	4	x			2
1320	6/23/17		x		5		x		4			x	2			x	3		x		6	x			1
1321	6/24/17			x	3		x		6	x			2		x		5	x			1			x	4
1322	6/24/17		x		6		x				x					x	5			x	4	x			2
1323	6/26/17			x				x			x				x		6		x					x	
1324	6/26/17			x	4		x		6		x		5			x	3	x			1	x			2
1325	6/26/17			x		x			6		x				x		5			x				x	
1326	6/26/17			x	1		x		6		x		4		x		3		x		5			x	2
1327	6/26/17	x			1		x		6		x		3		x		5			x	2		x		4
1328	6/26/17	x			1		x		4		x		3		x		6		x		5	x			2
1329	6/26/17	x			1	x			4		x		6			x	5			x	2			x	3
1330	6/26/17	x			6	x			2	x			5			x	4	x			3	x			1
1331	6/26/17		x		2		x		6		x		4		x		3		x		5	x			1
1332	6/26/17		x		5		x		2		x		6		x		1	x			3	x			4

		Go Pass Increase
No.	**Date**	**Comments**
1303	6/20/17	
1304	6/20/17	The minimum annual cost for employers discourages employers with less than 80 employees from participating; increasing the minimum cost will make it even harder for small employers to participate.
1305	6/21/17	
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	The price is way too high and will push riders such as myself to move from public transportation to driving. Since at that point it will be cheaper.
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	Not sure how many employers you will loose, seems like an excessive increase.
1314	6/23/17	
1315	6/23/17	You haven't provided any detail as to why you believe that a 50% increase is reasonable. That's a very large increase that needs explanation.
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	Caltrain receives federal funds and is already unaffordable for most working people. It is obscene to charge what Caltrain charges for public transport. These fare hikes are unjustified, inequitable and downright ridiculous.
1321	6/24/17	
1322	6/24/17	
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	
1326	6/26/17	
1327	6/26/17	Go Pass is underpriced too much. It should be raised drastically to avoid hiking other prices to offset for this loss.
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	Again - extreme hike.

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1303	6/20/17	
1304	6/20/17	
1305	6/21/17	It is fair to base fares on usage. 15 days would still provide a discount for many commuters.
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	Strongly disagree, you are now going to make this a wealthy person form of transportation! With your last fare increase for a Zone 4 to 2, you raised the cost of your service to more than it cost me to drive my car M-F each month. It takes me 25 minutes longer to take the train in the morning loosing 45 minutes of sleep to take the train, saving me 45minutes to 1 hour to get home. I will be back in the car if you put through your proposed changes to the monthly pass.
1314	6/23/17	
1315	6/23/17	This is an under-handed way of saying that you are increasing the cost of the monthly passes. How did you come to the decision that 15 days was more reasonable than 13? I'm unlikely to support this without more details as to how you came to this decision.
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	Again--unaffordable and driving middle and low-income people out of the Bay Area.
1321	6/24/17	The monthly pass is already a big cost every month for every regular commuter. I think the burden should be carried by everyone.
1322	6/24/17	This costs more for me to pump gas for my own car to ride back & forth to work including driving to the stores for groceries shipping monthly. If it's too expensive, who wants to use public transportation.
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	26% increase from zone 2 to zone 1? Really? Along with a 51% increase in parking? I've been riding CalTrain for 15 years commuting to SF and the service has gotten worse and then you put these unreasonable proposed increases to us for comment? No one can afford this; be reasonable and step up the increases over 5-years, like businesses do.
1326	6/26/17	
1327	6/26/17	This will make the monthly pass pointless for people that use the Caltrain 3 - 4 times a week.
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	price increase to 14 days days

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1303	6/20/17	
1304	6/20/17	Some months, I ride infrequently enough that I use 8-ride tickets instead of a monthly pass.
1305	6/21/17	
1306	6/21/17	
1307	6/22/17	Please don't eliminate the 8-ride ticket. I am a long time train rider and financial supporter of over 4 years. I depend on the 8-ride pass every week since I commute from SJ to SF only a couple times a week. The monthly pass would be a large waste of money and the daily fare is becoming cost prohibitive. Thanks!
1308	6/22/17	
1309	6/22/17	Why? Not everyone needs a monthly pass and daily rides add up
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	I only commute 1-2 days per week, on weekdays. Therefore the monthly pass is always too expensive for my uses. I feel I should get the discount an 8-ride offers. I ride consistently, bust not as much as a monthly pass would deem necessary. I should get some discount. Caltrain is expensive already.
1313	6/23/17	This is a good alternative for monthly pass users that will be traveling for a majority of the month, obviously it would not be an option when you really stick it to your monthly pass holders and they try to use. I feel a large number of riders use CalTrain 2-4 days a week. This is a good product that I feel helps overcome the excessive cost of your day tix or one way tix.
1314	6/23/17	This is one of the widely used options by commuters like who do not travel every day but make couple of trips a week. I would strongly disapprove eliminating this. Though, a fare hike seems reasonable.
1315	6/23/17	
1316	6/23/17	Hi, I would like to provide feedback on the request to discontinue to 8-ride pass. There are numerous individuals, including myself, that do not need to commute everyday either due to flexible work schedules or part-time positions. I believe the option of only a month pass or daily ride is too limiting. I would propose a fair increase to the 8-ride pass, similar to the increase in rates for the month pass and parking passes. Having the option of an 8-ride pass is helpful for those who commute 2, 3 or 4 days a week, but where the cost of the month pass is still not warranted and the cost of a daily ticket would be too high. I sincerely hope you take this request into consideration when reaching a decision. Thank you, Linda
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	
1321	6/24/17	
1322	6/24/17	Why is it only valid for 30 days?
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	
1326	6/26/17	
1327	6/26/17	This will make Caltrain unaffordable for occasional users.
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	Why?

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1303	6/20/17	
1304	6/20/17	Providing parking is a major expense, and riders who do not use parking should not subsidize that major cost for drivers.
1305	6/21/17	It is fair to base fares on usage. 15 days would still provide a discount for many commuters
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	Again Excessive. The working person uses your lots 20-23 days a month depending on the month I would not go more than $60.00. This and the fact there is no parking available at San Jose after 6:55am due to the lots being full makes this a hard pill to swallow.
1314	6/23/17	
1315	6/23/17	
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	
1321	6/24/17	As a Caltrain rider who needs parking, you're already not guaranteed a parking spot, even though you're paying a lot of money for it on a monthly basis. If I arrive at the train station after 7 am, I can't park my car. This makes it very hard for commuters who have children. Since parking is in high demand, I would feel more inclined to pay for a parking spot if I would know for sure, I would get one.
1322	6/24/17	
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	a 51% increase is more than substantial. The garage at Redwood City is never full and more people will be forced to park on the street with this outrageous increase. A 20% increase is reasonable. This one is so very unreasonable.
1326	6/26/17	
1327	6/26/17	This will make Caltrain parking unaffordable for many users. Most parking lots aren't full, so there isn't enough demand for a price hike.
1328	6/26/17	I think this is absolutely absurd rate hike. That is almost a 35% increase; I don't see how this can be justified, especially when this rate has already increased substantially over the years.
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	That hike is quite extreme. Prices should be adjusted to 12-13 days.

		Zone Fare Increase
No.	**Date**	**Comments**
1303	6/20/17	
1304	6/20/17	
1305	6/21/17	
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	Seems like a reasonable increase, however you are also trying to pass a sales tax increase at the same time that is not mentioned in your disclosure of proposed fare increased, WHY BOTH without disclosure???
1314	6/23/17	
1315	6/23/17	Could you not work harder to get more funding from cities in the Bay Area? Caltrain is already quite costly compared to trains in other areas. The Bay Area should find ways to keep the cost down such that it's not cheaper to drive places where the train currently goes (as is currently the case). :(
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	This is not necessary or justified.
1321	6/24/17	This would evenly distribute the burden of the extra money Caltrain needs between all users of the train.
1322	6/24/17	
1323	6/26/17	Cal train is already quite expensive
1324	6/26/17	
1325	6/26/17	
1326	6/26/17	
1327	6/26/17	
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	

		Pilot Program
No.	**Date**	**Comments**
1303	6/20/17	
1304	6/20/17	Reducing the cost of the train when traffic is light will make riding the train more attractive.
1305	6/21/17	
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	You are going to take advantage of the low to moderate working person in order to subsidize the rich people attending Giants and Sharks games....
1314	6/23/17	
1315	6/23/17	
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	
1321	6/24/17	
1322	6/24/17	
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	
1326	6/26/17	
1327	6/26/17	Most people use Caltrain for commuting to and from work. The point of Caltrain is to relieve the load on the public roads. Increasing weekend, and evening ridership won't solve any problem, while diverting funds away for the discounts
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	

		General
No.	**Date**	**Comments**
1303	6/20/17	
1304	6/20/17	
1305	6/21/17	On the principal of fairness, everyone should expect to pay (around) the same per seat, with some minor bulk discounts. As to that "fairness" principal, I would propose that bikes should need a ticket too. Per Caltrain's docs, every bike is the equivalent of one seat. They should pay their fair share for the seat they are using. Implementation: add a pocket on the bike tags for the ticket and/or clipper card that the conductor can check as appropriate. If bikes continue to ride for free, I want to declare myself as identifying as a bike. I will agree to be tethered in the bike car for the duration of my trip. Fair is fair, charge for seats, and that means charge for bikes too.
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	In very poor taste you don't mention you sales tax proposal in Santa Clara, San Mateo & San Francisco counties at the same time you are proposing and increase in fares and fare structures.
1314	6/23/17	
1315	6/23/17	Y'all should be doing more to get cities to subsidize more of the cost.
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	
1321	6/24/17	I don't feel I get a lot of value for my very expensive monthly pass. I'm used to having fast electrified trains, with wide enough platforms so that it doesn't take forever for all passengers to get off of the train, Wi-fi on the train, coffee stands at train stations, bathrooms at the train stations for monthly fees that are far lower than Caltrain's fee. I understand there is a budget deficit, but honestly that makes me question how Caltrain manages their finances.
1322	6/24/17	
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	
1326	6/26/17	
1327	6/26/17	
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1333	6/26/17		x		2		x		4		x		3		x		5		x		6	x			1
1334	6/26/17		x		4	x			2		x		5			x	3	x			1		x		6
1335	6/27/17		x		5	x			2		x		4	x			1		x		6	x			3
1336	6/27/17	x			1			x			x					x	3			x	2		x		
1337	6/27/17		x				x					x				x			x					x	
1338	6/27/17		x		4		x		6		x		3		x		2		x		5	x			1
1339	6/27/17			x	1	x			3		x		6		x		5		x		4	x			2
1340	6/27/17		x		4		x		6		x		5			x	3	x			2	x			1
1341	6/27/17			x			x				x				x				x			x			1
1342	6/27/17		x			x				x				x			3	x			1	x			
1343	6/27/17		x			x					x				x				x		6	x			1
1344	6/27/17		x		4		x		3		x		1		x		2	x			6		x		5
1345	6/28/17			x	1		x		5			x	2		x		6			x	4			x	3
1346	6/28/17		x		6	x			3	x			2		x		5			x	4	x			1
1347	6/28/17	x			6	x			1	x			5	x			3	x			2	x			4
1348	6/28/17		x		3		x		5		x		2		x		4		x		6		x		1
1349	6/28/17			x	1		x		6		x		5			x	3		x		4		x		2
1350	6/28/17	x			6			x	4			x	2	x			3		x		1	x			5
1351	6/28/17		x		6		x		5	x			1		x		4		x		2	x			3
1352	6/29/17		x		4		x		3			x	3		x		5		x		2		x		6
1353	6/29/17	x				x				x				x					x			x			
1354	6/29/17	x			1	x			6	x			6	x			4		x		5	x			2
1355	6/29/17	x			1		x		5		x		5	x			3	x			2		x		6
1356	6/30/17			x	3			x	5			x	5			x	2		x		6	x			1
1357	6/30/17		x				x				x				x				x			x			1
1358	6/30/17		x		6	x			3		x		3	x			2	x			1	x			5
1359	6/30/17	x			1		x		5			x	5		x		6		x		4	x			2

		Go Pass Increase
No.	**Date**	**Comments**
1333	6/26/17	See question 2.
1334	6/26/17	This is a steep one-time increase and could significantly change the cost-benefit equations for many employers.
1335	6/27/17	
1336	6/27/17	
1337	6/27/17	
1338	6/27/17	
1339	6/27/17	
1340	6/27/17	
1341	6/27/17	
1342	6/27/17	Seems a bit high. Could it be increased by 25%?
1343	6/27/17	
1344	6/27/17	The fare jump is too big too soon. My salary increase is far from that, if my salary increase was the same as your fare propasal increase then it would be reciprocal increase both for Caltrain and Commuters which is ideal.
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	Caltrain should seriously consider making parking free on evenings/weekends after the lots free up from the commuters. Bart has a similar policy and it really makes taking transit more attractive. Especially with the upcoming weekend schedule changes which will really make taking the train unattractive on the weekends.
1351	6/28/17	
1352	6/29/17	How am you get away with a 50% increase. This seems very outrageous. Smaller companies that offer this as a benefit will be greatly impacted and may not be able to afford such a steep increase from one year to the next. Why not gradually increase rates over the course of a few years?
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	
1356	6/30/17	
1357	6/30/17	Same as my previous comment.
1358	6/30/17	This would greatly discourage employers from providing. I strongly oppose.
1359	6/30/17	Yesterday on the Caltrain, I overheard 2 people talking about how to sell their Go Pass tickets which they are getting for free. Since I have to pay for my own Caltrain monthly pass, this was upsetting to hear how other people are taking advantage of the Go Pass system.

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1333	6/26/17	See question 2
1334	6/26/17	
1335	6/27/17	
1336	6/27/17	
1337	6/27/17	
1338	6/27/17	
1339	6/27/17	
1340	6/27/17	that's almost the max $255 pretax subsidy for monthly public transportation for 3 zones not including allocating $'s for other transportation
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	
1344	6/27/17	I believe 13 days is fine
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	
1351	6/28/17	
1352	6/29/17	Please see previous comment to first question.
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	This is nearly a 19% increase at one time. How about spreading the increase over 2 years? Why not start charging companies like The SF Giants, Shoreline Theater and other businesses when Caltrain provides extra trains for games, performances, etc. They're getting a special service that someone must pay for, so why not these profit making businesses. Everyone using the service should have to contribute.
1356	6/30/17	
1357	6/30/17	This is horrible to charge riders because Caltrain is too incompetent to manage their budget.
1358	6/30/17	
1359	6/30/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1333	6/26/17	See question 2
1334	6/26/17	
1335	6/27/17	
1336	6/27/17	Please, please keep the 8 ride ticket. I don't work every day, and paying for a full monthly pass isn't worth the cost. The 8 ride ticket lets me commute affordably on an as needed basis.
1337	6/27/17	
1338	6/27/17	
1339	6/27/17	I use the 8-ride tickets exclusively because I go to the office everyday but sometimes my coworkers will work from home unexpectedly so I like the discounted 8-ride ticket as a middle ground. I would be very disappointed to hear the 8-ride pass is discontinued.
1340	6/27/17	should have some sort of weekly pass like the NYC subway
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	
1344	6/27/17	commuters whom use 8Rides like myself can purchase the discounted monthly parking pass but if taken away how are we gonna get a discounted parking pass?? Unless Daypass holder's can receive a discount monthly parking pass with Daypass purchases...
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	
1351	6/28/17	
1352	6/29/17	
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	Helpful for regular commuters with a shortened work month.
1356	6/30/17	
1357	6/30/17	Horrible idea.
1358	6/30/17	This is an important option for commuters with flexible work schedules.
1359	6/30/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1333	6/26/17	Push too hard on parking pricing and you will create issues on the nearby city streets...
1334	6/26/17	I suspect that more people will switch to pay-per-use from monthly parking, so it is dubious how much increase in revenue can be expected.
1335	6/27/17	
1336	6/27/17	
1337	6/27/17	
1338	6/27/17	
1339	6/27/17	Making the parking more expensive will only encourage people to take uber to the caltrain station instead of driving. I don't think this is a good idea.
1340	6/27/17	
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	
1344	6/27/17	There are many senior commuters like myself, and having discounted parking rate as commuters should be a prilvilege and be based on 10days to favor commuters, and with sports and entertainment done in San Jose and elsewhere parking revenues are up...
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	
1351	6/28/17	
1352	6/29/17	Please see my last comment.
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	
1356	6/30/17	
1357	6/30/17	This is a stupid idea. I think I'll just park in residential across the street and save the $82.50 per month / $990 per year.
1358	6/30/17	
1359	6/30/17	This would make Caltrain monthly parking generally more expensive than EZ-pass or BART parking at Millbrae.

		Zone Fare Increase
No.	**Date**	**Comments**
1333	6/26/17	See question 1. Increasing ridership will increase revenue. Raising the already expensive peak time pricing will simply push passengers onto the highways.
1334	6/26/17	
1335	6/27/17	
1336	6/27/17	
1337	6/27/17	Because I live in Gilroy and have very limited commute options, I will be unable to attend the meeting in Mt. View today, June 26, 2017, to hear about the proposed fare increase. I just want to express how completely wrong it is to charge me, a person living in Gilroy (Zone 6) and traveling to California Ave (Zone 3) the same fare that is charged for a person boarding in San Jose (Zone 4) and travelling to San Francisco (Zone 6) because the latter traveler has access to MORE THAN THREE trains per day, each way. Also, Gilroy receives NO SERVICE on the weekend, but my Clipper Card costs the same per month as it costs a person living in San Jose, If Caltrain insists on raising fares, give the Gilroy / San Martin / Morgan Hill people a break, or give us more trains! I would very much appreciate hearing from someone regarding this issue. Thank you
1338	6/27/17	
1339	6/27/17	
1340	6/27/17	
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	I would have to pay more than last year since I travel from Hilldale to SF and to SJ
1344	6/27/17	if 25cent for the whole 2018 I think its on a borderline of fairness.
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	
1351	6/28/17	
1352	6/29/17	These increases in parking are a very large jump and make taking Caltrain more expensive than driving. If Caltrain simply enforced parking and ticketed those who do not purchase daily parking passes more regularly they would easily make up this cost much more easily. Rather than place a heavier burden on those who are following the rules. The same goes for the fare increase. Fares were just increased last year. On the 4 regular trains I take (two in the morning and two in the evening). Only one of those trains, the 8:23am NB from diridon have I ever been checked for my ticket. And when people are caught riding without one the conductor just kicks them off the train rather than writing them a ticket and charging a fine. If Caltrain enforced their polices properly and regularly, again a fare increase would not be needed. Again, this increase just punishes those who are following the rules and makes Caltrain a less fatale option thsn driving. If this forces many people to stop using the service, the fare increase and parking increase may actually lead to Caltrain making less money in the long run as it will deter people from taking the train.
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	
1356	6/30/17	Do not raise the fares for seniors and those who receive an eligible discount. These are the people who can least afford the fare increase but rely on Caltrain the most.
1357	6/30/17	
1358	6/30/17	
1359	6/30/17	

		Pilot Program
No.	**Date**	**Comments**
1333	6/26/17	This should have been done long ago. Weekend pricing. Group fares. Family tickets. These are all ways to increase ridership during off peak hours. The trains run anyway, they may as well be full. Right now, Caltrain does not offer any persuasive value to the casual rider to get them out of their car.
1334	6/26/17	
1335	6/27/17	
1336	6/27/17	The occasional users don't need discounts. Why prioritize them over the daily commuters who rely on Caltrain to get to work? I don't have a vehicle to take to work, and Caltrain is a huge lifesaver.
1337	6/27/17	
1338	6/27/17	
1339	6/27/17	If there is an incentive to use the caltrain on the weekends, then I would choose it over driving. The reason I do not right now is because it is more expensive than driving my car and since there's no traffic on the weekends, I choose not to drive.
1340	6/27/17	or give incentives for commuting off-hours (cash, gift cards)
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	I would like to have a morning off peak and evening off peak fares alongside with anytime low fare weekends.
1344	6/27/17	I believe discounts should be concentrated on weekday commuters like discounted Day pass as you mentioned if 8 Rides is gonna be elimminated. Because the monthly pass doesn't satisfy my work schedule I only ride the Caltrain.3 days out of the weekdays and drive on the weekends because Caltrain doesn't operate early like the weekdays. I do thnik the Caltrain increase should in increments because my salary increase is alot less. Ridership is high , and parkingship is high especially in San Jose. And sportfans ridership is high too? I've been a commuter since 1989... I've through alot of fare proposes yet this proposal substancial fare hike both ridership and parking. Commuters are your bread and butter
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	This would help incentivize off-peak travel and somewhat help with crowding on trains. Also make the train more attractive for Giants and Sharks games.
1351	6/28/17	
1352	6/29/17	Please see previous comment to first question.
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	If Caltrain is stretched beyond capacity and has such a revenue shortage, why provide new discounts? BART doesn't.
1356	6/30/17	
1357	6/30/17	
1358	6/30/17	Clipper Card cash discount is good alternative if 8-ride pass is eliminated.
1359	6/30/17	

		General
No.	**Date**	**Comments**
1333	6/26/17	Caltrain needs to review their staffing expenses and cut positions as needed. The admin staff is bloated and the train staff is more than required. One train operator and one conductor is sufficient. Fare control should be done on a spot check basis and should be done by the San Mateo Sheriff's Deparment so as to further utilize a contracted cost center.
1334	6/26/17	Would you consider adding paid wifi service on Caltrain (similar to Gogo in-flight)? I think it would be fairly popular and could supplement the revenues.
1335	6/27/17	The survey is too long and confusing (with the ranking priority). It is not a well-designed survey. I wonder what your response rate will be.
1336	6/27/17	
1337	6/27/17	
1338	6/27/17	If monthly rates are increased more than 5%, I will find alternative means for commuting. Caltrain should focus on its current costs and improving efficiencies, rather than looking to raise rates every 18-24 months. Your revenues exceed $90 million and Caltrain is still unable to make any significant upgrades to equipment or ensure trains are reliably maintained, so as to avoid going out of commission while people are on board. Fares have represented the greatest source of overall revenue increases. If any rate increases are implemented, parking should be the first source of the increase.
1339	6/27/17	If you want to increase the rates, as a rider, I am not opposed to this because I understand you have costs to cover. But then please provide more value by running more cars so we can sit down during the heavy commute times and live updates when there is a disruption in the service because of mechanical breakdowns and trespassers. It's hard to swallow price increases without feeling like we get more value from the change.
1340	6/27/17	need more frequent evening & weekend trains
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	
1344	6/27/17	Any fair proposals should cater the daily commuters than sports or special event fans.
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	Caltrain should seriously consider making parking free on evenings/weekends after the lots free up from the commuters. Bart has a similar policy and it really makes taking transit more attractive. Especially with the upcoming weekend schedule changes which will really make taking the train unattractive on the weekends.
1351	6/28/17	
1352	6/29/17	Caltrain just recieved approval for grant money. What will these fee increases accomplish?
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	
1356	6/30/17	
1357	6/30/17	All of these ideas are really dumb. At first I thought all of these fare increases were a joke but I am shocked at the revelation that this is true. I think as an alternative, all Caltrain management should take a 30% pay cut to compensate for the budget shortfall and all salaries should be capped at $70,000 maximum.
1358	6/30/17	
1359	6/30/17	Are conductors checking tickets while on board the train as often? I have noticed a drop in ticket checking over the past five years.

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1360	6/30/17		x				x				x			x					x			x			
1361	6/30/17		x				x				x				x				x		6		x		1
1362	6/30/17	x			2	x			5	x			5	x			1		x		6	x			4
1363	7/1/17			x			x			x						x			x			x			
1364	7/1/17			x	2		x		6		x		6		x		5			x	4			x	1
1365	7/2/17			x	2		x		5		x		5		x				x		4			x	1
1366	7/2/17		x				x				x				x				x					x	
1367	7/3/17			x			x				x				x		6			x				x	
1368	7/3/17	x					x			x					x					x				x	
1369	7/3/17			x	3			x	4		x		4		x		5	x			1	x			2
1370	7/3/17		x		6	x			3		x		3	x			2	x			1		x		5
1371	7/3/17		x			x					x				x				x			x			
1372	7/3/17		x		5			x	3	x			3	x			4	x			2	x			6
1373	7/3/17		x		6			x	3		x		3			x	4		x		5			x	1
1374	7/3/17	x				x			3		x		3	x			4	x			1	x			2
1375	7/3/17		x		5	x			2		x		2	x			3	x			1	x			4
1376	7/3/17		x		1		x		3		x		3		x		4			x	5		x		2
1377	7/3/17		x		2		x		6		x		6		x		4		x		5	x			1
1378	7/3/17		x		6		x		5		x		5	x			1		x		3	x			2
1379	7/3/17	x			1			x	4			x	4			x	3		x		6	x			2
1380	7/3/17		x				x				x				x			x			1	x			
1381	7/3/17		x		6		x		3		x		3		x		5		x		4		x		1
1382	7/3/17			x	4		x		6	x			6			x	1		x		5	x			2
1383	7/3/17	x			5		x		3	x			3		x		6	x			2	x			1
1384	7/3/17		x				x				x				x			x			1	x			2
1385	7/3/17	x			1	x			2			x	2	x			3	x			4	x			5
1386	7/3/17		x		2		x		6		x		6		x		3		x		5		x		1
1387	7/3/17		x		6		x				x				x				x			x			1
1388	7/3/17	x				x			3		x		3	x			1	x				x			
1389	7/3/17			x			x				x			x				x				x			
1390	7/3/17		x					x				x				x				x				x	
1391	7/3/17			x			x					x			x					x				x	
1392	7/3/17		x				x			x				x						x			x		
1393	7/3/17			x	4		x		6	x			6	x			2	x			3	x			1
1394	7/3/17	x			1		x		6	x			6		x		5		x		3		x		4

		Go Pass Increase
No.	**Date**	**Comments**
1360	6/30/17	
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	I do not have an employer that supports this program.
1370	7/3/17	Too much, too fast an increase!
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	Strongly disagree. That would encourage people to no take Caltrain since it would become so expensive :(.
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	We need less commuters on the road.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	Good afternoon: I want to express my opposition to the proposed fare change for the Go Pass program. We are an employer with about 95 employees in Menlo Park. A 50% increase is unconscionable. We will probably cancel this program if this fare increase is approved. This will result in more of our employees driving to our office in Menlo Park, thus increasing traffic in a busy area even further. We currently offer this program because itâ €™s cost efficient for employees and the company. The program is an administrative burden that we are willing to put up with only because of the cost savings. If the fares increase as proposed, itâ €™s unlikely that the program would make sense for us from a cost or administrative perspective. Please reconsider the magnitude of the fare increase.
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1360	6/30/17	
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	Monthly passes are my main reason for not just biking the one station difference to get to work.
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	I do not use this.
1370	7/3/17	
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	I am confused by this language.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1360	6/30/17	
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	Replace it with a 7 day pass.
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	I use this almost exclusively.
1370	7/3/17	
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	This is a mistake.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1360	6/30/17	
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	Don't own a car.
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	This increase will make the combination of the monthly Caltrain 2 zone pass and the monthly parking pass more expensive than commuting as a solo driver in my gasoline powered car. It already takes longer to commute via Caltrain, now it's going to cost more too, so why take the train?
1368	7/3/17	
1369	7/3/17	What will the daily parking prices increase to in order to justify this? This seems cost prohibitive for the lack of security provided at parking lots.
1370	7/3/17	
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	Parking needs to reflect congestion rates.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	I am writing to you to express my deep concern with the proposed Caltrain fare increase. I purchase a monthly pass & monthly parking every month for a combined total of $298 per month / $3,576 per year. Your proposed increase would mean that I would need to spend an additional $83 per month / $996 per year. I take Caltrain for the convenience of not having to commute into San Francisco and the fact that it is (at present) cheaper than if I were to drive. I do not support the rate increase for monthly ridership nor monthly parking. If this increase is approved both myself and my coworkers who use Caltrain have agreed to begin commuting via carpool. We have all agreed to never to use Caltrain again if the rate increases go into effect, which will result in a 5-digit annual loss in revenue for Caltrain. This may seem like a very small number compared to the massive revenue that Caltrain generates but I think you will find that many of your riders reciprocate these same feelings toward the proposed increases. Riders have other options to get to work such as Uber, Lyft, Bart, buses and carpooling. I would strongly encourage you to listen to your riders because nobody wants to pay more for less. I hope that you will make the right decision.
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	Horrible decision. Reduce costs not increase fare

		Zone Fare Increase
No.	**Date**	**Comments**
1360	6/30/17	
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	Get rid of zones altogether.
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	25 cents per zone is an acceptable increase.
1370	7/3/17	
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	Once you raise fares very high there is no going back. Find alternate funds first.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	

		Pilot Program
No.	**Date**	**Comments**
1360	6/30/17	
1361	6/30/17	I would prefer a weekly dally cap on fares up to 10 dollars for youth and 23 dollars for adults
1362	6/30/17	
1363	7/1/17	
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	This would allow me to bring my family on a short trip for the day, which they have been looking forward to.
1370	7/3/17	
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	This is a good idea.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	Parking is essential

		General
No.	**Date**	**Comments**
1360	6/30/17	Please provide a student discount for those in college. I am not offered any transportation discount or stipen from my university, and eould appreciate Caltrains assistance. I am a full supporter of public transportation. But Caltrain's prices are above even my lower-middle class budget. Please make public transportation accessible for all, promoting an environmentally conscious way of travel, and a community based way of travel. Caltrain is the only way I can connect with the greater Bay Area, and it is increasingly unaffordable and unsustainable. Driving a car that requires gasoline and sitting in an hour or more of traffic is becoming more reasonable, and that's not how it should be
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	No additional comments.
1370	7/3/17	Be careful not to overtax your commute ridership lest you lose it!
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	Thanks for the survey.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	Cost reduction or privatise if you can't handle it

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1395	7/3/17		x		6	x					x				x				x			x			1
1396	7/3/17	x				x					x			x				x				x			
1397	7/3/17		x		4		x		6		x		6		x		5		x		3	x			1
1398	7/3/17	x				x				x				x				x				x			
1399	7/3/17	x			1	x			3	x			3	x			4	x			2		x		6
1400	7/3/17		x					x			x				x					x		x			
1401	7/3/17		x		5		x		6			x	6		x		4	x			1	x			2
1402	7/3/17			x	4			x	3			x	3	x			1			x	6	x			2
1403	7/3/17			x	2		x		6			x	6			x	5	x			1		x		4
1404	7/3/17		x		4		x		6	x			6	x			1		x		3			x	5
1405	7/3/17		x			x				x				x					x			x			
1406	7/4/17		x		2		x		6		x		6		x		4		x		1	x			3
1407	7/4/17		x		6		x		4		x		4		x		5	x			2	x			1
1408	7/4/17			x	5	x			4			x	4	x			3		x		6	x			1
1409	7/4/17	x			2		x		4	x			4		x		5	x			1			x	6
1410	7/4/17		x		1		x		6		x		6	x			2	x			5			x	4
1411	7/4/17	x			1	x			4		x		4	x			2	x			5	x			3
1412	7/5/17		x		3		x		5		x		5		x		4	x				x			6
1413	7/5/17			x			x				x				x			x						x	
1414	7/5/17		x					x				x				x				x				x	
1415	7/5/17			x	6	x			3	x			3	x			4	x			5	x			1
1416	7/5/17		x				x				x				x				x				x		
1417	7/5/17		x		6			x	3		x		3			x	1		x		5	x			2
1418	7/5/17		x				x				x					x			x					x	
1419	7/5/17			x				x				x				x			x					x	
1420	7/5/17		x					x				x			x			x				x			
1421	7/5/17	x			1	x			3		x		3	x			2		x		6		x		5
1422	7/5/17		x		3		x		6		x		6	x			2	x			1			x	4
1423	7/5/17	x			1	x			2	x			2	x			3			x	6			x	5
1424	7/5/17		x		1		x		6		x		6		x		5		x		3			x	2

		Go Pass Increase
No.	**Date**	**Comments**
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	A 50% increase is ridiculous.
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	Increase is much at one time my salary doesn't compare to the increase, perhaps if they consolitate the zones it would be helpful. Ridership is at all-time with your regular commuters, and sporting event fans.
1413	7/5/17	
1414	7/5/17	Honorable Board Members, The City of Redwood City is committed to high quality, high frequency transit service as an essential alternative to driving alone for our residents, employees and visitors. The heart of downtown Redwood City is steps away from our Caltrain station. We are actively encouraging transit-oriented development to maintain and build ridership for increased Caltrain service. Each day thousands of our downtown employees, residents, and visitors commute via Caltrain. While many of our larger employers, such as high tech firms, are able to purchase Go Passes under the current Go Pass Program guidelines, participating in the Program is not viable for numerous smaller employers, including restaurants and retailers in downtown Redwood City. At your July 6, 2017 meeting, you will be holding a public hearing on proposed fare and parking fee changes. We understand that the Board is considering increasing Go Pass fares by 50%. While we appreciate the agencyâ€™s need to increase revenue, we are concerned that such an increase would further limit the Go Pass Programâ€™s utility â€“ potentially decreasing, rather than increasing, the number of employers who would participate in the Program. Any fare or Program changes should increase Caltrain revenues while also expanding ridership and the availability of the Go Pass Program for our downtown community. We understand the need to strengthen Caltrainâ €™s business model, and we support and encourage Caltrainâ€™s consideration of adjustments to the Go Pass Program to provide greater flexibility and increased Program
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	I do not have access to a Go pass, but it seems likely a 50% increase in one jump would make some companies stop participating in the program. That could both reduce revenues and reduce ridership. Would a smaller increase such as 25% or 33% be a better balance of revenues and ridership?
1423	7/5/17	
1424	7/5/17	We are punishing forward looking companies who are encouraging their employees to take public transit rather than drive -- don't we want *more* of that in our community, not less? With such a drastic increase, I worry that the smaller companies will just pull out of the program entirely. I would be in favor of a smaller increase in Go Pass fares, but 50% is absurd.

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	As is , is fine.
1413	7/5/17	
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	I don't use the monthly pass due to the fact that I would use transit only 13 days a month anyway, was using the 8 ticket passes instead because they were a better value though I didn't like the 30 day time line for them because sometimes my schedule requires more driving than biking in a month. also in months with a lot of holidays the monthly pass is no longer useful for people if it goes up to 15 days (look at july, it would mean that you only save 4 days of tickets if you got the 3rd and 4th off of work).
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	The fare table does not accurately represent the described change. For example, for 2 zones, the proposed monthly and daily prices are 163.50 and 12.00. 163.50 / 12 = 13.6 days, not 15 days. Is the proposal really for a 2-zone monthly pass to cost 12 * 15 = 180? If so, the proposed fare schedule on your website may skew survey results, if people think "the new fare is only 163.50" not "the new fare is 180". Why is there a discrepancy between this proposal statement of "15 days" vs the fares on the fare chart? Without an answer for that question, nobody knows what you are saying. So this proposal seems unclear, which makes it sound like a bad idea.
1423	7/5/17	
1424	7/5/17	This is a really big increase (13-24%) that is going to suddenly and materially affect riders' budgets. Since it is supposed to go into effect in only a few months, there is not much time for budget planning for something of this scope. I'm unhappy that this proposes to further tax the commuters that take the most cars off our overcrowded highways already. Plus, ridership is increasing = revenue increasing, and the response is to slap a huge fare increase on riders to the tune of 20M+? I already pay my monthly pass out of pocket, and a large portion of my monthly budget already goes towards public transportation. This steep hike would be an imposition and would make me seriously rethink taking Caltrain altogether.

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	8riders whom have off work schedule should be entiltled to monthly parking pass not only monthly riders who work mon-fri but other riders whom work 3 days out of the weekdays.
1413	7/5/17	Caltrain commuter, I've been a Caltrain commuter for about 20years recalling the one-way fares to San Jose $4.25. I work wed-sun so a monthly pass wouldn't fit my situation nor the weekend trains leave early enough to arrive on time to my work. Thats why having the option of the 8 ride where I work a partial schedule on the weekdays, and still being able to purchase a monthly parking pass is vital, though you proposed discounts on one-way, daypass, clippercards they won't be able to purchase a monthly parking pass... Also I believe fare increases should be increments because our work salary increase in small increments if any... Also ridership is at a all-time high, and also the sport fans... All your propose changes I'm not really in agreement with your senior commuters throughout the years are your bread and butter, and should be catered to... Then you have your seasonal passengers whom go to see the Giants or 49ers or Sharks etc. Before I was a monthly pass commuter but not I work a different schedule having the 8ride and still be able to purchased a monthly parking pass with it is vital to my schedule. I do agree with the 25cent increase per zone as reasonable though. I will commend that Caltrain is on time more than Bart. Attentively, Alberto Fonseca
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	The discounted 8-ride ticket is a good incentive to take transit, for tech workers who split time between telecommuting and office work. For these commuters, a monthly pass is not cost effective because of the reduced number of days the train is used. The 8-ride discount makes it more likely people will take the train instead of a car. Please keep the discounted 8-ride ticket.
1423	7/5/17	
1424	7/5/17	Why is this being proposed? Surely the logistical cost in maintaining this option can't be that high. This is also a very anti-rider move, since it will only leave a daily pass and a monthly pass. Neither of those options are good value for a part-time worker.

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	That's a ridiculous price hike!!
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	Parking should be resonable for your regular commuters whether having a monthly pass or 8 ride.
1413	7/5/17	
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	The number of parking spaces at many stops seems to be smaller than the number of people who take the train. So many people already cannot use the parking lots. Adding to the cost won't affect most commuters. Please use the additional parking revenues just on parking lots - security, maintenance, bicycle storage, lot expansion, etc.
1423	7/5/17	
1424	7/5/17	This is a big increase, and discourages people who live further away from a station from using Caltrain. This plus the other proposed changes will result in a really big financial hit to riders.

		Zone Fare Increase
No.	**Date**	**Comments**
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	Caltrain has prohibitively high fares compared to other transit options already. I would take Caltrain more if fares were lower.
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	This sounds like a reasonable fare hike.
1413	7/5/17	
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	This will cause me to specifically bike to a different zone to get on rather than paying that increase. (I'm at the edge of a zone and it really sucks to have to pay for that zone when biking to work). I'd also get more trains by taking that other station. Rather you run more trains.
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	
1423	7/5/17	
1424	7/5/17	You just raised zone fares last year, and your proposed increases are 3x inflation rates. No way!

		Pilot Program
No.	**Date**	**Comments**
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	I agree somewhat but it should cater commuters whom are your regular commuters.
1413	7/5/17	
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	
1423	7/5/17	
1424	7/5/17	If you are trying to encourage off-peak ridership, shouldn't that apply to midday and early morning trains as well?

		General
No.	**Date**	**Comments**
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	While very hard, look at increasing transit hub density. Probably more on the cities themselves, but they need to do more to promote and connect. Like the idea of Google Transit Village.
1404	7/3/17	Increasing monthly passes makes cost more like cost of driving, takes away incentive to ride caltrain and will decrease ridership
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	
1413	7/5/17	
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	More trains. More bike spots on trains.
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	Will Caltrain ever have wifi networking on trains? It seems like this issue has been ignored for a decade. It's weird, in Silicon Valley's main train line.
1423	7/5/17	
1424	7/5/17	

Caltrain Comments - Proposed Fare and Parking Increase FY 2018
Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1425	7/6/17	x			3		x		6		x		6		x		5			x	2	x			1
1426	7/6/17		x				x				x					x	2			x	1	x			3
1427	7/6/17			x	1		x		5		x		5			x	2	x			3			x	4
1428	7/6/17		x					x				x				x				x				x	
1429	7/6/17		x				x					x			x				x					x	
1430	7/6/17		x				x					x				x			x					x	
1431	7/6/17			x				x				x				x			x					x	
1432	7/6/17		x				x					x			x				x					x	
1433	7/6/17		x				x					x			x				x					x	
1434	7/6/17			x				x				x				x		x						x	
1435	7/6/17		x				x					x			x				x					x	
1436	7/6/17		x					x				x				x				x				x	
1437	7/6/17			x				x				x				x				x				x	
1438	7/6/17			x	4		x		1			x	1			x	5	x			3		x		2

		Go Pass Increase
No.	**Date**	**Comments**
1425	7/6/17	
1426	7/6/17	The go pass is already expensive for many small employers. It should be decreased in cost rather than increased.
1427	7/6/17	
1428	7/6/17	Hi, Any changes to the Go Pass program will impact my commute. Although I like to base my decisions on what is good for the environment, if the Go Pass program through Stanford University is eliminated or the fares increase to a point that it is way more cost effective to drive alone, I will do that.
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	
1435	7/6/17	
1436	7/6/17	Please include service workers for small businesses in the GoPass program. This will increase revenue.
1437	7/6/17	
1438	7/6/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1425	7/6/17	Again for commuters who rely on the train, the monthly pass is the most affordable option.
1426	7/6/17	The monthly pass now becomes 15 percent more expensive for two zones and 20 percent more expensive for three zones. It's a very steep increase.
1427	7/6/17	Do one or the other, this combined with both of the above means it will no longer be financially an option for me to take caltrain. I think you will actually lose money on this because I'm not the only one who will no longer consider it an option.
1428	7/6/17	
1429	7/6/17	Please rethink increase until the study comes out. Spending on ths study an not waiting for results is a waste an not a solution
1430	7/6/17	hello - I just want to say that proposing a fare increase BEFORE you have all the relevant data is bass-ackwards, cart before the horse, etc etc. You can't make any sort of prediction without that data, so there is no way you can come up with a sensible figure for the increase. PLEASE wait until you have all the data, including the potential loss of some % of riders, before you plan any changes. And please consider all economic levels of riders when you do that planning.
1431	7/6/17	
1432	7/6/17	These are huge increases, unheard of in transit systems! Many people take Cal-Train only for a slight convenience and the feeling that they are helping the environment. Substantial fare increases will make them find other ways like carpooling and web assisted ride sharing. You should work on more frequent trains and more stations to attract more riders, like the Muni in San Francisco.
1433	7/6/17	Honorable Members of the Peninsula Corridor Joint Powers Board and Staff, I am greatly concerned that you are holding a public hearing about raising fares before before anyone receives or can consider the results of a fare study exploring how many riders Caltrain would be likely lose by raising fares. Neither you nor Caltrain staff nor members of the public can make informed recommendations without having basic information available such as the still-in-process fare loss study. It seems at best like an unwise expenditure of limited public funds to discuss issues like raising fares without all partiesâ €"including the public and Caltrain ridersâ€" having all of the necessary data in hand first. As occasional users of Caltrain, my wife and I will probably not be affected by any fare increases, but Linda commutes daily on the Capitol Corridor trains from Oakland to Santa Clara so we understand how the cost of monthly train passes affects oneâ€™s choices. I am concerned that the Peninsula Corridor Joint Powers Board risks decreasing its ridership and losing farebox revenue unless it does the following: 1. Postpone any consideration of a fare increase and any public hearings on the subject until everyone can consider the findings of the pending study on potential farebox revenue losses if fares are raised. 2. Revise and expand the Go Pass program so major employers and Transportation Management Associations can provide Go Pass coverage to contract workers and employees of collections of small services businesses. This expansion would increase Caltrain's revenue and ridership, while increasing access to sustainable transportation to lower-income workers. I agree with and support the July 6, 2017, letter to Caltrain on this topic signed by Adina Levin and many others. This simple expansion is long overdue. 3. Caltrain needs and deserves greater support from local, state, and federal governments in the form of subsidies and grants for operating expenses as well as capital costs. Changes in public policies to increase public taxpayer support for transit should be pursued at all levels of government. Along with raising fares, Caltrain needs to improve its service and offer additional incentives to regular and occasional commuters. Some of the many options for this include: adding wifi to every train, making sure that restrooms are accessible and clean, and adding to its capacity to carry bicycling and non-cycling commuters where they need to go in a timely manner. In addition, Caltrain should work with local transit agencies and employers to improve transfer connectivity for commuters: connecting with transit and other modes to complete their â €œlast mileâ€ should be easier than it is now. Lower-income passengers (those making $75,000 or less annually) may be the first to leave Caltrain and return to driving to work, which is counterproductive from both congestion management and environmental bases. This makes raising fares both an economic and environmental justice concern: Caltrain fares should be raised in a way that harms lower-income commuters as little as possible. Thank you for considering my commentsâ€"and for postponing any discussions of fare increases until all the relevant data is published and available.
1434	7/6/17	
1435	7/6/17	Good morning Adina! I have some concerns about the fare increases under consideration. First, I don't make $125,000 a year, nor do I fall below the $75,000 a year. I am in the middle. Second, I travel from Gilroy to Redwood City 5 days a week on a monthly pass. I drive 23 miles to Gilroy. Third, I pay almost $298 a month for the monthly pass, out of pocket; there are no subsidies from my company. What I am seeing here is that Caltrain will be making fare increases to help balance their budget. What about that tax that was passed recently by the voters; where is that money going? Isn't it being used to help with the budget and make system improvements with the surplus? Electrification? (Electrification will hurt those of us coming from Gilroy (and there are a lot of us) unless it is extended to Gilroy (and that is never mentioned and apparently is not in the plans)). While there seems to be much consternation about ridership drops,I doubt you will see much of it long term. The 20-somethings are lazy and think they are entitled; they are the ones that are making that average of $125,000 per year and they don't like crowded freeways. How do I know? I work in a building full of them and they are very vocal about the crowded freeways and believe they are the only ones entitled to use them. I do believe that Go-pass prices should be raised to at least 75% of what a normal fare is, per rider. Go-pass riders are using the same equipment as full-fare riders, but not paying for it. Large companies and institutions can afford higher fares whereas the rest of us cannot. I view the Go-pass as subsidized from my fare as well (and it is). I see that a 3-zone pass will go up considerably (from $190 to $231). What will a 5-zone pass do? Go to $500 per month? As a long distance rider am I expected to subsidize people who "fall below the income threshold"? How are you going to establish they fall below that threshold? Am I expected to subsidize reduced-fare travel up and down the peninsula on weekends as well? Is that what I get for the increased fare for my pass? I think some re-evaluation of priorities is in order before fare increases are even considered. First those who are below the $75,000 are subsidized from grants, not from my fare. Second the idea of reduced-fare travel on weekends needs to be thrown in the waste basket and full-fare travel implemented 7 days a week, like now. If people are going to travel by train on weekends, they will do it anyway. And the more traffic there is the more likely they are to use the system, fares aside. I doubt what I have to say here means anything. Caltrain will do whatever it wants to do, regardless of what anyone has to say anyway. But I have said what I think.
1436	7/6/17	
1437	7/6/17	Hello! I currently commute from Tamien to Millbrae (to a free shuttle to Sierra Point in Brisbane). I pay $190.80 for a monthy pass, and my company reimburses me $125, the maximum they reimburse for transit costs. I am willing to pay $231, but I am concerned whether everyone will be able to afford such an increase, especially those who pay for the whole thing out of pocket. If many people have to stop, roads will crowd more, and Caltrain might pull in less money on fares. Can you get by with a smaller fare increase?
1438	7/6/17	The problem is that the zones are too spaced out - the rates can be spread out. There is no reason I should have to pay the same rate to go from San Jose to Sunnyvale as others do to Menlo Park.

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1425	7/6/17	Why?
1426	7/6/17	Eight ride tickets are useful for occasional riders of Caltrain. Also they are useful for monthly commuters who may be taking a long vacation and don't need a whole month of rides.
1427	7/6/17	I don't go into work every day, the 8 pass is what I use because it is what I can afford. Get rid of this and I probably will stop riding because it will get too expensive.
1428	7/6/17	
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	
1435	7/6/17	
1436	7/6/17	
1437	7/6/17	
1438	7/6/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1425	7/6/17	This is already expensive, what will the extra money do?
1426	7/6/17	
1427	7/6/17	
1428	7/6/17	
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	
1435	7/6/17	
1436	7/6/17	
1437	7/6/17	
1438	7/6/17	

		Zone Fare Increase
No.	**Date**	**Comments**
1425	7/6/17	Whatever
1426	7/6/17	
1427	7/6/17	This is fine, it sucks but I get that caltrain needs to make money somehow.
1428	7/6/17	
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	Because I don't take the train regularly, and use a Clipper card when I ride, I wouldn't notice the fare increase immediately. It would get my attention only if I used my card on VTA Light Rail, Caltrain, BART, and MUNI on 2-3 days in succession, and noticed a $20 auto-load on tagging-on or off more than twice during that period.
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	I buy single fares on my Clipper card, and do not object to the 20% rais. Using a car also means I'd barely notice it. Muni fares have \gone up similarily. Driving still costs more.
1435	7/6/17	
1436	7/6/17	
1437	7/6/17	
1438	7/6/17	

		Pilot Program
No.	**Date**	**Comments**
1425	7/6/17	Pilot programs are always good
1426	7/6/17	I like the idea of enhancing non peak usage.
1427	7/6/17	This doesn't affect the majority of people than I ride with. We all take the train to work and back and so we ride before what would be understood as "evening". This is a useless program and will only affect the people who actually don't really need the discount.
1428	7/6/17	
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	
1435	7/6/17	
1436	7/6/17	
1437	7/6/17	
1438	7/6/17	

		General
No.	**Date**	**Comments**
1425	7/6/17	
1426	7/6/17	Caltrain is a viable alternative for many Silicon Valley commuters. Unfortunately the proposed changes may cause many people to decide not to use it because it is so expensive.
1427	7/6/17	
1428	7/6/17	
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	
1435	7/6/17	
1436	7/6/17	
1437	7/6/17	
1438	7/6/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1439	7/6/17			x	5		x				x				x		2		x		1			x	6
1440	7/6/17			x		x						x		x				x				x			
1441	7/6/17		x		2		x		6		x		6		x		3	x			1	x			5
1442	7/6/17	x			1		x		4		x		4	x			3			x	2		x		6
1443	7/6/17	x			2	x			6	x			6		x		5		x		4	x			1
1444	7/6/17	x			2		x		4		x		4	x			1	x			3			x	5
1445	7/7/17	x			2	x			4	x			4	x			1		x		6	x			5
1446	7/7/17			x			x				x				x			x			1			x	
1447	7/7/17			x			x					x			x					x				x	
1448	7/7/17			x			x					x			x				x					x	
1449	7/7/17			x			x					x			x				x					x	
1450	7/7/17			x				x				x			x				x					x	
1451	7/7/17			x				x				x				x				x				x	

		Go Pass Increase
No.	**Date**	**Comments**
1439	7/6/17	
1440	7/6/17	
1441	7/6/17	
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1439	7/6/17	
1440	7/6/17	
1441	7/6/17	The increase for monthly passes is drastic in comparison to last year's increase. This number must be renegotiated.
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	Hello all, I am unable to attend the meeting in person (work, difficulty using transit mid-day), and am listening to the stream. Rose Guilbault, I am low income. I have tried to find information about low income fare purchases. My company does not participate in Go Pass. I am not disabled, a senior, or a youth. I have called several people at Caltrain and spoke in person to Connie Mobley-Ritter in person about the reduced Caltrain passes. Last thing was I was passed along to Tasha Bartholomew and she has yet to return my calls. That is why lower income people are not utilizing the lower fare prices: we literally cannot get to them. And, there is no information here: http://www.caltrain.com/Fares/tickettypes.html Please, help me - direct me to how I can get this fare, because my wages are not keeping pace with rent, food, and Caltrain. I listened to every comment from the public, and not a single person was in favor. Most appropriately challenged you to collect better information. Many of us will be put in financial dire straights by the current fare proposal. I really hope that the Board was listening and hears the concerns from the public. We understand your budget needs, but frankly, it can't be balanced on our backs any longer. Why doesn't Caltrain have dedicated funding? Why am I still asking that question after so many years? How can you make a decision on August 3rd without having the fare elasticity information? Without the other options? Without Title VI analysis? Why doesn't Seamus have the information about ridership analysis for this meeting? Why is Caltrain so very unprepared for this meeting? Why don't the riders have this information when being asked to submit comments? I appreciate Dev Davis asking the thoughtful questions regarding the lack of information at this meeting. I appreciate that she is considering other options. Director Hartnell, if you implement the current proposed fare increases and ridership leaves, then how does your budget look? Cheryl Brinkman, thank you for remembering you have lower income riders. Thank you for questioning why we lower income persons are supporting the bulk of the budget. Jeff Gee, thank you for asking for more information and better data. In the nine years I have been a rider, this is the most nutty and confounded fare proposal I have ever seen. Finally, how can you even consider changing the fares without completing Title VI analysis? I appreciate you taking the time to read my questions, and would genuinely appreciate getting a reply about a lower income monthly pass.
1448	7/7/17	Hello all, I am unable to attend the meeting in person (work, difficulty using transit mid-day), and am listening to the stream. Rose Guilbault, I am low income. I have tried to find information about low income fare purchases. My company does not participate in Go Pass. I am not disabled, a senior, or a youth. I have called several people at Caltrain and spoke in person to Connie Mobley-Ritter in person about the reduced Caltrain passes. Last thing was I was passed along to Tasha Bartholomew and she has yet to return my calls. That is why lower income people are not utilizing the lower fare prices: we literally cannot get to them. And, there is no information here: http://www.caltrain.com/Fares/tickettypes.html Please, help me - direct me to how I can get this fare, because my wages are not keeping pace with rent, food, and Caltrain. I listened to every comment from the public, and not a single person was in favor. Most appropriately challenged you to collect better information. Many of us will be put in financial dire straights by the current fare proposal. I really hope that the Board was listening and hears the concerns from the public. We understand your budget needs, but frankly, it can't be balanced on our backs any longer. Why doesn't Caltrain have dedicated funding? Why am I still asking that question after so many years? How can you make a decision on August 3rd without having the fare elasticity information? Without the other options? Without Title VI analysis? Why doesn't Seamus have the information about ridership analysis for this meeting? Why is Caltrain so very unprepared for this meeting? Why don't the riders have this information when being asked to submit comments? I appreciate Dev Davis asking the thoughtful questions regarding the lack of information at this meeting. I appreciate that she is considering other options. Director Hartnell, if you implement the current proposed fare increases and ridership leaves, then how does your budget look? Cheryl Brinkman, thank you for remembering you have lower income riders. Thank you for questioning why we lower income persons are supporting the bulk of the budget. Jeff Gee, thank you for asking for more information and better data. In the nine years I have been a rider, this is the most nutty and confounded fare proposal I have ever seen. Finally, how can you even consider changing the fares without completing Title VI analysis? I appreciate you taking the time to read my questions, and would genuinely appreciate getting a reply about a lower income monthly pass.
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1439	7/6/17	this is a valuable option between single ride and monthly pass for me, as I cannot take train every day.
1440	7/6/17	
1441	7/6/17	
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1439	7/6/17	Parking is WAY too $$$$$
1440	7/6/17	
1441	7/6/17	
1442	7/6/17	
1443	7/6/17	Too expensive.
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

		Zone Fare Increase
No.	**Date**	**Comments**
1439	7/6/17	that will make taking Caltrain NOT cheaper than driving. I drive to work on one gas tank for $25.00 for one week. Taking the train for 2 zones one day costs me $12. Even with wear and tear/time it is difficult to justify... In addition taking caltrain takes longer than driving.
1440	7/6/17	
1441	7/6/17	
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	The Bicycle Coalition has too much influence over your decisions. I live in SF and worked in Foster City for 17 years. I now have grandchildren in San Jose whom I care for on most week days. I sold my last car in 1996 when I moved to downtown SF and driving/parking/broken windows/street cleaning became unbearable. Thus, since 1996, I have been an exclusive patron of public transportation. While I worked, I never needed a bicycle. I have met only two people who need a bicycle to get to their place of employment. I suspect -- but cannot prove -- that many bicyclists ride their bikes as a matter of choice rather than necessity. If my above supposition that most bike riders do not need their bikes to get to work is correct, the favors that CalTrain provides these bicyclists are appalling. Consider that the rider uses one seat. Additionally, his or her bike takes up as much room as two seats. Thus, 3 seats are allocated to one passenger, and yet that passenger pays no more than the rest of this. How is such a system fair? Because I ride from SF to SJ and back, I am always guaranteed a seat. However, passengers who board at Mountain View and Palo Alto during evening rush hour usually must stand for the duration of their ride. There they stand while the bicyclist sits, and while his bicycle takes up the space of 2 additional seats. To add insult to injury, his bicycle has not one, not two, but THREE designated cars on many trains. This is ludicrous. It is time to tell the Bicycle Coalition that it, and its members, are not the only CalTrain passengers whose needs should be
1450	7/7/17	Good morning I have been watching with interest the debate on the proposed fare increase as well as my experience on the Gilroy â €“ San Jose run. I am looking at a proposed $500 increase over one year for this commute option. In this last year I have experienced many service delays and disruptions due to a myriad of causes. No, Caltrain cannot control trespassers or UP imposed delays, but many of the delays have been due to equipment issues. I have pretty much gone from using Caltrain as my primary commute option to my secondary. I actually can get to and from SJ faster in my car despite the traffic, plus not deal with the parking issues at Tamien. And seeing as placing parking fees into the mix is part of the upcoming equation. It may be less expensive for me to take an Uber than Caltrain if this escalation continues. Caltrain, I love you guys and you have been part of my life for eighteen years. I hate to see us disagree over money and part ways.
1451	7/7/17	CalTrain needs a dedicated source of funding (besides us, it's riders). Of course a fare increase would affect my budget and I will still take the trips I need to take on CalTrain because the alternative is not driving but the bus. (If only the Google buses would stop for us...)... I support CalTrain and hope that the maintenance gets done and wish it could become politically feasible for funding to become sufficient.

		Pilot Program
No.	**Date**	**Comments**
1439	7/6/17	
1440	7/6/17	
1441	7/6/17	
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

		General
No.	**Date**	**Comments**
1439	7/6/17	
1440	7/6/17	
1441	7/6/17	These types of increases will have a direct effect on ridership. Many commuters have openly discussed finding other means of transportation and abandoning the use of Caltrain.
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1452	7/7/17			x			x					x				x			x					x	
1453	7/7/17			x				x				x			x					x				x	
1454	7/7/17			x			x					x				x			x					x	
1455	7/7/17			x			x				x					x			x					x	
1456	7/7/17		x		3		x		6		x		6		x		5	x			1	x			2
1457	7/7/17		x		4		x		6		x		6		x		5	x			1	x			2
1458	7/7/17		x		6		x				x				x				x		3	x			5
1459	7/7/17			x			x					x				x			x					x	
1460	7/8/17	x			1			x	3		x		3			x	2			x	4	x			5
1461	7/8/17		x		6	x			3	x			3	x			1		x		4		x		5
1462	7/8/17		x			x				x				x					x			x			
1463	7/8/17		x		5	x			4		x		4		x		6		x		1	x			3
1464	7/10/17	x			4		x		2		x		2			x	3	x			1	x			6
1465	7/10/17		x				x			x					x				x			x			
1466	7/10/17			x	1		x		6		x		6		x		5			x	3		x		2
1467	7/10/17			x			x					x			x					x				x	
1468	7/10/17	x			1		x		2		x		2		x		3		x		6	x			4
1469	7/10/17			x	3			x	4		x		4			x	2			x	1			x	5
1470	7/11/17		x		1		x		5		x		5		x		3		x		6	x			2
1471	7/11/17		x				x					x				x		x						x	
1472	7/11/17	x						x				x				x				x				x	

		Go Pass Increase
No.	**Date**	**Comments**
1452	7/7/17	
1453	7/7/17	
1454	7/7/17	
1455	7/7/17	
1456	7/7/17	This will deter employers from providing public transportation to their employees who commute over several zones.
1457	7/7/17	The high increase in fares will deter employers from providing passes to their employees.
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	
1461	7/8/17	
1462	7/8/17	Not that reasonable if you increase the Go Pass fee by 50%, too much for the employee.
1463	7/8/17	
1464	7/10/17	I agree with this, but I also think that employer should be able to offer Go passes to a subset of its employees; rather than all or nothing.
1465	7/10/17	
1466	7/10/17	
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	the managing agency overhead doesnâ€™t exist at BART. He supports the GO Pass increase. Need to look at SamTrans managing agency fee.

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1452	7/7/17	Hello, My name is Michelle Lugo. I have been a weekly commuter from San Jose to San Francisco for the past two years. I currently purchase the monthly pass covering four zones. I understand that Caltrain does not have a dedicated source of funding and relies on fares to cover a portion of their operating budget. In the recent years ridership has increased thus generating more revenue for Caltrain, alleviating heavy traffic on the freeways and, as a result, decreasing toxic emissions. The Bay Area is a beautiful place to live and we have public transportation to partially thank for providing the general public an easily accessible means of travel. The appeal of public transportation is that it is an affordable way for the general public to travel. I, like most Caltrain commuters, live paycheck to paycheck and the funds for my monthly pass are not covered by my firm. I speak on behalf of many of my fellow commuters when I say that these price increases are excessive. The previous fare increase in 2016 for a four zone monthly pass was $11.80 in comparison to this yearâ €™s increase of $54.70. If funding for the new railway budget is being directly withdrawn from Caltrain commuters then we should have a say in the amount that is being withdrawn. Caltrain must renegotiate a lesser fare increase. These types of increases will have a direct effect on ridership. Many commuters have openly discussed finding other means of transportation and abandoning the use of Caltrain. My father has been a VTA worker for over 30 years and as a result of his hard labor I have a profound appreciation for public transportation services. I commend Caltrain for giving us an opportunity to take part in voting for this yearâ €™s fare increase. Thank you.
1453	7/7/17	
1454	7/7/17	
1455	7/7/17	
1456	7/7/17	I strongly disagree with this increase. The suggested amount of increase is too high. This must be renegotiated.
1457	7/7/17	The fare increase for this year is extremely high in comparison to last year's increase.
1458	7/7/17	
1459	7/7/17	Rather than increasing fares before you have the results of the study, just increase go-pass availability. If you want more people to take your trains, don't punish them before the fact by continuing to raise fares based on hope and no evidence that it will work. I've been riding your trains almost daily for 20 years but even I can be dissuaded from doing so if you keep raising rates rather than trying something else like stopping paying your conductors such outrageous salaries/benefits for mostly standing around. I have a monthly Clipper Card and at most it gets checked about once a month.
1460	7/8/17	
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	
1464	7/10/17	I think raising fees is reasonable, provided that trains actually gain enough seating for most passengers to sit. Currently, peak trains are over-packed. If raising fees will change that, then I agree; otherwise, I do not.
1465	7/10/17	
1466	7/10/17	Your price tables for a zone 4 does not represent the actual amount of just adding 2 days.
1467	7/10/17	Dear CalTrain, I understand the public hearing was held over the topic 3 days ago and I missed it, but I am still writing this email and like my voice to be heard. First off, a little background about myself: I've been living in San Jose for more than 20 years. As the job market in the Bay Area has shifted quite a bit in recent years, most available high tech jobs these days are in San Francisco, instead of the Silicon Valley/South Bay in the past. As a result, I took a job in the Financial District of San Francisco two weeks ago and started taking CalTrain to work on a daily basis. I feel the increase on the Monthly Pass (13-24%) and Monthly Parking(50%) is not only excessive, but also punishing the hardworking people like me who are already spending the extra time traveling from our South-Bay homes to San Francisco every day. Given the inflation rate of less than 3% between 2015 - 2017, this rate hike is certainly off the chart. On the other hand, based on my experience from the past two weeks, I think a good number of people are taking the train for free. When the conductor/worker checked the ticket and found a person without a valid ticket, the person would give some explanation which I think is bogus, like the ClipperCard reader didn't work. Then the conductor/worker would tell the person some corrective action and ask the offender to get off the train on the next stop, instead of issuing a ticket. I think the policy requiring a valid ticket before boarding the training must be strictly enforced and offender must be cited. This would be my first priority if I were the person in charge of CalTrain. With all being said, I totally support CalTrain as it's the fastest (the BabyBullet) and only reliable mean for anybody to commute between San Jose and San Francisco. I think every and anybody taking
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	Riders already pay their fair share. It is significantly higher than other transit agencies. He is concerned in the increase in the monthly pass because there is a zone increase and the cost of the pass. Supports zone increase, but not the monthly increase. Go Pass should be in phases.
1472	7/11/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1452	7/7/17	
1453	7/7/17	
1454	7/7/17	
1455	7/7/17	Dear Caltrain board members, As a long-time Caltrain rider who commutes from San Jose to San Francisco, I respectfully urge you to reconsider the proposed fare increases and termination of the 8-ride program. My company allows me to work from home nearly 50% of the time, and the 8-ride program has been invaluable to me. I don't work in SF enough to justify buying a monthly pass. If you increase the price of the monthly pass and remove the 8-ride program, that will give me even less of an incentive to use Caltrain. Rather than buy a monthly pass and try to travel to SF more, I would buy day passes and travel to SF less. I would also like you to consider updating the Go Pass program. My company used it before it had a mass layoff, and it was wonderful. Expanding the program to smaller companies like mine, as well as to contract workers and collections of small services businesses, would both increase ridership and Caltrain's revenue stream. I'm grateful that I can take Caltrain and bypass traffic and reduce pollution. But if the fares increase and the 8-ride program is taken away, I won't have as much of a reason to use it.
1456	7/7/17	
1457	7/7/17	
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	Many riders only commute in 4 days a week (or less). The 8 ride ticket takes this into account and is a much welcome convenience. Instead of eliminating the ticket altogether, the better course for riders would be to adjust the cost and related discount. Otherwise, the fare is no longer competitive with BART and I would likely switch to that transit system instead. Thank you.
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	
1464	7/10/17	The 8-ride ticket is useful for friends, family and tourists who visit the area.
1465	7/10/17	
1466	7/10/17	Lots of people use this for commuting. Caltrain is making an already miserable commute worse.
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	There should be some discount for riders who are part-time (<4 days a week), especially considering the monthly pass is being raised from 13 days to 15 days per month.
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1452	7/7/17	
1453	7/7/17	It looks like JPB thinks they can hit a â€œsoft spotâ€ with a $25 increase in monthly parking, e.g., $55 to $82, a 45% increase. JPB must think this is a â€œno brainerâ€ since it is just numbers, accounting and no real increase in service, etc. At a minimum, there should be a â€œbreak for seniors,â€ say 10% $60.50.
1454	7/7/17	
1455	7/7/17	
1456	7/7/17	The amount suggested is too high.
1457	7/7/17	The price increase is too high. This result in a decrease in ridership.
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	
1464	7/10/17	
1465	7/10/17	
1466	7/10/17	This makes Caltrain parking at stations such as Diridon not valuable. There is not enough parking to begin with so by raising the cost makes it even less sensible to even bother attempting to get a monthly parking pass because now almost 30 more dollars will be wasted to "maybe" get a parking space.
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	

		Zone Fare Increase
No.	**Date**	**Comments**
1452	7/7/17	
1453	7/7/17	
1454	7/7/17	Please DON'T raise Caltrain fares as proposed. Seek other ways to increase revenues through employers or cities/counties disincentives on driving carbon polluting cars. Keep Caltrain fares low to help low income and green commuters growing. Public trans should ultimately be near free while parking and cars should cost more. I heard a German company offered to operate and expand Caltrain at lower or free fares ... take their offer as they apparently know how to massively incentivize train (with bike and bus connectivity) better.
1455	7/7/17	
1456	7/7/17	
1457	7/7/17	This increase is fare and manageable.
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	
1464	7/10/17	Subject to improvements in the service, I agree.
1465	7/10/17	
1466	7/10/17	
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	

		Pilot Program
No.	**Date**	**Comments**
1452	7/7/17	
1453	7/7/17	
1454	7/7/17	
1455	7/7/17	
1456	7/7/17	
1457	7/7/17	
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	
1464	7/10/17	
1465	7/10/17	
1466	7/10/17	Who really cares about the weekend riders, most of them are tourists or people heading to the city. Weekends should be more money as those people are not dependent on the train to get to work.
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	

		General
No.	**Date**	**Comments**
1452	7/7/17	
1453	7/7/17	
1454	7/7/17	
1455	7/7/17	
1456	7/7/17	These high increases in fares will have a negative effect on ridership.
1457	7/7/17	The proposed high fare increases will have a negative effect on ridership. As result, fewer people will utilize Caltrain and look to other means of transportation.
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	I appreciate the Caltrain service which makes commuting so much more convenient and pleasant. On fare receipts, has Caltrain ever studied whether non-paying passengers are a significant issue? Would it make economic sense to install a gate system at some point?
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	You guys already raised rates recently! You are encouraging more people to drive! My monthly pass now costs almost the same amount of money as paying for gas to drive to work so I may not use Caltrain any longer. Also, if fares will increase, how about service increases as well? We have to ride trains that are 30+ years old, smelly, broken down, weak/non-functioning AC, cramped seats, etc. I've lived in countries with much cheaper fares (Japan, Korea, Hong Kong), but with much better service and amenities. CalTrain service is an embarrassment and woefully behind considering how much fares cost.
1464	7/10/17	
1465	7/10/17	
1466	7/10/17	How about actually cleaning the trains including the air systems. Every day I look at dirty dust filled air filters on every car I am in.
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1473	7/11/17		x					x				x				x				x				x	
1474	7/11/17			x				x				x				x				x				x	
1475	7/11/17		x					x				x				x				x				x	
1476	7/11/17			x				x				x				x				x				x	
1477	7/11/17		x				x				x				x				x					x	
1478	7/11/17			x			x					x				x				x				x	
1479	7/11/17	x			5		x		6	x			6	x			2		x		3	x			4
1480	7/11/17		x					x				x				x				x				x	
1481	7/11/17	x			1		x		5	x			5		x		6		x		4			x	2
1482	7/11/17			x			x				x				x					x				x	
1483	7/11/17		x				x		6	x			6		x			x				x			
1484	7/12/17			x			x				x					x			x				x		
1485	7/12/17	x			1		x		4		x		4		x		3		x		5			x	6
1486	7/12/17	x			1		x		2	x			2	x			5		x		6	x			4
1487	7/12/17		x		5		x		3		x		3		x		4		x		2	x			1
1488	7/12/17		x		3		x		6		x		6	x			2		x		5	x			1
1489	7/13/17		x				x		5		x		5		x		2		x		3	x			1
1490	7/13/17	x			4		x		5	x			5	x			3	x			2			x	6
1491	7/13/17			x	3		x		5		x		5		x		6	x			1			x	2
1492	7/14/17			x				x			x					x				x				x	
1493	7/14/17	x			3		x		5		x		5		x		6	x			2	x			1
1494	7/14/17	x			1		x		3	x			3		x		5		x		6		x		4
1495	7/16/17			x	4			x	6			x	6	x			3	x			5	x			1
1496	7/17/17	x			2			x	5		x		5	x			1	x			4	x			3
1497	7/17/17	x			2		x		5		x		5		x		4	x			1	x			3
1498	7/17/17			x	2			x	3		x		3			x	1		x		4			x	6
1499	7/17/17	x			2		x		6		x		6		x		5	x			3	x			1
1500	7/18/17		x		5		x					x			x		6		x			x			

		Go Pass Increase
No.	**Date**	**Comments**
1473	7/11/17	Stanford asked that the Board waits until after the fare study is completed before raising the price of the GO Pass. Stanford is the largest user of the Go Pass. The increase would make it very difficult for the university and medical center to; have Go Pass for university at e20% increase; create a reduced non-profit fare
1474	7/11/17	
1475	7/11/17	engaged in TDM and options need to be developed for those that donâ €™t qualify for the GO Pass Work with the citiies and local policymakers
1476	7/11/17	thinkGO Pass should be available to contractors, see lost of choice ridership if all the fare increases are done at once. If choice riders are lost the 18 millioin deficit will be even larger. Fare sensitivity analysis be done before all the increases are done.
1477	7/11/17	
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	contractors are not covered by the Go Pass and employees of smaller businesses. Both of these groups are largely low income workers and by including them in the Go Pass would increase revenue to Caltrain. Take some time to look at risks to the individual riders.
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	
1486	7/12/17	The Go Pass is disproportionately cheap, and I'm sure the rest of us full fare paying riders are subsidizing Go Pass riders (who probably have a lot of other employer perks too which we don't get).
1487	7/12/17	
1488	7/12/17	
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	
1499	7/17/17	
1500	7/18/17	May be should do a slabbed rate where in minimum is 23940 and offering discounts based on number of users

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1473	7/11/17	
1474	7/11/17	
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	
1478	7/11/17	takes Caltrain every day and asked that monthly pass is not increased. She is asking that they not be raised and may not be able to continue to use Caltrain. Caltrain uses fares for revenue more than any source of fuding and should look to local counties to help support this deficit.
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	This is unacceptable. Monthly parking passes will increase 50%. My monthly train pass will increase about 20%. You are eliminating the 8 ride discounted ticket option. A small increase I can understand, but this is way over that. Obviously you want to decrease the number of passengers by greatly increasing the fares as well as cutting back service. Service is abysmal right now and yet you are cutting back even more on weekends. Obviously your regular riders are not important to you. The casual once in a while rider will probably not notice this increase, but you don't get as much money from them. You just received federal money, you are looking for a sales tax increase and you still want to gouge your paying customers. Obviously Caltrain and customer service are mutually exclusive. don't gouge. be reasonable
1483	7/11/17	20% increase is too high. No clear service improvement is proposed. If it is for salary, it needs to have clear vision why 20% of salary increase. Never seen any company increase salary 20% for all employees.
1484	7/12/17	
1485	7/12/17	It's like you are double-dipping on the fare increases...monthly passes based on more days AND a per zone increase...let alone the parking increase.
1486	7/12/17	Even as it is now, if I will miss a week of work or more in a given month, I usually will not take Caltrain that month at all and instead drive. The monthly pass discount makes Caltrain attractive, but it's not really a discount if it's priced so closely to the average number of regular workdays in a month (~21, depending on holidays/vacation). So this proposal if passed would result in more months where I would likely skip riding and instead drive, as the discount wouldn't help, and Caltrain is too expensive without it.
1487	7/12/17	
1488	7/12/17	Monthly pass prices are already high. The prices must be adjusted by increments of station. Which means starting from one end traveling one station should be the lowest price and the last station should be the highest price. Determining it by zones is not fare to riders. Because right now one passenger pays $84.80 for one zone per month and only travels 5 stations every day but another passenger pays the same price but travels 9 stations within the same zones per month. It's simply not fare price !!!!
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	It is not good to raise zone rate and base-days at the same time.
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	This is just smoke and mirrors to try to justify how the fare price is arrived at but means little else.
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	
1499	7/17/17	
1500	7/18/17	

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1473	7/11/17	
1474	7/11/17	
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	Limited use customers will not have a convenient and more cost effective way to use the train without the 8-ride. I have used 8-rides for several years since I don't take the train every working day of the week.
1486	7/12/17	An 8 ride ticket represents such a minor discount, it's probably not worth the trouble.
1487	7/12/17	it is convenient for many passangers
1488	7/12/17	Cutting this option will reduce your riders. Riders prefer to have more and better options for their travels. 8 rides tickets must not be eliminated.
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	The 8-ride ticket is convenient in some situation.
1492	7/14/17	I am a loyal rider, and have been for 5 years. Because I am a professor, I commute from SF to Santa Clara two days a week from September to June. In each of these months, I buy 2 8-ride passes. I have read that Caltrain plans to eliminate 8-ride passes soon, and that upsets me. The 8-ride pass makes Caltrain an affordable, useful transportation choice for my family. I hope you will reconsider eliminating the 8-ride pass.
1493	7/14/17	
1494	7/14/17	
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	Eliminating this ticket in addition to the zone fare increase makes this a significant increase to riders who use this feature.
1499	7/17/17	
1500	7/18/17	

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1473	7/11/17	
1474	7/11/17	
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	is against any fare increase. Fares are continually increased on paper tickets without raising fares on Clipper passengers. Shouldnâ €™t be raising fares, but decreasing fares. An agency that cant manage financials but are spending all this money for electrification doesnâ€™t have their priorities right.
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	This is a 50% increase!!!! Do you get a 50% increase in your pay? I know I don't!
1486	7/12/17	I think monthly parking should be the priced the same as for a monthly riding pass, but that should stay at 13 rather than 15.
1487	7/12/17	
1488	7/12/17	
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	The increase is too much.
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	I don't use monthly parking now because it already is way overpriced for the areas that you park in. Case in point, it's cheaper to feed the meter in San Mateo than it is to park in Caltrain's lot. Raising it further forces cars into surrounding neighborhoods and angers the local residents.
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	
1499	7/17/17	
1500	7/18/17	Getting parking is so difficult with FCFS basis and increase in monthly cost just adds more to it.

		Zone Fare Increase
No.	**Date**	**Comments**
1473	7/11/17	
1474	7/11/17	is concerned about the proposal to increase fares and member agencies not being able to pay their share. Gilroy is the underperforming portion of the system and maybe VTA needs to pay more to cover the service.
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	We have already received increases within the last year. For those riding from stations south of Tamien, we only have 3 options in and out of our stations to use the train. Yet why is it that these riders pay the same rate as others who have more riding options (day, evening, Saturday & Sunday). In effect we are already paying a higher rate due to the limited access options we have available.
1486	7/12/17	I commute between zones 1 and 4. This proposed increase would represent an 8% higher cost for someone like me to take Caltrain. Additionally, it would put a monthly pass above the IRS commuter pre-tax benefit of $255, which as such represents an even larger dent to my take home pay. Therefore, I would probably quit riding Caltrain entirely if this passed and instead drive (which would be much faster too).
1487	7/12/17	
1488	7/12/17	
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	I understand that Caltrain receives no additional funding and is experiencing mega growth. But the fact of the matter is, the trains are still overcrowded and break down frequently. Additional money won't be spent on new cars or engines to be used in the next 4 years since new cars are being built for electrification. So how would this fare increase help? Extra spare parts? Come on...! Instead, efforts need to be focused on lobbying public sources of additional funding. People who ride Caltrain impact everyone in the Bay Area -- even those who don't ride because we are one less car in their way.
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	Increase should be more modest to be consistent with typical wage increases (e.g. ~3%).
1499	7/17/17	
1500	7/18/17	

		Pilot Program
No.	**Date**	**Comments**
1473	7/11/17	
1474	7/11/17	
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	I live 25 minutes south of Gilroy and ride from the Gilroy station...we don't have any weekend options at all
1486	7/12/17	This might encourage increased ridership at off peak times. As it is, Caltrain is much less attractive during these times since the train goes so slow. But if it were cheaper, it might be better.
1487	7/12/17	
1488	7/12/17	I recommend the fare prices must be adjusted by each station and length of travel not by zones
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	These are the occasional riders who don't feel the impact of a fare hike. Don't give them a discount and use it to offset the discount for monthly riders.
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	
1499	7/17/17	
1500	7/18/17	

		General
No.	**Date**	**Comments**
1473	7/11/17	
1474	7/11/17	
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	It sure would have been nice to have a Gilroy based meeting other than 5:30am in the morning...35 minutes before the FIRST of 3 trains!! I bet you didn't get feedback from many from the first train and would bet you got NONE from those who ride the 2nd or 3rd train! We have no voice or priority level from Caltrain
1486	7/12/17	
1487	7/12/17	
1488	7/12/17	Any additional fare increases must be provided by local governments agencies. Public are already paying too much for their rides with Caltrain which is already considered the most expensive public transportation in Bay Area. In addition to that, using old trains, delays at any stations, public safety which causes fatalities have not been improved at all. I recommend Bart should take over Caltrain railing and property to serve riders from San Jose to San Francisco.
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	With such high rider rare, still need to significantly increase fare, is there a management issue?
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	Raising my yearly fare by over $300 doesn't exactly encourage more riders and it makes me consider driving. Likewise, you don't encourage people to leave their cars by charging high prices for parking. You cannot use the argument that parking in San Francisco is comparatively higher because these lots are not in San Francisco. I walk 1.5 miles to and from Hillsdale twice a day every weekday because the parking prices are so exorbitant. As I mentioned before, grow a pair and focus your energies on finding a constant public finding subsidy source. We don't live in some third world desert island do we? It's one of the richest places in the world and we have one of the most antiquated funding systems
1495	7/16/17	Update your app when the schedule changes -_-
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	
1499	7/17/17	The change of train time done on April 1st is ridiculous. Adding California ave additional stops is based on someone influential at that stop.
1500	7/18/17	

Caltrain Comments - Proposed Fare and Parking Increase FY 2018
Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

		Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
No.	**Date**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**	**A**	**D**	**N**	**R**
1501	7/18/17		x				x				x				x				x				x		
1502	7/19/17		x		5			x	3		x		3			x	2		x		6	x			1
1503	7/19/17	x					x				x				x				x			x			
1504	7/19/17		x		3		x		1		x		1			x	2		x		6		x		4
1505	7/19/17	x			1	x			3		x		3			x	2		x		6	x			4
1506	7/19/17			x	1		x		6		x		6		x		2			x	4			x	3
1507	7/19/17			x				x				x				x				x				x	
1508	7/19/17			x				x				x				x				x				x	
1509	7/19/17			x				x				x				x				x				x	
1510	7/19/17			x				x				x				x				x				x	
1511	7/19/17			x				x				x				x				x				x	
		416	**687**	**395**		**407**	**823**	**268**		**276**	**784**	**439**		**379**	**745**	**375**		**517**	**760**	**222**		**866**	**266**	**368**	
		Score			**3,937**	**Score**			**3,088**	**Score**			**3,599**	**Score**			**3,742**	**Score**			**3,849**	**Score**			**4,689**

		Go Pass Increase
No.	**Date**	**Comments**
1501	7/18/17	Increase of parking by ~$30 and monthly fare by ~$40 is a $70 increase for a limited income. The $70 will be out of pocket because my employer has met the $100 subsidy of transit and parking.
1502	7/19/17	
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	I think employers should be able to support the fare increase if this means not having to increase other fares. The Go Pass seems exceptionally discounted, compared to other options that riders who pay for transit themselves (rather than having an employer program).
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	
		345
		Comments

		Monthly Pass Multiplier
No.	**Date**	**Comments**
1501	7/18/17	Cost increase is difficult to add to a budget that is already difficult to manage.
1502	7/19/17	
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	
		345 **Comments**

		Eliminate 8-ride Ticket
No.	**Date**	**Comments**
1501	7/18/17	The 8 ride ticket is great when riding only 2 weeks out of the month especially when there is a planned vacation.
1502	7/19/17	
1503	7/19/17	I make not enough money and can not afford month pass. day pass will be too much too.
1504	7/19/17	
1505	7/19/17	I rely on the 8-ride ticket as a convenient way to ride the Caltrain to and from work on days on which I do not drive. I do not ride the train enough to make a monthly pass worth the cost, but the discounted 8-ride pass has been great to have as an option that\'s in between the monthly pass and single tickets. Those of us who do not have employers paying for transit really need this.
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	
		333
		Comments

		Monthly Parking Multiplier
No.	**Date**	**Comments**
1501	7/18/17	A lack of coordination between train, buses and BART plus unsafe neighborhoods make it necessary to drive.
1502	7/19/17	
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	
		346 **Comments**

		Zone Fare Increase
No.	**Date**	**Comments**
1501	7/18/17	Personal budget is already strained because of the high cost of living.
1502	7/19/17	I am concerned about how this will negatively affect low income riders.
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	Caltrain fares are already more expensive than most other public transportation forms. The average public transit user relies on public transportation for a reason, and public transportation is becoming inaccessible to the public!
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	
		308 **Comments**

		Pilot Program
No.	**Date**	**Comments**
1501	7/18/17	Why are commuters subsidizing in frequent riders and sport fans?
1502	7/19/17	
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	I think this would be great to try as a pilot program.
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	
		234 **Comments**

		General
No.	**Date**	**Comments**
1501	7/18/17	What additional services are planned for parking? The lots are crowded, dirty and the underground parking is filthy
1502	7/19/17	
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	
1506	7/19/17	
1507	7/19/17	Chair Shaw asked why is the operating budget cuaseig the increase and the factors ; Mr. Murphy said theoperatint bdget is increasing because of the contractual obligation to TASI, the PTC beginning to come on line and revenue needed to bring system on line; Chair Shaw asked if going to 90 minute service save money. He said if ridership losses being factored into the increase. Mr. Murphy said yes elasticity was factored into this increase. Chair Shaw said this a two-year proposed fare revenue and the fare study will be completed at end of this year so will there be a chance to change the FY2019 recommendations. Mr. Murphy sasi dthey will be considered separately.
1508	7/19/17	Julia Welch asked when the last fare increase was. Mr. Murphy said it was February 2016 and the base fare was increased by 50 cents and daily parking rate was increased.
1509	7/19/17	Jeff Carter, Millbrae, said low income riders use the highest fare product and the current system is unfair based on 13 mile zones. He said he has been suggesting a point-to-point pricing and will be more economincal for low income riders. He can support staff's recommendation and would like to see the Go Pass phased in over three instead of two. He asked why is the monthly pass being attacked as it is priced reasonable now and should be looking at how the monthly pass is purchased by other agencies. Metrolink allows free parking at their stations and transfers to other transit agencies.
1510	7/19/17	Roland Lebrun, San Jose, said he will be submitting a letter regarding the budget. Staff is budgeting 2,000 per train and losing 16 trains over the weekend which is 1.8 million savings. He said staff keeps on blaming the contractor contract but the real issue is the overhead agency costs charged by SamTrans. Every year the board has an opportunity to terminate SamTrans they would save money and not have to increase fares and put the money in surplus.
1511	7/19/17	Doug DeLong, Mountain View, said the Go Pass proposal really twisted Stanford's tail as they are the biggest user of the Go Pass. He said some increase in the Go Pass is warranted but broadening the Go Pass to service workers would go a long way to help the lower income riders to move to a more cost effective fare.
		360
		Comments

RESOLUTION NO. 2019 – 32

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

ADOPTING A NEW FARE STRUCTURE TO CHANGE FARES AND REPLACE THE CODIFIED TARIFF, MAKING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND APPROVING THE ASSOCIATED TITLE VI ANALYSIS

WHEREAS, pursuant to Resolution No. 1992-31, dated May 6, 1992, the Peninsula Corridor Joint Powers Board (JPB) adopted a Codified Tariff, setting forth the rate structure for Caltrain service; and

WHEREAS, from time to time, the JPB has amended the Codified Tariff to increase fares and parking fees in order to implement policy and administrative changes in the Caltrain service; and

WHEREAS, the JPB last revised the Codified Tariff in 2017, by Resolution No. 2017-61, to increase monthly parking prices, increase Go Pass prices, increase the Monthly Pass multiplier, eliminate the discounted 8-ride Ticket and increase the zone fare; and

WHEREAS, the JPB adopted the Caltrain Fare Policy, by Resolution 2018-49, on December 6, 2019 consisting of goals for four topic areas: financial sustainability, equity, customer experience and ridership; and

WHEREAS, the JPB adopted Resolution 2019-03 on February 7, 2019 to support Caltrain's participation in a Regional Means-Based Fare Pilot Program to offer discounted transit rides to eligible low-income adults during the pilot period; and

WHEREAS, staff recommends that the Board of Directors (Board) adopt a new Fare Structure in place of the Codified Tariff and make the following changes:

1. Increase Go Pass prices from $285 to $342, raising the minimum cost from $23,940 to $28,728 effective January 1, 2020, with additional increases of 5% on each of January 1, 2022 and January 1, 2024;
2. Reduce the Clipper® discount on One-way Adult fares from $0.55 to $0.25 and corresponding Monthly Passes, with no change in the discount for Eligible Discount One-way fares and Monthly Passes, effective April 1, 2020;
3. Adopt a program of scheduled increases to one-way base fares and zone fares, with corresponding increases to Day Passes, Monthly Passes and Zone Upgrade Tickets, on the following schedule:
    - Base fare increase of $0.50, effective July 1, 2020
    - Zone fare increase of $0.25, effective July 1, 2022
    - Base fare increase of $0.50, effective July 1, 2024;
4. Implement the Regional Means-Based Fare Pilot Program (Pilot Program) to provide eligible participants with a 20% discount off of One-way adult Clipper Card fares on Caltrain for the duration of the Pilot Program administered by the Metropolitan Transportation Commission;
5. Place the charter train, parking, and bicycle locker charges from the Codified Tariff in a separate document, with any changes to such fees or rules to be brought to the Board of Directors (Board) for consideration in a later process; and

WHEREAS, under Title VI of the Civil Rights Act of 1964 and implementing regulations, including Federal Transit Administration Circular C 4702.1B, the JPB is required to perform a Title VI Equity Analysis in conjunction with most fare changes to

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

WHEREAS, on April 4, 2013, by Resolution No. 2013-21, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when fare or major service changes are deemed to have disproportionate effects 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 the fare modifications and other aforementioned changes, concluding that the proposed fare changes would result in no disparate impacts on minority passengers or disproportionate burdens on low-income passengers; and

WHEREAS, the purposes of the proposed fare changes include meeting the financial needs and requirements of the JPB and obtaining funds for operating expenses, therefore exempting this action from the California Environmental Quality Act pursuant to Public Resources Code Section 21080(b)(8); and

WHEREAS, the Board held a duly noticed public hearing at its August 1, 2019 meeting, and engaged in public outreach including published notices and community meetings throughout the JPB's service area to afford members of the public an opportunity to comment upon the fare change proposals outlined above.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby:

1. Finds that the fare changes serve the purposes of meeting the financial needs and requirements of the JPB and obtaining funds for operating expenses as referenced in the California Environmental Quality Act statutory exemption codified at Public Resources Code Section 21080(b)(8);

2. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the fare changes will not have a disparate impact on minority populations or a disproportionate burden on low-income populations;
3. Approves the Title VI Equity Analysis attached as Attachment C and incorporated by this reference;
4. Approves the fare changes, as outlined in the recitals above; and
5. Adopts the new "Fare Structure" and "Charter Train, Bike Lockers and Parking Fees," attached as Attachments A and B, respectively, and incorporated by this reference, to replace the Codified Tariff.

Regularly passed and adopted this 5th day of September, 2019 by the following vote:

AYES: Bruins, Chavez, Collins, Davis, Stone, Walton, Pine, Gillett

NOES: None

ABSENT: Brinkman

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD



Title VI
Equity Analysis
Proposed Fare Changes – FY 2019-20
August 2019

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Caltrain
Title VI Equity Analysis
Proposed Fare Changes – Fiscal Year 2019-20

SUMMARY

In February 2019, the Peninsula Corridor Joint Powers Board (JPB) adopted a resolution supporting Caltrain's participation in the regional Means-Based Fare Pilot Program. In order for Caltrain to formalize its participation in the Pilot Program, it is necessary for the JPB to change the Codified Tariff to add the new means-based fare discount for eligible persons. This adoption needs to be complete by late summer 2019, before the Pilot Program begins testing and then launches in early 2020.

The action to add the Pilot Program discount to the Codified Tariff is being considered as part of a single public hearing process this summer, which incorporates fare changes required to balance the JPB's budget and other recommended changes emanating from the adoption of the Caltrain Fare Policy, including the removal of charter, parking and bike locker fees from the Tariff, with the fees and rules placed in a separate document that will be brought to the Board in a later process. In addition, the Board of Directors will be asked to rename the "Codified Tariff" the "Caltrain Fare Structure."

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The JPB operates the Caltrain commuter rail service serving San Francisco, San Mateo, and Santa Clara counties. The service spans 77.3 miles[1]and includes 32 stations, 29 of which are open for weekday service, 24 which are open for weekend service (including two weekend-only stations), and one special event service station which serves Stanford Stadium. The JPB has committed to the Title VI objectives set forth in the Federal Transit Administration (FTA) Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

As a federal grant recipient, the JPB is required to maintain and provide to the FTA information on Caltrain's compliance with Title VI regulations. At a minimum, the JPB must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Additionally, the JPB 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

[1] Source: Caltrain Employee Timetable No. 7 Effective 7/10/16
Caltrain- Physical Characteristics, Table of Key Mile Posts and Geographic Coordinate Data

could be monitored for disparate treatment include fare structures that could consistently cause minority-group riders to bear a higher fare burden than the overall riding public or would require access to specialized fare media. This assessment covers fare adjustments proposed for implementation on Caltrain in April 2020, July 2020, July 2022 and July 2024, in addition to the Go Pass price changes that will be implemented in January 2020, January 2022 and January 2024. It also includes an analysis of Caltrain's proposed discount through the regional Means-Based Fare program that is being implemented as a pilot project for the next 12- 18 months. This Title VI Fare Equity Analysis provides a description of the proposed fare adjustments, and an analysis of any potential impacts on minority and low-income passengers.

BACKGROUND

CALTRAIN OVERVIEW

Caltrain provides commuter rail service between Santa Clara, San Mateo, and San Francisco Counties. The service area – extending from Gilroy in the south to San Francisco in the north – is geographically and ethnically diverse, containing both dense urban cores and suburban landscape with residents from an array of different backgrounds. These factors make the Caltrain service area unique. To serve the region in Fiscal Year (FY) 2018 (effective July 15, 2017), Caltrain operated 92 weekday trains, 28 Saturday trains, and 24 Sunday trains carrying approximately 18.5 million passengers per year. **Attachment 1** provides a copy of the Caltrain Service Map. **Attachment 3** contains combined minority demographic maps where the minority population is broken out by block group using US Census 2010-2014 American Community Survey (ACS) Data. Minority census tracts are defined as those in which the minority population exceeds the system-wide minority average of 58%. **Attachment 3** 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 Caltrain's Title VI Program as those in which more than 13.9% of households have incomes under $25,000.

The JPB's last system-wide fare increase was in October 2017, when a number of changes were implemented, including the elimination of the 8-ride Ticket, an $0.25 increase in Zone fares and basing the Monthly Pass price on 30 One-way Ticket fares. The change also included increasing the Go Pass prices by 50%. The Board also approved an increase in the monthly parking fee to $82.50.

FARE PROPOSAL

CURRENT FARES

Caltrain fares are based on the number of zones that are partially or wholly traveled through by the passenger. A matrix of Caltrain's existing fare chart is in **Attachment 4**.

Caltrain has a proof of payment system. Passengers must have a valid ticket before boarding the train or be subject to citation. Passengers are required to show a ticket or Clipper® card to the conductor or fare inspector upon request and may also be required to show proof of age or other proof of eligibility for a discounted fare product. Full fares apply to all customers 19 years of age or older except those who qualify for an Eligible Discount ticket, which is approximately 50 percent of the full-fare price. A description of all the Fare Payment Types is listed below.

One-way Ticket

Valid for use within four hours of the date and time sold, One-way Tickets are honored for one-way passage away from the point of origin, including stopovers/transfers, within the zone limits.

Day Pass

Day Passes are honored for unlimited travel within zone limits and are valid for use through the last train on the service day on which the pass is sold.

Monthly Pass

The Monthly Pass, available only on the Clipper card, is valid for use for the calendar month for which the pass is issued. Monthly Passes are honored for unlimited weekday trips between the zones indicated on the pass. On Saturdays, Sundays and holidays, the pass is honored for unlimited trips between all zones.

The Monthly Pass price is based on the cost of 30 trips per month.

Zone Upgrade Ticket

Valid for use within four hours of the date and time sold, Zone Upgrade Tickets are valid only when accompanying another valid ticket (One-way, Day Pass or Monthly Pass) and cannot be used alone. The Zone Upgrade Ticket will be honored for one-way passage for additional zones purchased beyond the original ticket's zone limits.

The Zone Upgrade Ticket's validity period does not extend the original ticket's validity period.

Caltrain service operates across six zones. The current increase in fare between zones is $2.25 for Adult fares, and $1.00 for Eligible Discount fares.

Eligible Discount

Discounted fare products priced at of approximately 50 percent of full fares are available to:

- ***Seniors:*** *customers 65 years of age or older.*

- ***Disabled:*** *customers holding any of the following valid identification: Regional Transit Connection Discount Card; registration for a permanent disabled California license plate or parking placard issued by the Department of Motor Vehicles.*

- ***Youth:*** *customers 18 years old or younger. When one or more children four years old or younger are accompanied by one paying adult, only one child will be transported free of charge. All other children must travel on Eligible Discount tickets.*

- ***Medicare cardholder:*** *customers who have a Medicare card.*

Go Pass

Employer/residential complex/university-sponsored annual passes offer unlimited rides on Caltrain through all zones, seven days a week for one annual cost. Go Passes must be purchased by the sponsor for all employees/residents/students, whether the individuals use Caltrain or not.

Entities participating in the Go Pass program are required to purchase passes for all workers/residents/students at the specified location. A minimum of 84 Go Passes must be purchased. Go Pass holders are also eligible to purchase monthly parking permits.

Group Sales

Groups traveling together (e.g., for school field trips) can purchase tickets at a 10 percent discount over regular fares for groups of 25 or more.

Station Parking

Daily parking is currently $5.50, with monthly parking passes costing $82.50. Passengers that purchase Monthly Passes are eligible to purchase a monthly parking pass.

PROPOSED FARES

This Fare Equity Analysis covers several proposed fare changes to the Caltrain Codified Tariff, which is the legal document that outlines the specific fares for the train system. In addition to the proposal analyzed below, additional alternatives were considered prior to its selection.

One significant element of the Fare Equity Analysis is the implementation of the Means-Based Fare Pilot Program being initiated by the Metropolitan Transportation Commission, which is proposed to provide a 20% discount over the price of Adult One-way Clipper fare for eligible, registered low-income individuals.

The fare proposal includes a number of actions that are intended to be implemented both in a one-time manner, as well as sequentially over time. The analyzed proposal includes:

- Reducing the Clipper One-way Adult discount to $0.25, with Monthly Pass discounts adjusted accordingly and without changing the Clipper discount for Eligible Discount fares.
- Increasing the Go Pass fare by ~20% in 2020, and 5% every even-numbered calendar year
- Implementing the Means-Based Fare Pilot Program only through the pilot stage
- Alternating Zone and Base fare increases every other odd-numbered fiscal year

- Removal of charter, parking and bike locker fees from the Tariff, with the fees and rules to be placed in a separate document, with any substantive changes to be brought to the Board for consideration in a later process.

A timeline of the changes is presented below:

Effective January 1, 2020
- Increasing the Go Pass price by 20%
- Replacement of the Caltrain Codified Tariff with the Caltrain Fare Structure
- Placement of the charter, parking and bike locker fees in a separate document

Effective April 1, 2020
- Reducing Clipper discount on One-way Adult fares to $0.25 with Monthly Passes being adjusted accordingly
- (Anticipated) Implementing the Regional Means-Based Fare program through the pilot program period (12-18 months)

Effective July 1, 2020
- Increasing the Base fare by $0.50

Effective January 1, 2022
- Increasing the Go Pass price by 5%

Effective July 1, 2022
- Increasing the Zone fare by $0.25

Effective January 1, 2024
- Increasing the Go Pass price by 5%

Effective July 1, 2024
- Increasing the Base fare by $0.50

Table 1 below, presents the fare change proposal compared to the current fare for each fare product and fare category.

Table 1: Current and Proposed Fare Change

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff. 1/1/2020*	Eff. 4/1/2020	Eff. 7/1/2020	Eff. 7/1/2022	Eff. 7/1/2024
1	One-way	Ticket Machine, Mobile App	Adult	$3.75			$4.25		$4.75
			Eligible Discount	$1.75			$2.00		$2.25
		Clipper	Adult	$3.20		$3.50	$4.00		$4.50
			Adult Means-based*		$2.55	$2.80	$3.20		
			Eligible Discount	$1.60			$1.85		$2.10
	Day Pass	Ticket Machine, Mobile App	Adult	$7.50			$8.50		$9.50
			Eligible Discount	$3.75			$4.25		$4.75
	Monthly Pass	Clipper	Adult	$96.00		$105.00	$120.00		$135.00
			Eligible Discount	$48.00			$55.50		$63.00
2	One-way	Ticket Machine, Mobile App	Adult	$6.00			$ 6.50	$ 6.75	$ 7.25
			Eligible Discount	$2.75			$ 3.00	$ 3.25	$ 3.50
		Clipper	Adult	$5.45		$5.75	$ 6.25	$ 6.50	$ 7.00
			Adult Means-based*		$4.35	$4.60	$ 5.00	$ 5.20	
			Eligible Discount	$2.60			$ 2.85	$ 3.10	$ 3.35
	Day Pass	Ticket Machine, Mobile App	Adult	$12.00			$ 13.00	$ 13.50	$ 14.50
			Eligible Discount	$6.00			$ 6.50	$ 6.75	$ 7.25
	Monthly Pass	Clipper	Adult	$163.50		$172.50	$ 187.50	$ 195.00	$ 210.00
			Eligible Discount	$78.00			$ 85.50	$ 93.00	$ 100.50
3	One-way	Ticket Machine, Mobile App	Adult	$8.25			$ 8.75	$ 9.25	$ 9.75
			Eligible Discount	$3.75			$ 4.00	$ 4.50	$ 4.75
		Clipper	Adult	$7.70		$8.00	$ 8.50	$ 9.00	$ 9.50
			Adult Means-based*		$6.15	$6.40	$ 6.80	$ 7.20	
			Eligible Discount	$3.60			$ 3.85	$ 4.35	$ 4.60
	Day Pass	Ticket Machine, Mobile App	Adult	$16.50			$ 17.50	$ 18.50	$ 19.50
			Eligible Discount	$8.25			$ 8.75	$ 9.25	$ 9.75
	Monthly Pass	Clipper	Adult	$231.00		$240.00	$ 255.00	$ 270.00	$ 285.00
			Eligible Discount	$108.00			$ 115.50	$ 130.50	$ 138.00
Zones Travelled	**Fare Type**	**Payment Option**	**Category**	**Current**	**Eff. 1/1/2020***	**Eff. 4/1/2020**	**Eff. 7/1/2020**	**Eff. 7/1/2022**	**Eff. 7/1/2024**
4	One-way	Ticket Machine, Mobile App	Adult	$10.50			$ 11.00	$ 11.75	$ 12.25
			Eligible Discount	$4.75			$ 5.00	$ 5.75	$ 6.00
		Clipper	Adult	$9.95		$10.25	$ 10.75	$ 11.50	$ 12.00
			Adult Means-based*		$7.95	$8.20	$ 8.60	$ 9.20	
			Eligible Discount	$4.60			$ 4.85	$ 5.60	$ 5.85
	Day Pass	Ticket Machine, Mobile App	Adult	$21.00			$ 22.00	$ 23.50	$ 24.50
			Eligible Discount	$10.50			$ 11.00	$ 11.75	$ 12.25
	Monthly Pass	Clipper	Adult	$298.50		$307.50	$ 322.50	$ 345.00	$ 360.00
			Eligible Discount	$138.00			$ 145.50	$ 168.00	$ 175.50
5	One-way	Ticket Machine, Mobile App	Adult	$12.75			$ 13.25	$ 14.25	$ 14.75
			Eligible Discount	$5.75			$ 6.00	$ 7.00	$ 7.25
		Clipper	Adult	$12.20		$12.50	$ 13.00	$ 14.00	$ 14.50
			Adult Means-based*		$9.75	$10.00	$ 10.40	$ 11.20	
			Eligible Discount	$5.60			$ 5.85	$ 6.85	$ 7.10
	Day Pass	Ticket Machine, Mobile App	Adult	$25.50			$ 26.50	$ 28.50	$ 29.50
			Eligible Discount	$12.75			$ 13.25	$ 14.25	$ 14.75
	Monthly Pass	Clipper	Adult	$366.00		$375.00	$ 390.00	$ 420.00	$ 435.00
			Eligible Discount	$168.00			$ 175.50	$ 205.50	$ 213.00
6	One-way	Ticket Machine, Mobile App	Adult	$15.00			$ 15.50	$ 16.75	$ 17.25
			Eligible Discount	$6.75			$ 7.00	$ 8.25	$ 8.50
		Clipper	Adult	$14.45		$14.75	$ 15.25	$ 16.50	$ 17.00
			Adult Means-based*		$11.55	$11.80	$ 12.20	$ 13.20	
			Eligible Discount	$6.60			$ 6.85	$ 8.10	$ 8.35
	Day Pass	Ticket Machine, Mobile App	Adult	$30.00			$ 31.00	$ 33.50	$ 34.50
			Eligible Discount	$15.00			$ 15.50	$ 16.75	$ 17.25
	Monthly Pass	Clipper	Adult	$433.50		$442.50	$ 457.50	$ 495.00	$ 510.00
			Eligible Discount	$198.00			$ 205.50	$ 243.00	$ 250.50

* Means-based fare effective date is dependent on launching the regional pilot program led by Metropolitan Transportation Commission and the fare is applicable throughout the existence of the pilot program. The fare table may not reflect the end of the pilot program after 12-18 months of its launch.

CALTRAIN TITLE VI POLICIES

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

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

The JPB adopted its policies based on a number of factors, including existing policies already in use, consultation with other transit agencies, and analysis of impacts of past service and fare change decisions. The JPB published its policies for public review in February 2013 and conducted significant public outreach to solicit input. Following public engagement, the JPB revised the policy proposals and the Board of Directors adopted the revised policies at the April 4, 2013 meeting. The adopted policies follow and are included in **Attachment 2**.

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, Caltrain 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, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain 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 Caltrain Disparate Impact Threshold to determine if the adverse impacts of a major service change (as defined in the Major Service Change Policy) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

DISPROPORTIONATE BURDEN POLICY

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

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

The Caltrain Disproportionate Burden Threshold to determine if the adverse impacts of a major service change (as defined in the Major Service Change Policy) or a fare adjustment is established at 10 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 developed draft policies and requested public input through four community meetings throughout the Caltrain Service area, spanning San Francisco, San Mateo, and Santa Clara Counties. The JPB requested comments be made through mail, telephone, and a dedicated e-mail address (TitleVI@caltrain.com).

The Title VI Policies community meetings were held at the following times and locations:

Tuesday, Feb. 12, 2013 - 6:30 p.m. to 8 p.m.
Gilroy Senior Center, Meeting Room
7371 Hanna St, Gilroy

Thursday, Feb. 21, 2013 - 10:45 a.m. to 11:30 a.m.
Second floor auditorium
Caltrain Administrative Offices
1250 San Carlos Ave, San Carlos

Tuesday, Feb. 26, 2013 - 5:00 p.m. to 6:30 p.m.
Bay Area Opera House
4705 Third St, San Francisco

Wednesday, Feb. 27, 2013 - 6:30 p.m. to 8:00 p.m.
Mountain View City Hall
Plaza Conference Room
500 Castro St, Mountain View

The JPB reached out to the following Community groups and leaders including:

San Francisco County

- Asian Pacific American Community Center
- Bayview Hill Neighborhood Association
- Bayview Merchants Association
- Better Bayview
- Brite/4800 Third St Neighbors
- Dogpatch Neighborhood Association
- Hunters Point Shipyard CAC
- India Basin Neighborhood Association
- Potrero Boosters
- Potrero Hill/Dogpatch Merchants Association
- Visitacion Valley Planning Alliance

San Mateo County

- All City Managers
- All Mayors

Santa Clara County

- All City Managers
- All Mayors
- Postings to City Council member Newsletters:
    - Ken Yeager
    - Ash Kalra
- Public Advocates
- Transform
- Urban Habitat

Although there were several outreach methods used, including Caltrain website postings, Take One prints in English and Spanish, Visual Message Signs at all Stations, Community Meetings, News Releases, Advertisements in several newspapers, and Social media postings (in accordance with the Caltrain Title VI Outreach Plan), there was very limited feedback received by meeting attendees or other community members. Staff revised the proposal for its standards and policies and submitted them for Board approval. They were approved April 4, 2013 (refer to **Attachment 2**).

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

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, JPB staff concluded that the proposed fare increases would not have a disparate impact on minority customers, or impose a disproportionate burden on low-income customers based on the Agency's Policies.

FARE EQUITY METHODOLOGY OVERVIEW

Based on FTA C 4702.1B, for proposed changes that change fares by payment type or fare media, JPB should analyze any available information generated from ridership surveys that indicates whether minority and low-income passengers are more likely to use the payment types subject to the proposed change and the associated fare changes resulting from the change.

If the difference in the percentage change experienced between minority riders and non-minority riders is greater than 10%, that would suggest that the fare change would result in Disparate Impacts on minority populations. Further, if the percentage difference in the change experienced between low-income riders and non-low-income riders is greater than 10%, that would suggest that the fare change would result in a Disproportionate Burden to low-income populations. A difference of less than 0% (any negative percentage) would indicate that the fare change would benefit those populations more than the others.

The analysis and methodology include the use of the 2016 Triennial Survey Data, combined with contemporary ridership numbers to estimate ridership by fare product. This is more fully described in the sections below.

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

1. Analyzing the percentage of the proposed fare adjustment for each fare payment method compared with the breakdown of the system-wide fare payment method.

2. Approximating the threshold for low-income status 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 in 2017. Since the Caltrain 2016 Triennial Survey Data does not include information on household size, staff assumed a household size of one. Using the HHS poverty guidelines of $12,060 for a household of one in 2017, those with an annual household income less than $25,000 a year were defined as low-income. 2017 income data as it was the year most closely correlated in time to the 2016 data.

3. Defining the term “minority” to mean those who self-identified as any ethnicity other than “white” alone in the Caltrain 2016 Triennial Survey.

4. Using Caltrain 2016 Triennial Survey Data and current and proposed changes to the codified tariff to determine if the proposed fare changes will have a disparate impact or disproportionate burden on minority or low-income populations, respectively, based on the agency’s associated policies.

POTENTIAL ADVERSE EFFECTS

Typically, adverse effects associated with a fare change relate to the cost increase of a transit trip, fare or fare media. However, because this proposed fare structure also proposes to change a number of discrete fare elements, it is important to anticipate potential impacts.

Such adverse effects of this fare change proposal could include:

- Increased costs of per trip transit fares.
- Reduction in discounts resulting in higher per trip fares.

DATA USE AND ANALYSIS

For purposes of examining the fare payment behavior, the following data was used:

- Caltrain 2016 Triennial Customer Survey, which contains information on customers' riding behavior including fare usage, ethnicity, income, and other relevant information. This is the most up-to-date information about the demographics and fare payment characteristics of Caltrain riders.

- FY2019 ridership based on most recent reconciliation of ridership numbers (as of July 2019).

The fieldwork for the 2016 Customer Survey was conducted in October 2016. A total of 5,544 surveys were completed by Caltrain riders. Given the size and scope of the 2016 Caltrain system-wide onboard customer survey (5,544 total respondents with a margin of error of +/- 1.30 percent at a confidence level of 95 percent), the data generally can be used to develop cross-tabulations to conduct in-depth analysis regarding the potential impact of the proposal on minority and low-income populations.

Data Assumptions:

- Even though the Customer Survey data is a robust set, some passengers preferred not to reveal either their ethnicity or income. Based on the unavailable data, the useable data set includes those who responded to both questions. While it would have been ideal for all the riders to have responded to all the questions, the data that was excluded from evaluation is not a significant detriment to a comprehensive evaluation.

- Given this data, percentages of minority riders were compared to non-minority riders by fare payment category and system-wide. Out of the 5,544 total survey respondents for the 2016 Caltrain Triennial Survey, 4609 respondents (approximately 83%) provided responses to all questions required for this Fare Equity Analysis.

- Given the numerous fare categories under Caltrain's base-plus-zone fare structure and some passengers' preference not to reveal their race/ethnicity or their income, some of the fare categories have a less-than-satisfactory number of respondents. While this may present issues on an individual fare category/zone category basis, because the analysis is based on a system-wide review of the fare tariff, this does not appear to present an impediment to analysis.

- Survey responses included the fare category Go Pass, but this category will not be included in the analysis because in most cases the Go Pass is paid by the employer and will not generate rider impacts. Based on the 2016 Onboard Survey data, over 80% of the riders using a Go Pass do not pay for the pass. Additionally, because the Go Pass is mostly used as a "flash pass" on board vehicles, there is not sufficient data to understand how often these unique passes are used. Ridership data for each unique pass would allow a more targeted analysis of the program.

- Because the 2016 Triennial Survey included a fare product that is no longer in use (8-ride Ticket) those survey responses were reallocated to Clipper Adult Cash Value ("Clipper Cash") as those riders were previously paying the same per trip fare as Clipper Cash riders.

- Additionally, because the fare proposal assumes a pilot implementation of the Means-Based Fare program, it was assumed that approximately 75% of low-income Clipper Cash riders and low-income Monthly Pass riders would avail themselves of this new program. As such, riders from those categories were reassigned to the Means-Based Fare program to determine systemwide impacts.

- Minority riders were further disaggregated by income to appropriately allocate minority low-income riders to the Means-Based Fare program.

ANALYSIS METHODOLOGY

The Fare Equity Analysis uses an "Average Fare Analysis" as the comparative tool to determine the impact to minority and low low-income riders, by analyzing specific ridership and fare payment changes along with the impacts associated with changes in each fare category. The model also uses ridership and survey data to determine "unit fares" for fare products that are not single use such as Monthly or Day Passes. This way, the unit fares can be compared between each fare category to determine percentage increases that each fare product may experience regardless of the fare type. For example, the "unit fare" for a single cash fare would be the stated fare divided by 1. For Monthly Passes, the "unit fare" would be the Monthly Pass price divided by the average number of trips used in a month.

Because the changes have been proposed to be phased-in over several years, along with a prescribed implementation period for the Means-Based Fare program, the Fare Equity Analysis is based upon the fare change anticipated at two different horizon years (2021 and 2025) so that compounding impacts, as well as more defined period-impacts, can be assessed. This way, the greatest level of change for each fare will be compared to the existing fare structure, thereby identifying the greatest level of potential impacts for those changes. This will certainly overstate the impacts experienced in the first phase, but represents a conservative approach to identifying cumulative impacts. Also, because the Means-Based Fare program is anticipated to be a pilot project, this specific fare product exists in one of the horizon years (2021) but not the other (2025).

Combined with the data contained in the 2016 Onboard Survey, the analysis provides a disaggregation of the fare media by income and ethnicity within each fare category. This includes fare products and fare structures that are currently in use as well as those being proposed to change or be implemented. The Average Fare Analysis also provides the percentage change between the existing and proposed fare structures by fare type, for ridership income and minority status, to assess whether the proposed fare change will fall within the thresholds established by Caltrain for a Disproportionate Burden and Disparate Impact.

To determine the percentage change for each fare and rider group, the number of survey respondents is multiplied by the ridership in each fare and rider group. This number is then multiplied by both the existing fare as well as the proposed fare so that the difference between the two can be examined. Those totals are then added up respectively and the difference between the total existing fare and the total proposed fare for each group (including minority passengers, non-minority passengers, low-income passengers and non-low-income passengers), is then translated into a percent change. These percent changes are then compared with each passenger type's overall ridership to determine whether the impact of the fare increase is felt proportionally to the overall ridership, or rather, whether a disparate impact and disproportionate burden exists.

It should be noted that this analysis does not identify, nor analyze any impacts associated with the administration of the regional Means-Based Fare program, such as accessibility to fare media or any means-based assessments that may exclude non-citizens or the disenfranchised from assessing the new discounts. It is assumed that those impacts have been considered by the MTC in their program assessment, in its role as the administrative agency.

RIDERSHIP DEMOGRAPHICS OVERVIEW

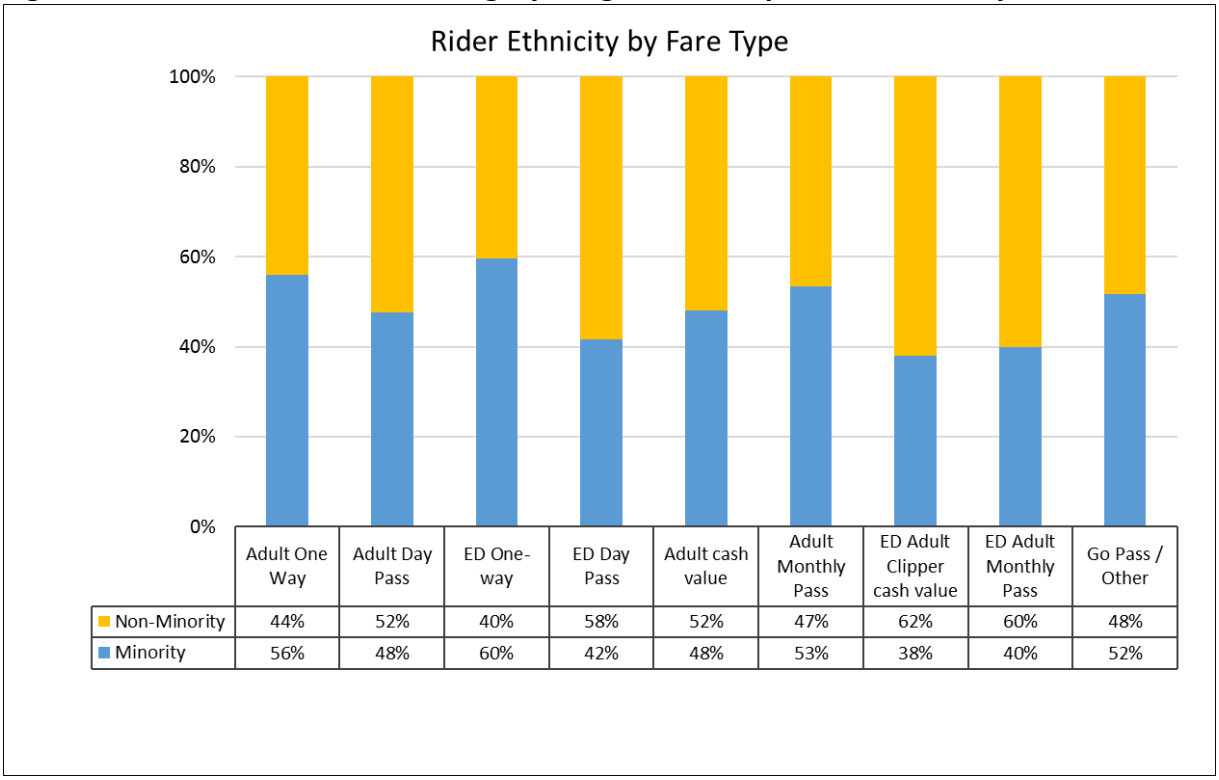
Overall, Caltrain riders self-identified as 51.5% minority and 48.5% non-minority. See **Table 2** and **Figures 1** and **2** below for details.

Table 2: Fare Usage Survey Data (and percentages)—Minority and Non-Minority

Minority Status	One Way Adult and ED	Day Pass Adult and ED	Monthly Adult and ED	Go Pass	Other	Total
Minority	319 (56.4%)	220 (46.8%)	855 (53.0%)	492 (51.2%)	35 (61.4%)	453 (51.5%)
Non-Minority	247 (43.6%)	250 (53.2%)	759 (47.0%)	469 (48.8%)	22 (38.6%)	488 (48.5%)
Total	566 (100%)	470 (100%)	1614 (100%)	961 (100%)	57 (100%)	4609 (100%)

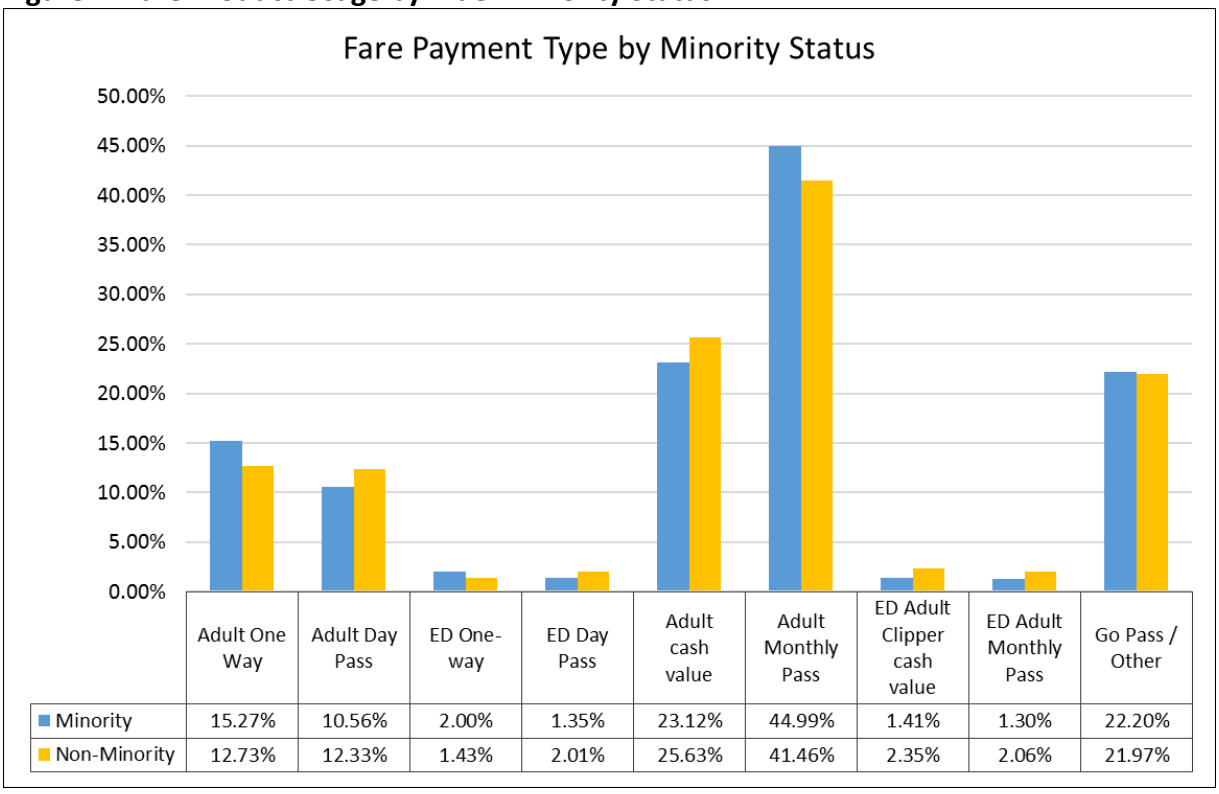
* 8-ride ticket users assigned to Clipper Cash

Figure 1: Fare Product and Fare Category Usage – Minority vs. Non-Minority



	Adult One Way	Adult Day Pass	ED One-way	ED Day Pass	Adult cash value	Adult Monthly Pass	ED Adult Clipper cash value	ED Adult Monthly Pass	Go Pass / Other
Non-Minority	44%	52%	40%	58%	52%	47%	62%	60%	48%
Minority	56%	48%	60%	42%	48%	53%	38%	40%	52%

Figure 2: Fare Product Usage by Rider Minority Status



	Adult One Way	Adult Day Pass	ED One-way	ED Day Pass	Adult cash value	Adult Monthly Pass	ED Adult Clipper cash value	ED Adult Monthly Pass	Go Pass / Other
Minority	15.27%	10.56%	2.00%	1.35%	23.12%	44.99%	1.41%	1.30%	22.20%
Non-Minority	12.73%	12.33%	1.43%	2.01%	25.63%	41.46%	2.35%	2.06%	21.97%

Of the 4,609 survey respondents (83.1% of those surveyed) who provided complete responses, 6.2% were low-income, and 93.8% were non-low-income. See **Table 3** and **Figures 3** and **4** below for details.

Table 3: Fare Usage Survey Data (and percentages)—Low-Income vs Non-Low-Income

Income Status	One Way Adult and ED	Day Pass Adult and ED	Clipper Cash*	Monthly Adult and ED	Go Pass	Other	Total
Low-Income	108 (19.1%)	57 (12.1%)	65 (6.9%)	39 (2.4%)	9 (0.9%)	9 (15.8%)	287 (6.2%)
Non-Low-Income	458 (80.9%)	413 (87.9%)	876 (93.1%)	1575 (97.6%)	952 (99.1%)	48 (84.2%)	4322 (93.8%)
Total	566 (100%)	470 (100%)	941 (100%)	1614 (100%)	961 (100%)	57 (100%)	4609 (100%)

* 8-ride ticket users assigned to Clipper Cash

Figure 3. Fare Product Usage by Percentage – Low Income vs. Non-Low Income

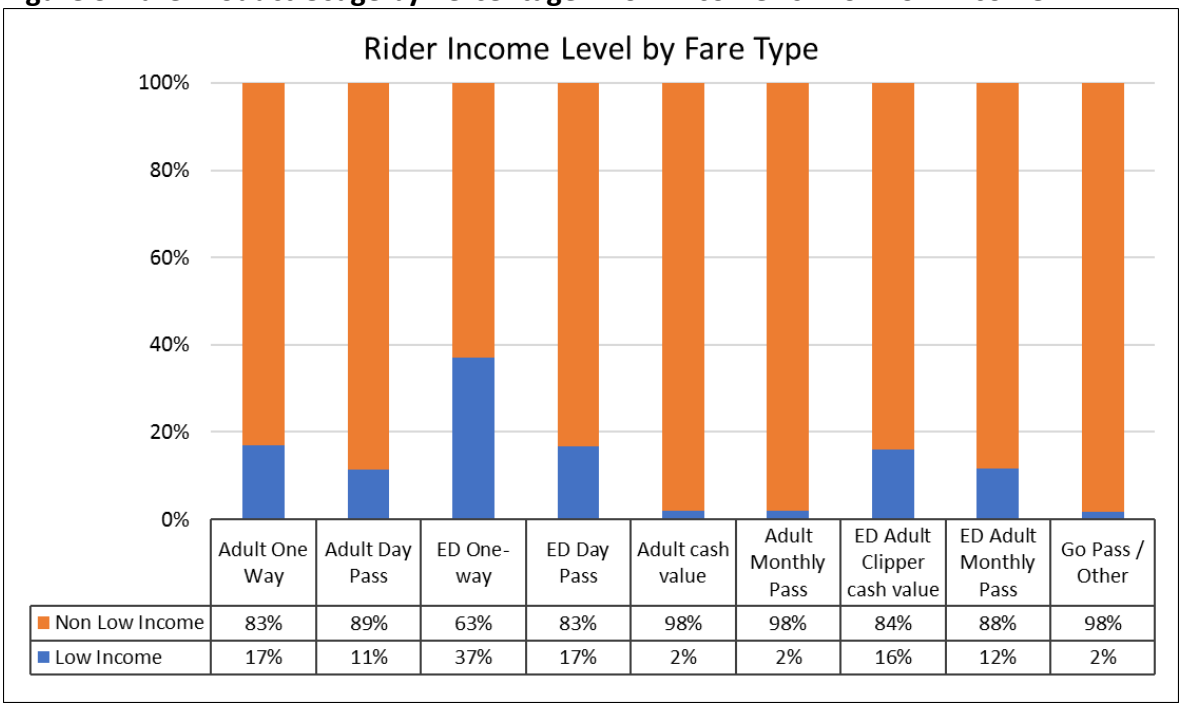
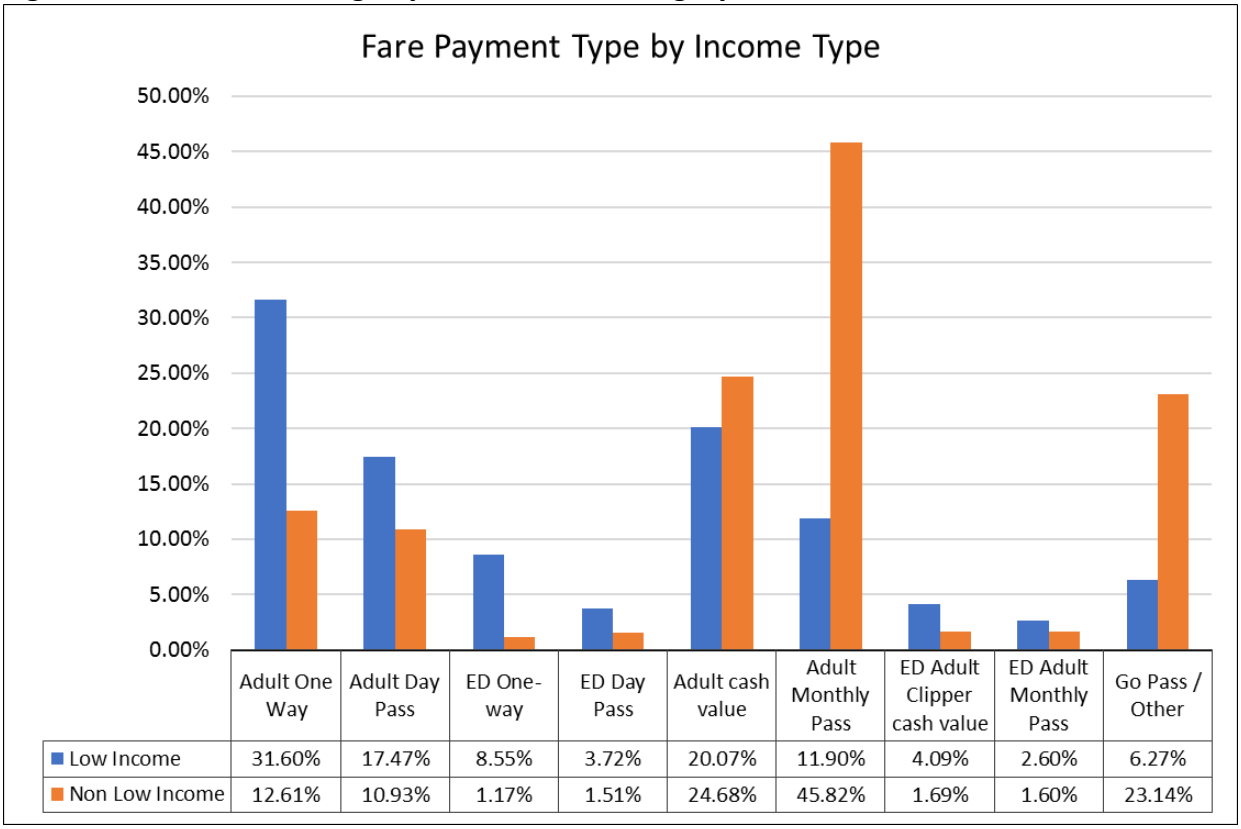


Figure 4: Fare Product Usage by Rider Income Category



	Adult One Way	Adult Day Pass	ED One-way	ED Day Pass	Adult cash value	Adult Monthly Pass	ED Adult Clipper cash value	ED Adult Monthly Pass	Go Pass / Other
Low Income	31.60%	17.47%	8.55%	3.72%	20.07%	11.90%	4.09%	2.60%	6.27%
Non Low Income	12.61%	10.93%	1.17%	1.51%	24.68%	45.82%	1.69%	1.60%	23.14%

FARE PAYMENT OVERVIEW

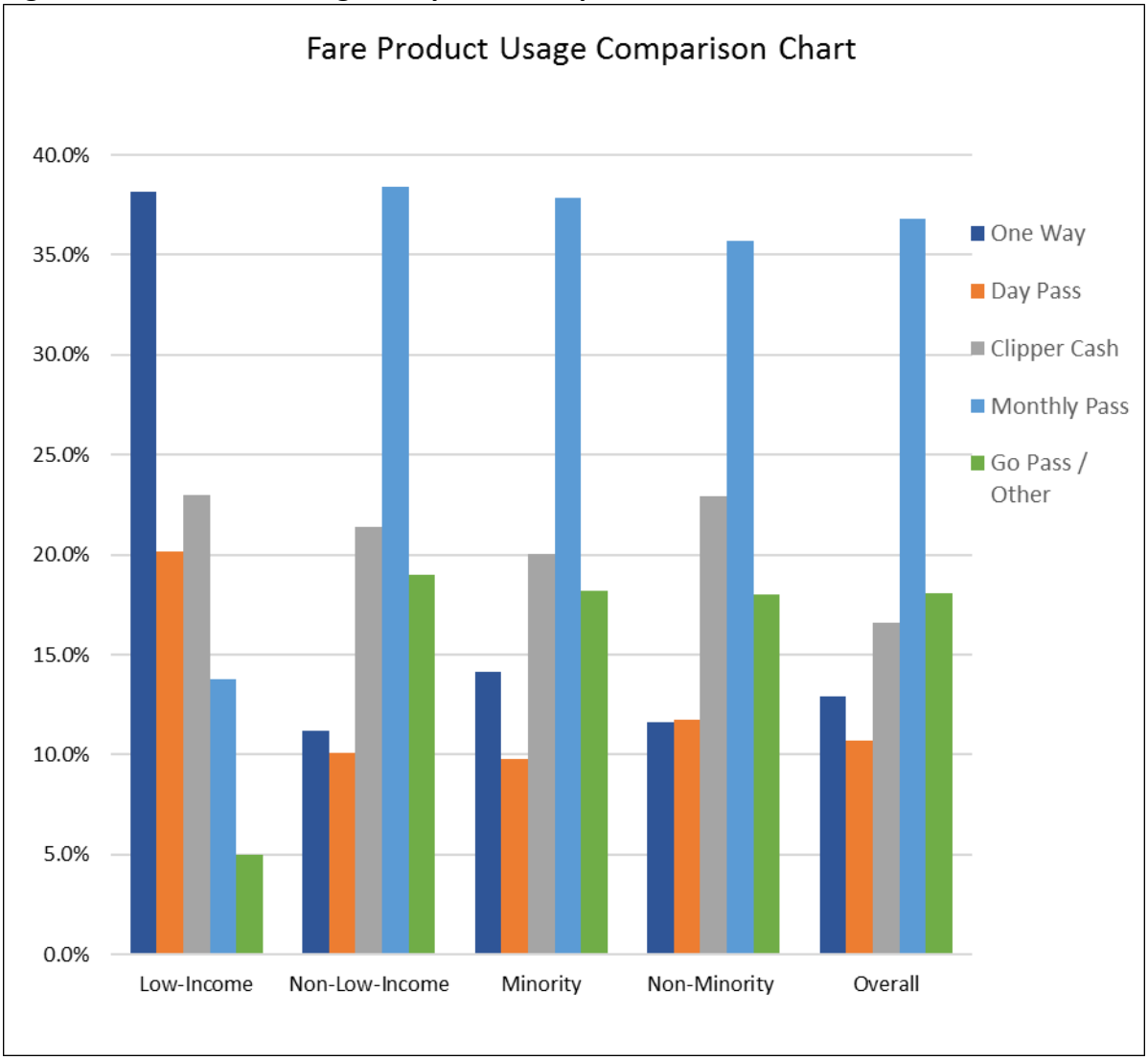
Fare payment type usage was also analyzed according to the minority status and income status of survey respondents for all fare products. The data in **Table 4** is also presented visually in **Figure 5**, below.

Table 4: Fare Product Usage Comparison Data

Fare Product	Low-Income	Non-Low-Income	Minority	Non-Minority	Overall
One Way--Adult and ED	38.2%	11.2%	14.1%	11.6%	12.9%
Day Pass--Adult and ED	20.1%	10.1%	9.7%	11.8%	10.7%
Clipper Cash--Adult and ED*	23.0%	21.4%	20.1%	22.9%	21.5%
Monthly Pass--Adult and ED	13.8%	38.4%	37.9%	35.7%	36.8%
Go Pass / Other	5.0%	19.0%	18.2%	18.0%	18.1%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

*** 8-ride ticket users assigned to Clipper Cash**

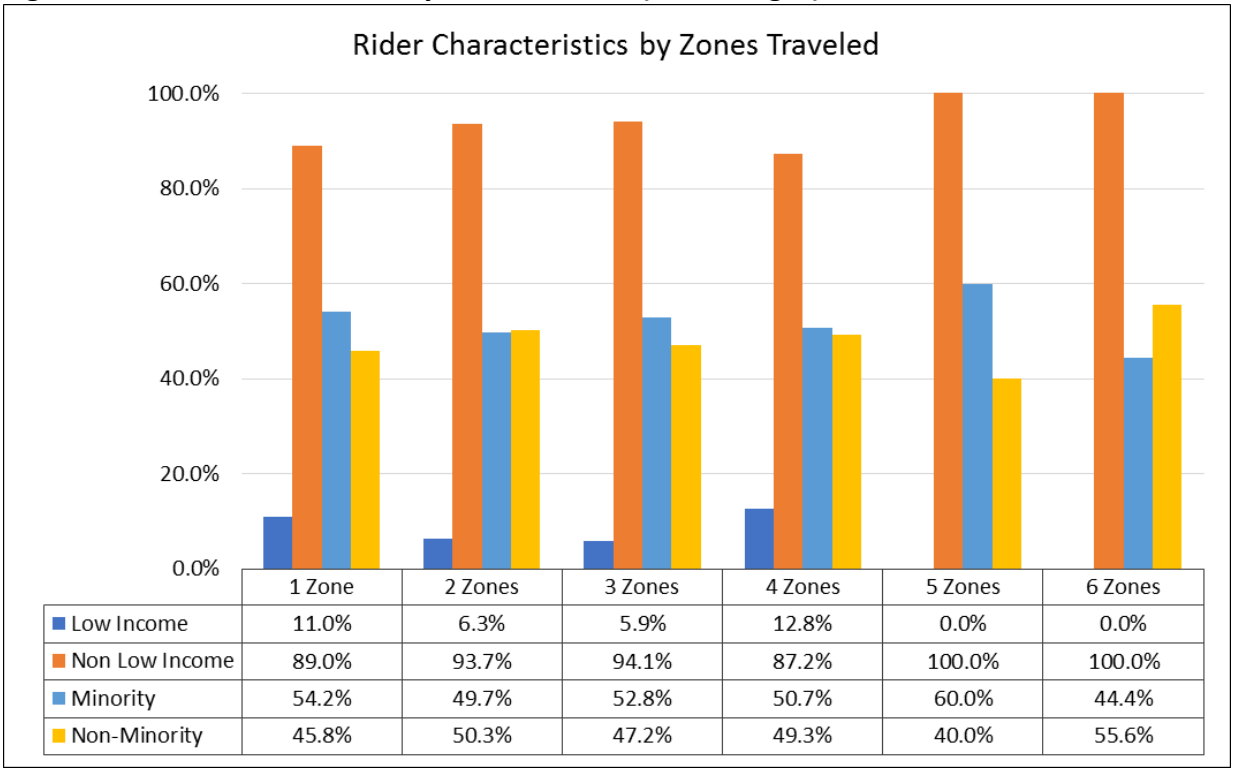
Figure 5: Fare Product Usage Comparison Graph



ZONE DEMOGRAPHICS OVERVIEW

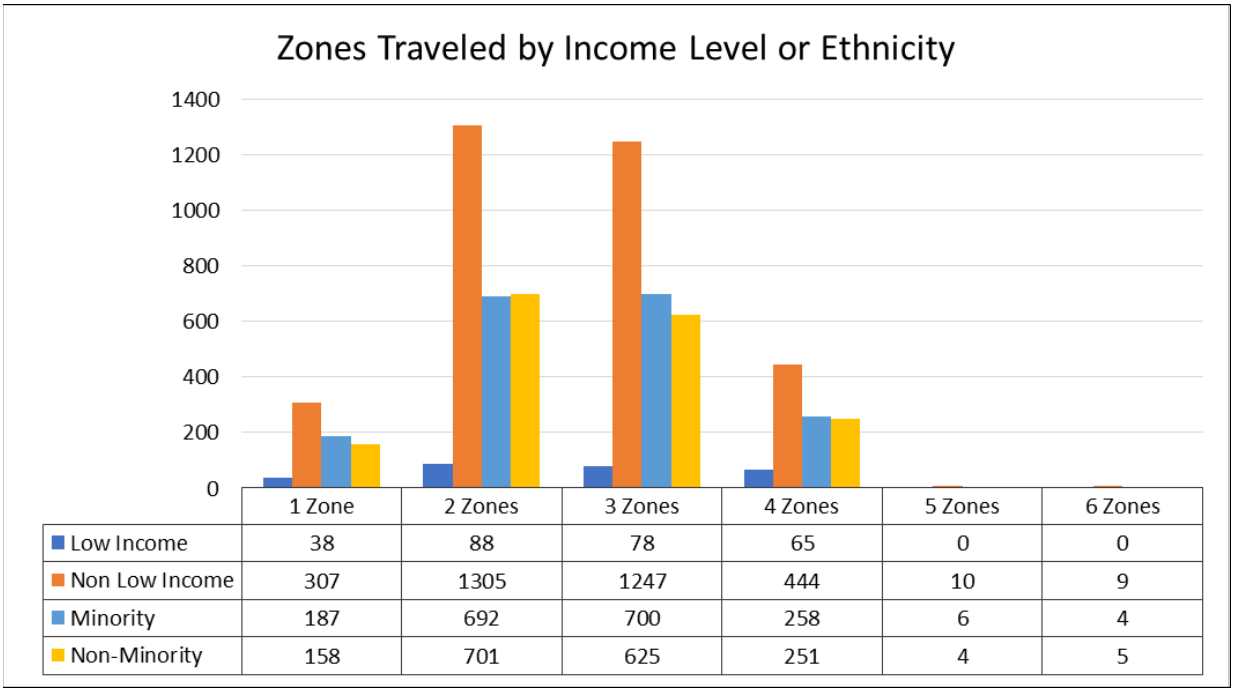
A review of the rider characteristics by zones traveled was also conducted to determine whether zone usage would influence disparate impacts. **Figure 6,** below**,** presents the percentages by zone. However, because the survey data was unavailable for the outer zones, we have also presented **Figure 7**, which provides the actual survey responses for context. This is likely a survey/data gap resulting from the need to cut the data into such small segments for the analysis rather than a true reflection of ridership and fare usage patterns.

Figure 6: Rider Characteristics by Zone Traveled (Percentages)



	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
Low Income	11.0%	6.3%	5.9%	12.8%	0.0%	0.0%
Non Low Income	89.0%	93.7%	94.1%	87.2%	100.0%	100.0%
Minority	54.2%	49.7%	52.8%	50.7%	60.0%	44.4%
Non-Minority	45.8%	50.3%	47.2%	49.3%	40.0%	55.6%

Figure 7: Rider Characteristics by Zone Traveled (Survey Responses)



	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
Low Income	38	88	78	65	0	0
Non Low Income	307	1305	1247	444	10	9
Minority	187	692	700	258	6	4
Non-Minority	158	701	625	251	4	5

Based on the charts above, most Caltrain passengers travel within 2 to 3 Zones.

Travel Within	# of 2016 Caltrain Triennial Survey Respondents
1 Zone	345
2 Zones	1,393
3 Zones	1,325
4 Zones	509
5 Zones	10
6 Zones	9

AVERAGE FARE ANALYSIS

As previously discussed, the average fare for minority riders, non-minority riders, low-income riders, and non-low-income riders is calculated by determining each group's usage of each fare product, and the change to each fare.

For each fare transition proposed and for each horizon year, staff disaggregated survey data by income, ethnicity, and fare type by zone in order to view the impacts for changes to each of the fare types. Staff then calculated the percentage change and the absolute change for each of the fare types and alternatives.

As previously noted, two horizon years were analyzed, along with their package of anticipated changes when compared to the existing fare price and structure:

Horizon Year 2021

1. Reduce Adult Clipper Cash discount to $0.25 per trip
2. Implement Means-Based fare program that provides a 20% discount from the One-way Adult Clipper fares
3. Base Fare Increase ($0.50)
4. Go Pass price increased by 20% but ***not included*** in Average Fare Analysis

Horizon Year 2025

1. Reduce Clipper discount to $0.25
2. No Means-Based Fare
3. Increase Base fare by $1.00 ($0.50 for both 2020 and 2024)
4. Zone increase of $0.25
5. Go Pass price increased by 32% (20% in 2020, 5% in 2022 and 5% in 2024) but not included in Average Fare Analysis

As previously noted, the analysis of the alternatives does not include changes proposed for the Go Pass program as participating employers' pay for over 80% of Go Passes. The vast majority of the users are not bearing the cost of their own pass and therefore would not generate rider impacts on an individual basis.

The average fare calculations for Horizon Year 2021 and 2025 are detailed in **Table 4A** and **Table 4B** on the following page.

FARE EQUITY ANALYSIS FINDINGS

Based on the analysis, and using the JPB Title VI policies, none of the alternatives evaluated result in either a Disparate Impact on minority populations, or a Disproportionate Burden on low-income populations. **Table 5**, below, presents an overview based on the Average Fare Analysis for each of the horizon years that were studied, along with the associated findings.

Table 5: Disparate Impact and Disproportionate Burden Findings

Horizon Year 2021: Means Based Fare + Clipper Discount to $0.25 + Base Fare Increase of $0.50							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
$6.12	$6.31	$5.13	$5.67	$5.20	$5.71	$5.18	$5.70
Average % Change	3.2%		10.4%	Average % Change	9.8%		10.0%
		Difference	-7.2%			Difference	-0.2%
		Di/DB	No			DI/DB	No
Horizon Year 2025: Clipper Discount to $0.25 + Base Fare Increase of $1.00 + Zone Fare Increase $0.25							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
$6.12	$7.43	$5.13	$6.34	$5.20	$6.42	$5.18	$6.39
Average % Change	21.5%		23.5%	Average % Change	23.4%		23.4%
		Difference	-2.1%			Difference	0.0%
		Di/DB	NO			DI/DB	NO

In general, when viewed cumulatively, the proposed fare increases will not disparately impact minority passengers or disproportionately burden low-income populations for either horizon year. In fact, in horizon year 2021, the proposal would render a significantly lower increase in Average Fares for low income riders than non-low-income riders as a result of the Means-Based Fare Program. There was an insignificant difference between the impacts experience by minority versus non-minority riders.

In horizon year 2025, without the Means-Based Fare program, low-income riders will experience slightly lower percentage change than non-low-income riders, while minority and non-minority riders will experience the same percentage change.

As detailed in Table 4A and 4B below, low-income riders will experience a proportionally lower percentage change compared to non-low-income riders, while minority riders will be impacted by the proposed fare change at approximately the same rate as non-minority riders. In each case, the differential between minority riders and non-minority riders is less than the disparate impact threshold of 10%, and the differential between low-income riders and non-low-income riders is less than the disproportionate burden threshold of 10%.

Table 4A : Average Fare Calculations (Horizon Year 2021) – Means-Based Fare + Base Fare Increase (0.50) + Reduction of Clipper Discount Reduction to 0.25

Travel Within Any	Payment Method	Ticket Type	Cost: Existing	Cost: Unit Existing	Cost: Proposed*	Cost: Unit Proposed	Change: Absolute	Change: Percent	Survey Usage by Group - Annual Ridership: Low-Income Survey	Non Low-Income Survey	Total Minority Survey	Non-Minority Survey	Overall Survey
One Zone	TVM	Adult One Way	$ 3.75	$ 3.75	$ 4.25	$ 4.25	$ 0.50	13.33%	12	51	38	25	63.00
		Adult Day Pass	$ 7.50	$ 3.75	$ 8.50	$ 4.25	$ 0.50	6.67%	3	39	23	19	42.00
		ED One-way	$ 1.75	$ 1.75	$ 2.00	$ 2.00	$ 0.25	14.29%	6	5	6	5	11.00
		ED Day Pass	$ 3.75	$ 1.88	$ 4.25	$ 2.13	$ 0.25	6.67%	2	11	5	8	13.00
	Clipper	Adult cash value*	$ 3.20	$ 3.20	$ 4.00	$ 4.00	$ 0.80	25.00%	2	74	41	35	76.00
		Means Based Fare**	$ 3.20	$ 3.20	$ 3.20	$ 3.20	$ -	0.00%	4	0	3	1	4.00
		Adult Monthly Pass***	$ 96.00	$ 3.20	$ 120.00	$ 4.00	$ 0.80	0.83%	6	104	63	47	110.00
		ED Adult cash value	$ 1.60	$ 1.60	$ 1.85	$ 1.85	$ 0.25	15.63%	1	15	5	11	16.00
		ED Adult Monthly Pass	$ 48.00	$ 1.60	$ 55.50	$ 1.85	$ 0.25	0.52%	2	8	3	7	10.00
Two Zones	TVM	Adult One Way	$ 6.00	$ 6.00	$ 6.50	$ 6.50	$ 0.50	8.33%	29	136	96	69	165.00
		Adult Day Pass	$ 12.00	$ 6.00	$ 13.00	$ 6.50	$ 0.50	4.17%	8	103	50	61	111.00
		ED One-way	$ 2.75	$ 2.75	$ 3.00	$ 3.00	$ 0.25	9.09%	7	18	19	6	25.00
		ED Day Pass	$ 6.00	$ 3.00	$ 6.50	$ 3.25	$ 0.25	4.17%	4	13	6	11	17.00
	Clipper	Adult cash value*	$ 5.45	$ 5.45	$ 6.25	$ 6.25	$ 0.80	14.68%	6	341	154	193	347.00
		Means Based Fare**	$ 5.45	$ 5.45	$ 5.00	$ 5.00	$ (0.45)	-8.26%	26	0	14	12	26.00
		Adult Monthly Pass***	$ 163.50	$ 5.45	$ 187.50	$ 6.25	$ 0.80	0.49%	2	650	336	316	652.00
		ED Adult cash value	$ 2.60	$ 2.60	$ 2.85	$ 2.85	$ 0.25	9.62%	4	28	10	22	32.00
		ED Adult Monthly Pass	$ 78.00	$ 2.60	$ 85.50	$ 2.85	$ 0.25	0.32%	2	16	7	11	18.00
Three Zones	TVM	Adult One Way	$ 8.25	$ 8.25	$ 8.75	$ 8.75	$ 0.50	6.06%	21	167	109	79	188.00
		Adult Day Pass	$ 16.50	$ 8.25	$ 17.50	$ 8.75	$ 0.50	3.03%	18	141	66	93	159.00
		ED One-way	$ 3.75	$ 3.75	$ 4.00	$ 4.00	$ 0.25	6.67%	6	11	8	9	17.00
		ED Day Pass	$ 8.25	$ 4.13	$ 8.75	$ 4.38	$ 0.25	3.03%	1	19	9	11	20.00
	Clipper	Adult cash value*	$ 7.70	$ 7.70	$ 8.50	$ 8.50	$ 0.80	10.39%	3	297	158	142	300
		Means Based Fare**	$ 7.70	$ 7.70	$ 6.80	$ 6.80	$ (0.90)	-11.69%	20	0	14	6	20.00
		Adult Monthly Pass***	$ 231.00	$ 7.70	$ 255.00	$ 8.50	$ 0.80	0.35%	4	582	321	265	586.00
		ED Adult cash value	$ 3.60	$ 3.60	$ 3.85	$ 3.85	$ 0.25	6.94%	3	7	5	5	10.00
		ED Adult Monthly Pass	$ 108.00	$ 3.60	$ 115.50	$ 3.85	$ 0.25	0.23%	2	23	10	15	25.00
Four Zones	TVM	Adult One Way	$ 10.50	$ 10.50	$ 11.00	$ 11.00	$ 0.50	4.76%	23	62	39	46	85.00
		Adult Day Pass	$ 21.00	$ 10.50	$ 22.00	$ 11.00	$ 0.50	2.38%	18	74	53	39	92.00
		ED One-way	$ 4.75	$ 4.75	$ 5.00	$ 5.00	$ 0.25	5.26%	4	5	4	5	9.00
		ED Day Pass	$ 10.50	$ 5.25	$ 11.00	$ 5.50	$ 0.25	2.38%	3	6	4	5	9.00
	Clipper	Adult cash value*	$ 9.95	$ 9.95	$ 10.75	$ 10.75	$ 0.80	8.04%	3	104	49	58	107.00
		Means Based Fare**	$ 9.95	$ 9.95	$ 8.60	$ 8.60	$ (1.35)	-13.57%	10	0	7	3	10.00
		Adult Monthly Pass	$ 298.50	$ 9.95	$ 322.50	$ 10.75	$ 0.80	0.27%	0	182	93	89	182.00
		ED Adult cash value	$ 4.60	$ 4.60	$ 4.85	$ 4.85	$ 0.25	5.43%	3	6	6	3	9.00
		ED Adult Monthly Pass	$ 138.00	$ 4.60	$ 145.50	$ 4.85	$ 0.25	0.18%	1	5	3	3	6.00
Five Zones	TVM	Adult One Way	$ 12.75	$ 12.75	$ 13.25	$ 13.25	$ 0.50	3.92%	0	0	0	0	0.00
		Adult Day Pass	$ 25.50	$ 12.75	$ 26.50	$ 13.25	$ 0.50	1.96%	0	2	1	1	2.00
		ED One-way	$ 5.75	$ 5.75	$ 6.00	$ 6.00	$ 0.25	4.35%	0	0	0	0	0.00
		ED Day Pass	$ 12.75	$ 6.38	$ 13.25	$ 6.63	$ 0.25	1.96%	0	1	1	0	1.00
	Clipper	Adult cash value*	$ 12.20	$ 12.20	$ 13.00	$ 13.00	$ 0.80	6.56%	0	3	1	2	3.00
		Means Based Fare**	$ 12.20	$ 12.20	$ 10.40	$ 10.40	$ (1.80)	-14.75%	0	0	0	0	0.00
		Adult Monthly Pass***	$ 366.00	$ 12.20	$ 390.00	$ 13.00	$ 0.80	0.22%	0	3	2	1	3.00
		ED Adult cash value	$ 5.60	$ 5.60	$ 5.85	$ 5.85	$ 0.25	4.46%	0	0	0	0	0.00
		ED Adult Monthly Pass	$ 168.00	$ 5.60	$ 175.50	$ 5.85	$ 0.25	0.15%	0	1	1	0	1.00
Six Zones	TVM	Adult One Way	$ 15.00	$ 15.00	$ 15.50	$ 15.50	$ 0.50	3.33%	0	3	0	3	3.00
		Adult Day Pass	$ 30.00	$ 15.00	$ 31.00	$ 15.50	$ 0.50	1.67%	0	4	2	2	4.00
		ED One-way	$ 6.75	$ 6.75	$ 7.00	$ 7.00	$ 0.25	3.70%	0	0	0	0	0.00
		ED Day Pass	$ 15.00	$ 7.50	$ 15.50	$ 7.75	$ 0.25	1.67%	0	0	0	0	0.00
	Clipper	Adult cash value*	$ 14.45	$ 14.45	$ 15.25	$ 15.25	$ 0.80	5.54%	0	1	1	0	1.00
		Means Based Fare**	$ 14.45	$ 14.45	$ 12.20	$ 12.20	$ (2.25)	-15.57%	0	0	0	0	0.00
		Adult Monthly Pass	$ 433.50	$ 14.45	$ 457.50	$ 15.25	$ 0.80	0.18%	0	1	1	0	1.00
		ED Adult cash value	$ 6.60	$ 6.60	$ 6.85	$ 6.85	$ 0.25	3.79%	0	0	0	0	0.00
		ED Adult Monthly Pass	$ 198.00	$ 6.60	$ 205.50	$ 6.85	$ 0.25	0.13%	0	0	0	0	0.00
All Zones		Go Pass/Other							18	1,000	527.00	491.000	1,018.00
Total									287	4,322	2,374.0	2,235.00	4,609.00
									6.227%	93.77%	51.508%	48.49%	
									1,152,289	17,352,591	9,531,479	8,973,401	18,504,880

Travel Within Any	Ticket Type	Usage by Group: Low-Income %	Low Income Number	Non Low-Income %	Non Low-Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number	Cumulative Annual Current Fare: Low-Income	Non Low-Income	Minority	Non Minority
One Zone	Adult One Way	4.18%	48,179	1.18%	204,762	1.60%	152,568	1.12%	100,374	$ 180,673	$ 767,858	$ 572,130	$ 376,401
	Adult Day Pass	1.05%	12,045	0.90%	156,583	0.97%	92,344	0.85%	76,284	$ 45,168	$ 587,186	$ 346,289	$ 286,065
	ED One-way	2.09%	24,090	0.12%	20,075	0.25%	24,090	0.22%	20,075	$ 42,157	$ 35,131	$ 42,157	$ 35,131
	ED Day Pass	0.70%	8,030	0.25%	44,164	0.21%	20,075	0.36%	32,120	$ 15,056	$ 82,808	$ 37,640	$ 60,224
	Adult cash value*	0.70%	8,030	1.71%	297,106	1.73%	164,613	1.57%	140,523	$ 25,696	$ 950,739	$ 526,761	$ 449,674
	Means Based Fare**	1.39%	16,060	0.00%	-	0.13%	12,045	0.04%	4,015	$ 51,391	$ -	$ 38,543	$ 12,848
	Adult Monthly Pass***	2.09%	24,090	2.41%	417,554	2.65%	252,942	2.10%	188,702	$ 77,087	$ 1,336,174	$ 809,413	$ 603,848
	ED Adult cash value	0.35%	4,015	0.35%	60,224	0.21%	20,075	0.49%	44,164	$ 6,424	$ 96,359	$ 32,120	$ 70,663
	ED Adult Monthly Pass	0.70%	8,030	0.19%	32,120	0.13%	12,045	0.31%	28,105	$ 12,848	$ 51,391	$ 19,272	$ 44,967
Two Zones	Adult One Way	10.10%	116,433	3.15%	546,032	4.04%	385,435	3.09%	277,031	$ 698,600	$ 3,276,195	$ 2,312,608	$ 1,662,187
	Adult Day Pass	2.79%	32,120	2.38%	413,539	2.11%	200,747	2.73%	244,912	$ 192,717	$ 2,481,236	$ 1,204,483	$ 1,469,470
	ED One-way	2.44%	28,105	0.42%	72,269	0.80%	76,284	0.27%	24,090	$ 77,288	$ 198,740	$ 209,781	$ 66,247
	ED Day Pass	1.39%	16,060	0.30%	52,194	0.25%	24,090	0.49%	44,164	$ 48,179	$ 156,583	$ 72,269	$ 132,493
	Adult cash value*	2.09%	24,090	7.89%	1,369,096	6.49%	618,301	8.64%	774,884	$ 131,289	$ 7,461,574	$ 3,369,743	$ 4,223,120
	Means Based Fare**	9.06%	104,389	0.00%	-	0.59%	56,209	0.54%	48,179	$ 568,918	$ -	$ 306,340	$ 262,577
	Adult Monthly Pass***	0.70%	8,030	15.04%	2,609,714	14.15%	1,349,021	14.14%	1,268,723	$ 43,763	$ 14,222,942	$ 7,352,167	$ 6,914,538
	ED Adult cash value	1.39%	16,060	0.65%	112,418	0.42%	40,149	0.98%	88,329	$ 41,755	$ 292,288	$ 104,389	$ 229,655
	ED Adult Monthly Pass	0.70%	8,030	0.37%	64,239	0.29%	28,105	0.49%	44,164	$ 20,878	$ 167,022	$ 73,072	$ 114,827
Three Zones	Adult One Way	7.32%	84,314	3.86%	670,496	4.59%	437,629	3.53%	317,181	$ 695,589	$ 5,531,590	$ 3,610,439	$ 2,616,740
	Adult Day Pass	6.27%	72,269	3.26%	566,107	2.78%	264,986	4.16%	373,390	$ 596,219	$ 4,670,384	$ 2,186,137	$ 3,080,466
	ED One-way	2.09%	24,090	0.25%	44,164	0.34%	32,120	0.40%	36,135	$ 90,336	$ 165,616	$ 120,448	$ 135,504
	ED Day Pass	0.35%	4,015	0.44%	76,284	0.38%	36,135	0.49%	44,164	$ 16,562	$ 314,671	$ 149,055	$ 182,178
	Adult cash value*	1.05%	12,045	6.87%	1,192,439	6.66%	634,361	6.35%	570,122	$ 92,745	$ 9,181,777	$ 4,884,582	$ 4,389,941
	Means Based Fare**	6.97%	80,299	0.00%	-	0.59%	56,209	0.27%	24,090	$ 618,301	$ -	$ 432,811	$ 185,490
	Adult Monthly Pass***	1.39%	16,060	13.47%	2,336,698	13.52%	1,288,797	11.86%	1,063,960	$ 123,660	$ 17,992,573	$ 9,923,739	$ 8,192,495
	ED Adult cash value	1.05%	12,045	0.16%	28,105	0.21%	20,075	0.22%	20,075	$ 43,361	$ 101,177	$ 72,269	$ 72,269
	ED Adult Monthly Pass	0.70%	8,030	0.53%	92,344	0.42%	40,149	0.67%	60,224	$ 28,908	$ 332,437	$ 144,538	$ 216,807
Four Zones	Adult One Way	8.01%	92,344	1.43%	248,927	1.64%	156,583	2.06%	184,687	$ 969,609	$ 2,613,729	$ 1,644,120	$ 1,939,218
	Adult Day Pass	6.27%	72,269	1.71%	297,106	2.23%	212,792	1.74%	156,583	$ 758,825	$ 3,119,612	$ 2,234,317	$ 1,644,120
	ED One-way	1.39%	16,060	0.12%	20,075	0.17%	16,060	0.22%	20,075	$ 76,284	$ 95,355	$ 76,284	$ 95,355
	ED Day Pass	1.05%	12,045	0.14%	24,090	0.17%	16,060	0.22%	20,075	$ 63,235	$ 126,471	$ 84,314	$ 105,392
	Adult cash value*	1.05%	12,045	2.41%	417,554	2.06%	196,732	2.60%	232,867	$ 119,846	$ 4,154,665	$ 1,957,486	$ 2,317,025
	Means Based Fare**	3.48%	40,149	0.00%	-	0.29%	28,105	0.13%	12,045	$ 399,487	$ -	$ 279,641	$ 119,846
	Adult Monthly Pass	0.00%	-	4.21%	730,720	3.92%	373,390	3.98%	357,330	$ -	$ 7,270,663	$ 3,715,229	$ 3,555,434
	ED Adult cash value	1.05%	12,045	0.14%	24,090	0.25%	24,090	0.13%	12,045	$ 55,406	$ 110,812	$ 110,812	$ 55,406
	ED Adult Monthly Pass	0.35%	4,015	0.12%	20,075	0.13%	12,045	0.13%	12,045	$ 18,469	$ 92,344	$ 55,406	$ 55,406
Five Zones	Adult One Way	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
	Adult Day Pass	0.00%	-	0.05%	8,030	0.04%	4,015	0.04%	4,015	$ -	$ 102,381	$ 51,191	$ 51,191
	ED One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
	ED Day Pass	0.00%	-	0.02%	4,015	0.04%	4,015	0.00%	-	$ -	$ 25,595	$ 25,595	$ -
	Adult cash value*	0.00%	-	0.07%	12,045	0.04%	4,015	0.09%	8,030	$ -	$ 146,947	$ 48,982	$ 97,965
	Means Based Fare**	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
	Adult Monthly Pass***	0.00%	-	0.07%	12,045	0.08%	8,030	0.04%	4,015	$ -	$ 146,947	$ 97,965	$ 48,982
	ED Adult cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
	ED Adult Monthly Pass	0.00%	-	0.02%	4,015	0.04%	4,015	0.00%	-	$ -	$ 22,484	$ 22,484	$ -
Six Zones	Adult One Way	0.00%	-	0.07%	12,045	0.00%	-	0.13%	12,045	$ -	$ 180,673	$ -	$ 180,673
	Adult Day Pass	0.00%	-	0.09%	16,060	0.08%	8,030	0.09%	8,030	$ -	$ 240,897	$ 120,448	$ 120,448
	ED One-way	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
	ED Day Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
	Adult cash value*	0.00%	-	0.02%	4,015	0.04%	4,015	0.00%	-	$ -	$ 58,016	$ 58,016	$ -
	Means Based Fare**	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
	Adult Monthly Pass	0.00%	-	0.02%	4,015	0.04%	4,015	0.00%	-	$ -	$ 58,016	$ 58,016	$ -
	ED Adult cash value	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
	ED Adult Monthly Pass	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -
All Zones	Go Pass/Other	6.27%	72,269.00	23.14%	4,014,945	22.20%	2,115,876	21.97%	1,971,338	$ -	$ -	$ -	$ -
Total		100.00%	1,152,289	100.0%	17,352,591	100.00%	9,531,479	100.0%	8,973,401	$ 7,046,730	$ 89,020,056	$ 49,593,500	$ 46,473,286

Travel Within Any	Ticket Type	Cumulative Annual Proposed Fare: Low-Income	Non Low-Income	Minority	Non Minority	Annual Fare Change Experienced by Group: Low-Income	Low Income %	Non Low-Income	Non Low-Income %	Minority	Minority %	Non Minority	Non Minority %
One Zone	Adult One Way	$ 204,762	$ 870,239	$ 648,414	$ 426,588	$24,090	13.3%	$ 102,381	13.3%	$ 76,284	13.3%	$ 50,187	13.3%
	Adult Day Pass	$ 51,191	$ 665,477	$ 392,461	$ 324,207	$6,022	13.3%	$ 78,291	13.3%	$ 46,172	13.3%	$ 38,142	13.3%
	ED One-way	$ 48,179	$ 40,149	$ 48,179	$ 40,149	$6,022	14.3%	$ 5,019	14.3%	$ 6,022	14.3%	$ 5,019	14.3%
	ED Day Pass	$ 17,064	$ 93,849	$ 42,659	$ 68,254	$2,007	13.3%	$ 11,041	13.3%	$ 5,019	13.3%	$ 8,030	13.3%
	Adult cash value*	$ 32,120	$ 1,188,424	$ 658,451	$ 562,092	$6,424	25.0%	$ 237,685	25.0%	$ 131,690	25.0%	$ 112,418	25.0%
	Means Based Fare**	$ 51,391	$ -	$ 38,543	$ 12,848	$0	0.0%	$0.00	0.0%	$0.00	0.0%	$0.00	N/A
	Adult Monthly Pass***	$ 96,359	$ 1,670,217	$ 1,011,766	$ 754,810	$19,272	25.0%	$ 334,043	25.0%	$ 202,353	25.0%	$ 150,962	25.0%
	ED Adult cash value	$ 7,428	$ 111,415	$ 37,138	$ 81,704	$1,004	15.6%	$ 15,056	15.6%	$ 5,019	15.6%	$ 11,041	15.6%
	ED Adult Monthly Pass	$ 14,855	$ 59,421	$ 22,283	$ 51,994	$2,007	15.6%	$ 8,030	15.6%	$ 3,011	15.6%	$ 7,026	15.6%
Two Zones	Adult One Way	$ 756,817	$ 3,549,211	$ 2,505,325	$ 1,800,703	$58,217	8.3%	$ 273,016	8.3%	$ 192,717	8.3%	$ 138,516	8.3%
	Adult Day Pass	$ 208,777	$ 2,688,005	$ 1,304,857	$ 1,591,926	$16,060	8.3%	$ 206,770	8.3%	$ 100,374	8.3%	$ 122,456	8.3%
	ED One-way	$ 84,314	$ 216,807	$ 228,852	$ 72,269	$7,026	9.1%	$ 18,067	9.1%	$ 19,071	9.1%	$ 6,022	9.1%
	ED Day Pass	$ 52,194	$ 169,631	$ 78,291	$ 143,534	$4,015	8.3%	$ 13,049	8.3%	$ 6,022	8.3%	$ 11,041	8.3%
	Adult cash value*	$ 150,560	$ 8,556,851	$ 3,864,384	$ 4,843,027	$19,272	14.7%	$ 1,095,277	14.7%	$ 494,641	14.7%	$ 619,907	14.7%
	Means Based Fare**	$ 521,943	$ -	$ 281,046	$ 240,897	-$46,975	-8.3%	N/A	N/A	$ (25,294)	-8.3%		N/A
	Adult Monthly Pass***	$ 50,187	$ 16,310,713	$ 8,431,384	$ 7,929,516	$6,424	14.7%	$ 2,087,771	14.7%	$ 1,079,217	14.7%	$ 1,014,978	14.7%
	ED Adult cash value	$ 45,770	$ 320,393	$ 114,426	$ 251,737	$4,015	9.6%	$ 28,105	9.6%	$ 10,037	9.6%	$ 22,082	9.6%
	ED Adult Monthly Pass	$ 22,885	$ 183,081	$ 80,098	$ 125,869	$2,007	9.6%	$ 16,060	9.6%	$ 7,026	9.6%	$ 11,041	9.6%
Three Zones	Adult One Way	$ 737,746	$ 5,866,838	$ 3,829,253	$ 2,775,331	$42,157	6.1%	$ 335,248	6.1%	$ 218,814	6.1%	$ 158,590	6.1%
	Adult Day Pass	$ 632,354	$ 4,953,438	$ 2,318,631	$ 3,267,161	$36,135	6.1%	$ 283,054	6.1%	$ 132,493	6.1%	$ 186,695	6.1%
	ED One-way	$ 96,359	$ 176,658	$ 128,478	$ 144,538	$6,022	6.7%	$ 11,041	6.7%	$ 8,030	6.7%	$ 9,034	6.7%
	ED Day Pass	$ 17,565	$ 333,742	$ 158,088	$ 193,219	$1,004	6.1%	$ 19,071	6.1%	$ 9,034	6.1%	$ 11,041	6.1%
	Adult cash value*	$ 102,381	$ 10,135,728	$ 5,392,071	$ 4,846,038	$9,636	10.4%	$ 953,951	10.4%	$ 507,489	10.4%	$ 456,098	10.4%
	Means Based Fare**	$ 546,032	$ -	$ 382,223	$ 163,810	-$72,269	-11.7%	$ -	NA	$ (50,588)	-11.7%		
	Adult Monthly Pass***	$ 136,508	$ 19,861,931	$ 10,954,777	$ 9,043,663	$12,848	10.4%	$ 1,869,358	10.4%	$ 1,031,038	10.4%	$ 851,168	10.4%
	ED Adult cash value	$ 46,373	$ 108,203	$ 77,288	$ 77,288	$3,011	6.9%	$ 7,026	6.9%	$ 5,019	6.9%	$ 5,019	6.9%
	ED Adult Monthly Pass	$ 30,915	$ 355,523	$ 154,575	$ 231,863	$2,007	6.9%	$ 23,086	6.9%	$ 10,037	6.9%	$ 15,056	6.9%
Four Zones	Adult One Way	$ 1,015,781	$ 2,738,192	$ 1,722,411	$ 2,031,562	$46,172	4.8%	$ 124,463	4.8%	$ 78,291	4.8%	$ 92,344	4.8%
	Adult Day Pass	$ 794,959	$ 3,268,165	$ 2,340,713	$ 1,722,411	$36,135	4.8%	$ 148,553	4.8%	$ 106,396	4.8%	$ 78,291	4.8%
	ED One-way	$ 80,299	$ 100,374	$ 80,299	$ 100,374	$4,015	5.3%	$ 5,019	5.3%	$ 4,015	5.3%	$ 5,019	5.3%
	ED Day Pass	$ 66,247	$ 132,493	$ 88,329	$ 110,411	$3,011	4.8%	$ 6,022	4.8%	$ 4,015	4.8%	$ 5,019	4.8%
	Adult cash value*	$ 129,482	$ 4,488,708	$ 2,114,872	$ 2,503,318	$9,636	8.0%	$ 334,043	8.0%	$ 157,386	8.0%	$ 186,293	8.0%
	Means Based Fare**	$ 345,285	$ -	$ 241,700	$ 103,586	-$54,202	-13.6%	$ -	NA	$ (37,941)	-13.6%		
	Adult Monthly Pass	$ -	$ 7,855,239	$ 4,013,941	$ 3,841,298	$0	NA	$ 584,576	8.0%	$ 298,712	8.0%	$ 285,864	8.0%
	ED Adult cash value	$ 58,417	$ 116,835	$ 116,835	$ 58,417	$3,011	5.4%	$ 6,022	5.4%	$ 6,022	5.4%	$ 3,011	5.4%
	ED Adult Monthly Pass	$ 19,472	$ 97,362	$ 58,417	$ 58,417	$1,004	5.4%	$ 5,019	5.4%	$ 3,011	5.4%	$ 3,011	5.4%
Five Zones	Adult One Way	$ -	$ -	$ -	$ -	$0	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Adult Day Pass	$ -	$ 106,396	$ 53,198	$ 53,198	$0	0.0%	$ 4,015	3.9%	$ 2,007	3.9%	$ 2,007	3.9%
	ED One-way	$ -	$ -	$ -	$ -	$0	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	ED Day Pass	$ -	$ 26,599	$ 26,599	$ -	$0	0.0%	$ 1,004	3.9%	$ 1,004	3.9%	$ -	0.0%
	Adult cash value*	$ -	$ 156,583	$ 52,194	$ 104,389	$0	0.0%	$ 9,636	6.6%	$ 3,212	6.6%	$ 6,424	6.6%
	Means Based Fare**	$ -	$ -	$ -	$ -	$0	0.0%	$ -	NA	$ -	NA		
	Adult Monthly Pass***	$ -	$ 156,583	$ 104,389	$ 52,194	$0	0.0%	$ 9,636	6.6%	$ 6,424	6.6%	$ 3,212	6.6%
	ED Adult cash value	$ -	$ -	$ -	$ -	$0	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	ED Adult Monthly Pass	$ -	$ 23,487	$ 23,487	$ -	$0	0.0%	$ 1,004	4.5%	$ 1,004	4.5%	$ -	0.0%
Six Zones	Adult One Way	$ -	$ 186,695	$ -	$ 186,695	$0	0.0%	$ 6,022	3.3%	$ -	0.0%	$ 6,022	3.3%
	Adult Day Pass	$ -	$ 248,927	$ 124,463	$ 124,463	$0	0.0%	$ 8,030	3.3%	$ 4,015	3.3%	$ 4,015	3.3%
	ED One-way	$ -	$ -	$ -	$ -	$0	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	ED Day Pass	$ -	$ -	$ -	$ -	$0	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Adult cash value*	$ -	$ 61,228	$ 61,228	$ -	$0	0.0%	$ 3,212	5.5%	$ 3,212	5.5%	$ -	0.0%
	Means Based Fare**	$ -	$ -	$ -	$ -	$0							
	Adult Monthly Pass	$ -	$ 61,228	$ 61,228	$ -	$0	0.0%	$ 3,212	5.5%	$ 3,212	5.5%	$ -	0.0%
	ED Adult cash value	$ -	$ -	$ -	$ -	$0	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	ED Adult Monthly Pass	$ -	$ -	$ -	$ -	$0	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
All Zones	Go Pass/Other												
Total		$ 7,272,972	$ 98,311,039	$ 54,468,245	$ 51,115,766	$226,242	3.2%	$ 9,290,983	10.4%	$ 4,874,745	9.8%	$ 4,642,481	10.0%

*Assigns all 8-ride ticket users to Clipper cash

**Removes 75% of Adult Cash Value and assigns them to Means Based Fare

**Removes 75% of Adult Monthly and assigns them to Means Based Fare

	Low-Income	Non Low-Income	Minority	Non Minority
Total Current Annual Fare	$ 7,046,730	$ 89,020,056	$ 49,593,500	$ 46,473,286
Average Current Annual Fare	$ 6.12	$ 5.13	$ 5.20	$ 5.18
Total Proposed Annual Fare	$ 7,272,972	$ 98,311,039	$ 54,468,245	$ 51,115,766
Average Annual Proposed Fare	$ 6.31	$ 5.67	$ 5.71	$ 5.70

.50 Base Fare Increase + Means Based Fare + Clipper Reduction to .25

	Low-Income Cost Change	Low Income % Change	Non Low-Income Cost Change	Non Low-Income % Change	Minority Cost Change	Minority % Change	Non-Minority Cost Change	Non-Minority % Change
Total Change In Fare Per Group	$226,242	3.2%	$9,290,983	10.4%	$4,874,745	9.8%	$4,642,481	10.0%
Average Change In Fare Per Group	$0.20		$0.54		$0.51		$0.52	
Change as a percent of entire fare change	2.4%		97.6%		51.2%		48.8%	
Percent Ridership of Each Group (From 2016 survey total)	6.0%		94.0%		52%		48%	
Difference From Exact Proportional Impact of Fare Change	-3.6%		3.6%		-0.3%		0.3%	
Difference between Protected Class and Non Protected		-7.2%				-0.2%		
Disapate Impact or Disporportionate Burden Finding	No	No	No		No	No	No	

Table 4B : Average Fare Calculations (Horizon Year 2025) - Base Fare Increase (1.00) + Zone Fare Increase (0.25) + Reduction of Clipper Discount Reduction to 0.25

Travel Within Any	Payment Method	Ticket Type	Cost: Existing	Cost: Unit Existing	Cost: Proposed*	Cost: Unit Proposed	Change: Absolute	Change: Percent	Survey Usage by Group - Annual Ridership: Low-Income Survey	Non Low-Income Survey	Total Minority Survey	Non-Minority Survey	Overall Survey	Usage by Group -: Low-Income %	Low Income Number	Non Low-Income %	Non Low-Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number	Cumulative Annual Current Fare: Low-Income	Non Low-Income	Minority	Non Minority	Cumulative Annual Proposed Fare: Low-Income	Non Low-Income	Minority	Non Minority	Annual Fare Change Experienced by Group: Low-Income	Low Income %	Non Low-Income	Non Low-Income %	Minority	Minority %	Non Minority	Non Minority %
One Zone	TVM	Adult One Way	$ 3.75	$ 3.75	$ 4.75	$ 4.75	$ 1.00	26.67%	12	51	38	25	63	4.18%	48,179	1.18%	204,762	1.60%	152,568	1.12%	100,374	$ 180,673	$ 767,858	$ 572,130	$ 376,401	$ 228,852	$ 972,620	$ 724,698	$ 476,775	$48,179.34	26.7%	$ 204,762	26.7%	$ 152,568	26.7%	$ 100,374	26.7%
		Adult Day Pass	$ 7.50	$ 3.75	$ 9.50	$ 4.75	$ 1.00	13.33%	3	39	23	19	42	1.05%	12,045	0.90%	156,583	0.97%	92,344	0.85%	76,284	$ 45,168	$ 587,186	$ 346,289	$ 286,065	$ 57,213	$ 743,769	$ 438,633	$ 362,349	$12,044.83	26.7%	$ 156,583	26.7%	$ 92,344	26.7%	$ 76,284	26.7%
		ED One-way	$ 1.75	$ 1.75	$ 2.25	$ 2.25	$ 0.50	28.57%	6	5	6	5	11	2.09%	24,090	0.12%	20,075	0.25%	24,090	0.22%	20,075	$ 42,157	$ 35,131	$ 42,157	$ 35,131	$ 54,202	$ 45,168	$ 54,202	$ 45,168	$12,044.83	28.6%	$ 10,037	28.6%	$ 12,045	28.6%	$ 10,037	28.6%
		ED Day Pass	$ 3.75	$ 1.88	$ 4.75	$ 2.38	$ 0.50	13.33%	2	11	5	8	13	0.70%	8,030	0.25%	44,164	0.21%	20,075	0.36%	32,120	$ 15,056	$ 82,808	$ 37,640	$ 60,224	$ 19,071	$ 104,890	$ 47,677	$ 76,284	$4,014.94	26.7%	$ 22,082	26.7%	$ 10,037	26.7%	$ 16,060	26.7%
	Clipper	Adult cash value	$ 3.20	$ 3.20	$ 4.50	$ 4.50	$ 1.30	40.63%	6	74	44	36	80	2.09%	24,090	1.71%	297,106	1.85%	176,658	1.61%	144,538	$ 77,087	$ 950,739	$ 565,304	$ 462,522	$ 108,404	$ 1,336,977	$ 794,959	$ 650,421	$31,316.57	40.6%	$ 386,238	40.6%	$ 229,655	40.6%	$ 187,899	40.6%
		Adult Monthly Pass	$ 96.00	$ 3.20	$ 135.00	$ 4.50	$ 1.30	1.35%	6	104	63	47	110	2.09%	24,090	2.41%	417,554	2.65%	252,942	2.10%	188,702	$ 77,087	$ 1,336,174	$ 809,413	$ 603,848	$ 108,404	$ 1,878,994	$ 1,138,237	$ 849,161	$31,316.57	40.6%	$ 542,821	40.6%	$ 328,824	40.6%	$ 245,313	40.6%
		ED Adult cash value	$ 1.60	$ 1.60	$ 2.10	$ 2.10	$ 0.50	31.25%	1	15	5	11	16	0.35%	4,015	0.35%	60,224	0.21%	20,075	0.49%	44,164	$ 6,424	$ 96,359	$ 32,120	$ 70,663	$ 8,431	$ 126,471	$ 42,157	$ 92,745	$2,007.47	31.3%	$ 30,112	31.3%	$ 10,037	31.3%	$ 22,082	31.3%
		ED Adult Monthly Pass	$ 48.00	$ 1.60	$ 63.00	$ 2.10	$ 0.50	1.04%	2	8	3	7	10	0.70%	8,030	0.19%	32,120	0.13%	12,045	0.31%	28,105	$ 12,848	$ 51,391	$ 19,272	$ 44,967	$ 16,863	$ 67,451	$ 25,294	$ 59,020	$4,014.94	31.3%	$ 16,060	31.3%	$ 6,022	31.3%	$ 14,052	31.3%
Two Zones	TVM	Adult One Way	$ 6.00	$ 6.00	$ 7.25	$ 7.25	$ 1.25	20.83%	29	136	96	69	165	10.10%	116,433	3.15%	546,032	4.04%	385,435	3.09%	277,031	$ 698,600	$ 3,276,195	$ 2,312,608	$ 1,662,187	$ 844,142	$ 3,958,735	$ 2,794,401	$ 2,008,476	$145,541.74	20.8%	$ 682,541	20.8%	$ 481,793	20.8%	$ 346,289	20.8%
		Adult Day Pass	$ 12.00	$ 6.00	$ 14.50	$ 7.25	$ 1.25	10.42%	8	103	50	61	111	2.79%	32,120	2.38%	413,539	2.11%	200,747	2.73%	244,912	$ 192,717	$ 2,481,236	$ 1,204,483	$ 1,469,470	$ 232,867	$ 2,998,160	$ 1,455,417	$ 1,775,609	$40,149.45	20.8%	$ 516,924	20.8%	$ 250,934	20.8%	$ 306,140	20.8%
		ED One-way	$ 2.75	$ 2.75	$ 3.50	$ 3.50	$ 0.75	27.27%	7	18	19	6	25	2.44%	28,105	0.42%	72,269	0.80%	76,284	0.27%	24,090	$ 77,288	$ 198,740	$ 209,781	$ 66,247	$ 98,366	$ 252,942	$ 266,994	$ 84,314	$21,078.46	27.3%	$ 54,202	27.3%	$ 57,213	27.3%	$ 18,067	27.3%
		ED Day Pass	$ 6.00	$ 3.00	$ 7.25	$ 3.63	$ 0.63	10.42%	4	13	6	11	17	1.39%	16,060	0.30%	52,194	0.25%	24,090	0.49%	44,164	$ 48,179	$ 156,583	$ 72,269	$ 132,493	$ 58,217	$ 189,204	$ 87,325	$ 160,096	$10,037.36	20.8%	$ 32,621	20.8%	$ 15,056	20.8%	$ 27,603	20.8%
	Clipper	Adult cash value	$ 5.45	$ 5.45	$ 7.00	$ 7.00	$ 1.55	28.44%	25	341	164	202	366	8.71%	100,374	7.89%	1,369,096	6.91%	658,451	9.04%	811,019	$ 547,036	$ 7,461,574	$ 3,588,558	$ 4,420,053	$ 702,615	$ 9,583,673	$ 4,609,156	$ 5,677,132	$155,579.11	28.4%	$ 2,122,099	28.4%	$ 1,020,599	28.4%	$ 1,257,079	28.4%
		Adult Monthly Pass	$ 163.50	$ 5.45	$ 210.00	$ 7.00	$ 1.55	0.95%	9	650	340	319	659	3.14%	36,135	15.04%	2,609,714	14.32%	1,365,081	14.27%	1,280,767	$ 196,933	$ 14,222,942	$ 7,439,692	$ 6,980,182	$ 252,942	$ 18,267,998	$ 9,555,568	$ 8,965,371	$56,008.48	28.4%	$ 4,045,057	28.4%	$ 2,115,876	28.4%	$ 1,985,189	28.4%
		ED Adult cash value	$ 2.60	$ 2.60	$ 3.35	$ 3.35	$ 0.75	28.85%	4	28	10	22	32	1.39%	16,060	0.65%	112,418	0.42%	40,149	0.98%	88,329	$ 41,755	$ 292,288	$ 104,389	$ 229,655	$ 53,800	$ 376,602	$ 134,501	$ 295,901	$12,044.83	28.8%	$ 84,314	28.8%	$ 30,112	28.8%	$ 66,247	28.8%
		ED Adult Monthly Pass	$ 78.00	$ 2.60	$ 100.50	$ 3.35	$ 0.75	0.96%	2	16	7	11	18	0.70%	8,030	0.37%	64,239	0.29%	28,105	0.49%	44,164	$ 20,878	$ 167,022	$ 73,072	$ 114,827	$ 26,900	$ 215,201	$ 94,150	$ 147,951	$6,022.42	28.8%	$ 48,179	28.8%	$ 21,078	28.8%	$ 33,123	28.8%
Three Zones	TVM	Adult One Way	$ 8.25	$ 8.25	$ 9.75	$ 9.75	$ 1.50	18.18%	21	167	109	79	188	7.32%	84,314	3.86%	670,496	4.59%	437,629	3.53%	317,181	$ 695,589	$ 5,531,590	$ 3,610,439	$ 2,616,740	$ 822,060	$ 6,537,334	$ 4,266,882	$ 3,092,511	$126,470.76	18.2%	$ 1,005,744	18.2%	$ 656,443	18.2%	$ 475,771	18.2%
		Adult Day Pass	$ 16.50	$ 8.25	$ 19.50	$ 9.75	$ 1.50	9.09%	18	141	66	93	159	6.27%	72,269	3.26%	566,107	2.78%	264,986	4.16%	373,390	$ 596,219	$ 4,670,384	$ 2,186,137	$ 3,080,466	$ 704,623	$ 5,519,545	$ 2,583,617	$ 3,640,551	$108,403.51	18.2%	$ 849,161	18.2%	$ 397,480	18.2%	$ 560,085	18.2%
		ED One-way	$ 3.75	$ 3.75	$ 4.75	$ 4.75	$ 1.00	26.67%	6	11	8	9	17	2.09%	24,090	0.25%	44,164	0.34%	32,120	0.40%	36,135	$ 90,336	$ 165,616	$ 120,448	$ 135,504	$ 114,426	$ 209,781	$ 152,568	$ 171,639	$24,089.67	26.7%	$ 44,164	26.7%	$ 32,120	26.7%	$ 36,135	26.7%
		ED Day Pass	$ 8.25	$ 4.13	$ 9.75	$ 4.88	$ 0.75	9.09%	1	19	9	11	20	0.35%	4,015	0.44%	76,284	0.38%	36,135	0.49%	44,164	$ 16,562	$ 314,671	$ 149,055	$ 182,178	$ 19,573	$ 371,884	$ 176,156	$ 215,301	$3,011.21	18.2%	$ 57,213	18.2%	$ 27,101	18.2%	$ 33,123	18.2%
	Clipper	Adult cash value	$ 7.70	$ 7.70	$ 9.50	$ 9.50	$ 1.80	23.38%	12	297	163	146	309	4.18%	48,179	6.87%	1,192,439	6.87%	654,436	6.53%	586,182	$ 370,981	$ 9,181,777	$ 5,039,157	$ 4,513,601	$ 457,704	$ 11,328,166	$ 6,217,142	$ 5,568,728	$86,722.80	23.4%	$ 2,146,389	23.4%	$ 1,177,985	23.4%	$ 1,055,127	23.4%
		Adult Monthly Pass	$ 231.00	$ 7.70	$ 285.00	$ 9.50	$ 1.80	0.78%	15	582	330	267	597	5.23%	60,224	13.47%	2,336,698	13.90%	1,324,932	11.95%	1,071,990	$ 463,726	$ 17,992,573	$ 10,201,974	$ 8,254,325	$ 572,130	$ 22,198,629	$ 12,586,852	$ 10,183,907	$108,403.51	23.4%	$ 4,206,056	23.4%	$ 2,384,877	23.4%	$ 1,929,582	23.4%
		ED Adult cash value	$ 3.60	$ 3.60	$ 4.60	$ 4.60	$ 1.00	27.78%	3	7	5	5	10	1.05%	12,045	0.16%	28,105	0.21%	20,075	0.22%	20,075	$ 43,361	$ 101,177	$ 72,269	$ 72,269	$ 55,406	$ 129,281	$ 92,344	$ 92,344	$12,044.83	27.8%	$ 28,105	27.8%	$ 20,075	27.8%	$ 20,075	27.8%
		ED Adult Monthly Pass	$ 108.00	$ 3.60	$ 138.00	$ 4.60	$ 1.00	0.93%	2	23	10	15	25	0.70%	8,030	0.53%	92,344	0.42%	40,149	0.67%	60,224	$ 28,908	$ 332,437	$ 144,538	$ 216,807	$ 36,937	$ 424,781	$ 184,687	$ 277,031	$8,029.89	27.8%	$ 92,344	27.8%	$ 40,149	27.8%	$ 60,224	27.8%
Four Zones	TVM	Adult One Way	$ 10.50	$ 10.50	$ 12.25	$ 12.25	$ 1.75	16.67%	23	62	39	46	85	8.01%	92,344	1.43%	248,927	1.64%	156,583	2.06%	184,687	$ 969,669	$ 2,613,729	$ 1,644,120	$ 1,939,218	$ 1,131,211	$ 3,049,350	$ 1,918,140	$ 2,262,421	$161,601.52	16.7%	$ 435,621	16.7%	$ 274,020	16.7%	$ 323,203	16.7%
		Adult Day Pass	$ 21.00	$ 10.50	$ 24.50	$ 12.25	$ 1.75	8.33%	18	74	53	39	92	6.27%	72,269	1.71%	297,106	2.23%	212,792	1.74%	156,583	$ 758,825	$ 3,119,612	$ 2,234,317	$ 1,644,120	$ 885,295	$ 3,639,547	$ 2,606,703	$ 1,918,140	$126,470.76	16.7%	$ 519,935	16.7%	$ 372,386	16.7%	$ 274,020	16.7%
		ED One-way	$ 4.75	$ 4.75	$ 6.00	$ 6.00	$ 1.25	26.32%	4	5	4	5	9	1.39%	16,060	0.12%	20,075	0.17%	16,060	0.22%	20,075	$ 76,284	$ 95,355	$ 76,284	$ 95,355	$ 96,359	$ 120,448	$ 96,359	$ 120,448	$20,074.72	26.3%	$ 25,093	26.3%	$ 20,075	26.3%	$ 25,093	26.3%
		ED Day Pass	$ 10.50	$ 5.25	$ 12.25	$ 6.13	$ 0.88	8.33%	3	6	4	5	9	1.05%	12,045	0.14%	24,090	0.17%	16,060	0.22%	20,075	$ 63,235	$ 126,471	$ 84,314	$ 105,392	$ 73,775	$ 147,549	$ 98,366	$ 122,958	$10,539.23	16.7%	$ 21,078	16.7%	$ 14,052	16.7%	$ 17,565	16.7%
	Clipper	Adult cash value	$ 9.95	$ 9.95	$ 12.00	$ 12.00	$ 2.05	20.60%	11	104	54	61	115	1.83%	44,164	2.41%	417,554	2.27%	216,807	2.73%	244,912	$ 439,436	$ 4,154,665	$ 2,157,230	$ 2,436,871	$ 529,973	$ 5,010,651	$ 2,601,684	$ 2,938,940	$90,537.00	20.6%	$ 855,986	20.6%	$ 444,454	20.6%	$ 502,069	20.6%
		Adult Monthly Pass	$ 298.50	$ 9.95	$ 360.00	$ 12.00	$ 2.05	0.69%	2	182	95	89	184	0.70%	8,030	4.21%	730,720	4.00%	381,420	3.98%	357,330	$ 79,897	$ 7,270,663	$ 3,795,126	$ 3,555,434	$ 96,359	$ 8,768,639	$ 4,577,037	$ 4,287,961	$16,461.27	20.6%	$ 1,497,976	20.6%	$ 781,910	20.6%	$ 732,527	20.6%
		ED Adult cash value	$ 4.60	$ 4.60	$ 5.85	$ 5.85	$ 1.25	27.17%	3	6	6	3	9	1.05%	12,045	0.14%	24,090	0.25%	24,090	0.13%	12,045	$ 55,406	$ 110,812	$ 110,812	$ 55,406	$ 70,462	$ 140,925	$ 140,925	$ 70,462	$15,056.04	27.2%	$ 30,112	27.2%	$ 30,112	27.2%	$ 15,056	27.2%
		ED Adult Monthly Pass	$ 138.00	$ 4.60	$ 175.50	$ 5.85	$ 1.25	0.91%	1	5	3	3	6	0.35%	4,015	0.12%	20,075	0.13%	12,045	0.13%	12,045	$ 18,469	$ 92,344	$ 55,406	$ 55,406	$ 23,487	$ 117,437	$ 70,462	$ 70,462	$5,018.68	27.2%	$ 25,093	27.2%	$ 15,056	27.2%	$ 15,056	27.2%
Five Zones	TVM	Adult One Way	$ 12.75	$ 12.75	$ 14.75	$ 14.75	$ 2.00	15.69%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$0.00	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		Adult Day Pass	$ 25.50	$ 12.75	$ 29.50	$ 14.75	$ 2.00	7.84%	0	2	1	1	2	0.00%	-	0.05%	8,030	0.04%	4,015	0.04%	4,015	$ -	$ 102,381	$ 51,191	$ 51,191	$ -	$ 118,441	$ 59,220	$ 59,220	$0.00	0.0%	$ 16,060	15.7%	$ 8,030	15.7%	$ 8,030	15.7%
		ED One-way	$ 5.75	$ 5.75	$ 7.25	$ 7.25	$ 1.50	26.09%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$0.00	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ 12.75	$ 6.38	$ 14.75	$ 7.38	$ 1.00	7.84%	0	1	1	0	1	0.00%	-	0.02%	4,015	0.04%	4,015	0.00%	-	$ -	$ 25,595	$ 25,595	$ -	$ -	$ 29,610	$ 29,610	$ -	$0.00	0.0%	$ 4,015	15.7%	$ 4,015	15.7%	$ -	0.0%
	Clipper	Adult cash value	$ 12.20	$ 12.20	$ 14.50	$ 14.50	$ 2.30	18.85%	0	3	1	2	3	0.00%	-	0.07%	12,045	0.04%	4,015	0.09%	8,030	$ -	$ 146,947	$ 48,982	$ 97,965	$ -	$ 174,650	$ 58,217	$ 116,433	$0.00	0.0%	$ 27,703	18.9%	$ 9,234	18.9%	$ 18,469	18.9%
		Adult Monthly Pass	$ 366.00	$ 12.20	$ 435.00	$ 14.50	$ 2.30	0.63%	0	3	2	1	3	0.00%	-	0.07%	12,045	0.08%	8,030	0.04%	4,015	$ -	$ 146,947	$ 97,965	$ 48,982	$ -	$ 174,650	$ 116,433	$ 58,217	$0.00	0.0%	$ 27,703	18.9%	$ 18,469	18.9%	$ 9,234	18.9%
		ED Adult cash value	$ 5.60	$ 5.60	$ 7.10	$ 7.10	$ 1.50	26.79%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$0.00	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult Monthly Pass	$ 168.00	$ 5.60	$ 213.00	$ 7.10	$ 1.50	0.89%	0	1	1	0	1	0.00%	-	0.02%	4,015	0.04%	4,015	0.00%	-	$ -	$ 22,484	$ 22,484	$ -	$ -	$ 28,506	$ 28,506	$ -	$0.00	0.0%	$ 6,022	26.8%	$ 6,022	26.8%	$ -	0.0%
Six Zones	TVM	Adult One Way	$ 15.00	$ 15.00	$ 17.25	$ 17.25	$ 2.25	15.00%	0	3	0	3	3	0.00%	-	0.07%	12,045	0.00%	-	0.13%	12,045	$ -	$ 180,673	$ -	$ 180,673	$ -	$ 207,773	$ -	$ 207,773	$0.00	0.0%	$ 27,101	15.0%	$ -	0.0%	$ 27,101	15.0%
		Adult Day Pass	$ 30.00	$ 15.00	$ 34.50	$ 17.25	$ 2.25	7.50%	0	4	2	2	4	0.00%	-	0.09%	16,060	0.08%	8,030	0.09%	8,030	$ -	$ 240,897	$ 120,448	$ 120,448	$ -	$ 277,031	$ 138,516	$ 138,516	$0.00	0.0%	$ 36,135	15.0%	$ 18,067	15.0%	$ 18,067	15.0%
		ED One-way	$ 6.75	$ 6.75	$ 8.50	$ 8.50	$ 1.75	25.93%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$0.00	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Day Pass	$ 15.00	$ 7.50	$ 17.25	$ 8.63	$ 1.13	7.50%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$0.00	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
	Clipper	Adult cash value	$ 14.45	$ 14.45	$ 17.00	$ 17.00	$ 2.55	17.65%	0	1	1	0	1	0.00%	-	0.02%	4,015	0.04%	4,015	0.00%	-	$ -	$ 58,016	$ 58,016	$ -	$ -	$ 68,254	$ 68,254	$ -	$0.00	0.0%	$ 10,238	17.6%	$ 10,238	17.6%	$ -	0.0%
		Adult Monthly Pass	$ 433.50	$ 14.45	$ 510.00	$ 17.00	$ 2.55	0.59%	0	1	1	0	1	0.00%	-	0.02%	4,015	0.04%	4,015	0.00%	-	$ -	$ 58,016	$ 58,016	$ -	$ -	$ 68,254	$ 68,254	$ -	$0.00	0.0%	$ 10,238	17.6%	$ 10,238	17.6%	$ -	0.0%
		ED Adult cash value	$ 6.60	$ 6.60	$ 8.35	$ 8.35	$ 1.75	26.52%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$0.00	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
		ED Adult Monthly Pass	$ 198.00	$ 6.60	$ 250.50	$ 8.35	$ 1.75	0.88%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$0.00	0.0%	$ -	0.0%	$ -	0.0%	$ -	0.0%
All Zones		Go Pass/Other						14.90%	18	1,000	527	491	1,018	6.27%	72,269.00	23.14%	4,014,945	22.20%	2,115,876	21.97%	1,971,338	$ -																	
Total									**287.00**	**4,322**	**2,374.0**	**2,235**	**4,609**	**100.00%**	**1,152,289**	**100%**	**17,352,591**	**100.00%**	**9,531,479**	**100.00%**	**8,973,401**	**$ 7,046,730**	**$ 89,020,056**	**$ 49,593,500**	**$ 46,473,286**	**$ 8,561,067**	**$ 109,979,974**	**$ 61,200,304**	**$ 57,340,737**	**$ 1,514,337**	**21.5%**	**$ 20,959,918**	**23.5%**	**$ 11,606,804**	**23.4%**	**$ 10,867,451**	**23.4%**
									6.23%	**93.77%**	**51.51%**	**48.49%**																									
									1,152,289	**17,352,591**	**9,531,479**	**8,973,401**	**18,504,880**																									

*Assigns all 8-ride ticket users to Clipper cash

	Low-Income	Non Low-Income	Minority	Non Minority
Total Current Annual Fare	$ 7,046,730	$ 89,020,056	$ 49,593,500	$ 46,473,286
Average Current Annual Fare	$ 6.12	$ 5.13	$ 5.20	$ 5.18
Total Proposed Annual Fare	$ 8,561,067	$ 109,979,974	$ 61,200,304	$ 57,340,737
Average Annual Proposed Fare	$ 7.43	$ 6.34	$ 6.42	$ 6.39

$1.00 Base Fare Increase + $0.25 Zone Increase + Clipper Reduction to $0.25	Low-Income Cost Change	Low Income % Change	Non Low-Income Cost Change	Non Low-Income % Change	Minority Cost Change	Minority % Change	Non-Minority Cost Change	Non-Minority % Change
Total Change in Fare Per Group	$1,514,337	21.5%	$20,959,918	23.5%	$11,606,804	23.4%	$10,867,451	23.4%
Average Change In Fare Per Group	$1.31		$1.21		$1.22		$1.21	
Change as a percent of entire fare change	6.7%		93.3%		51.6%		48.4%	
Percent Ridership of Each Group (From 2016 survey total)	6.0%		94.0%		52%		48%	
Difference From Exact Proportional Impact of Fare Change	0.7%		-0.7%		0.1%		-0.1%	
Difference between Protected Class and Non Protected		-2.1%				0.0%		
Disapate Impact or Disproportionate Burden Finding	No	No	No		No	No	No	

PUBLIC OUTREACH AND INVOLVEMENT ACTIVITES

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

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

The JPB's public information campaign to announce the public hearing and solicit input began after the May 2, 2019 Board action to call for the August 1, 2019 Public Hearing.

The JPB's public participation process included measures to disseminate information on the proposed service changes to Limited English Proficient (LEP) persons, as well as at public hearings and meetings. The Caltrain Customer Service Center offers foreign language translation service via in-house translators or the Language Line.

Comprehensive measures employed by the JPB included placing public notices for the Public Hearing and the Public Meetings on the Caltrain website (**Attachment 5**), in Caltrain news releases (**Attachment 6**), as Take Ones located at Caltrain lobby headquarters and onboard trains (**Attachment 7**), in information boards at stations (**Attachment 8**), as social media posts on Facebook and Twitter (**Attachment 9**), as repetitive messages on the VMS that ran every 7 minutes at all stations from 7/13/19 to 8/1/19 and also periodic conductor announcements (**Attachment 10**) and in presentations to and discussions at Public Meetings. Information, including the Public Notice, Draft FY2019-20 Proposed Fare Changes, and Public Outreach list were posted to a dedicated Caltrain website.

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making also included publishing the public hearing notice and public meeting notices in newspapers of general circulation and various community newspapers in different languages (**Attachment 11**). Notifications for the public hearing and public meetings appeared in the newspapers listed in **Table 5**.

Table 5: Print Advertisement

Date	Newspaper
July 14, 2019	SF Examiner
July 21, 2019	SF Examiner
July 15, 2019	Post (Palo Alto & Mid-Peninsula)
July 22, 2019	Post (Palo Alto & Mid-Peninsula)
July 15, 2019	Sing Tao
July 22, 2019	Sing Tao
July 12, 2019	El Observador
July 19, 2019	El Observador

Staff also established multiple ways for customers and the public to provide their input: at the community meetings by directing riders to an online comment form in English with Translations in Spanish and Chinese (see **Attachment 12**), using a printed comment form in English with Translations in Spanish and Chinese (see **Attachment 13**) for those without access to the internet or smart phones, through the postal service (by mail), by telephone call to the Customer Service Center's general number or one for those with hearing impairments, through the unique e-mail address *changes@caltrain.com* and via an online comment form on the dedicated webpage.

PUBLIC OUTREACH

As part of the Caltrain staff's efforts to disseminate and collect feedback, public meetings were held at the locations shown in **Table 6**. The total number of participants that staff outreached to totaled 433.

Table 6: Public Meetings

Date and Time	Meeting	Address	Attendees
July 17, 2019 5:40 PM	Caltrain Citizens Advisory Committee	1250 San Carlos Ave, San Carlos, CA	6 members of the public 6 members of CAC 12 Total
July 18, 2019 6-7 PM	Mission Crreek Senior Center	930 4th St., San Francisco, CA	0
July 22, 2019 6-7 PM	Gardner Community Center	520 W. Virginia St, San Jose CA	3 members of the public 1 staff member from SJ City Councilmember's office 4 Total
July 24, 2019 12-1 PM	Virtual Meeting	Caltrain Youtube	Total viewers: 407
July 24, 2019 12:30 PM	Caltrans Citizens Accessibility Advisory Committee	1250 San Carlos Ave., San Carlos, CA	3 members of CAAC 0 public members 3 Total
July 30, 2019 6-7 PM	Redwood City Downtown Library	1044 Middlefield Rd, Redwood City, CA	7 members of the public 7 Total

PUBLIC COMMENTS

Summary of Comments

As of August 1, 2019, Caltrain received 172 total comments from the various forms of outreach. Many of the comments were provided using the online comment form. There was a total of 138 online comment form with complete responses addressing the proposal, plus 34 additional responses that were either partial responses or were comments received via mail, e-mail and at public meetings. A compiled list of all public comments is provided in **Attachment** 14, along with online comment form responses that are further summarized in that attachment.

Table 7 summarizes the responses collected via comment form. Riders were polled on whether they agreed, disagreed or did not have an opinion on each fare proposal.

Table 7: Comment Tally

MTC Means Based Discount fare			Go Pass Increase			Elimninating Clipper discount			General Fare Increase			Other Changes		
Agree	Disagree	Neutral	Agree	Disagree	Neutral	Agree	Disagree	Neutral	Agree	Disagree	Neutral	Agree	Disagree	Neutral
73	43	22	32	80	26	12	122	4	25	103	10	28	44	66

COMMENT FORM RESULTS

The comment form also asked respondents to rate the proposed changes. A preliminary review of the survey results reveals:

1. The addition of MTC's Means-Based Discount Fare Pilot Program— 54.8% agree
2. Increasing the price of the Go Pass by up to 20% effective January 1, 2020 with subsequent increases of 5% implemented January 1 of every even-numbered year beginning January 2022—23.3% agree.
3. Making other changes related to the Caltrain Fare Policy including the deletion of the charter train, parking and bicycle locker charge sections, which will be the subject of separate policies, brought to the Board for future consideration — 20.5% agree.
4. Implementing incremental fare increases every two years, which will also increase Monthly Pass prices—19.2% agree
5. Removing the Clipper discounts of $0.55 for one-way fares and $0.15 for Eligible Discount one-way fares effective no earlier than January 2020—8.9% agree.

According to the rankings, the Means-Based Fare Pilot Program was the most favorable option likely because this proposal was a proposed discount as opposed to a fare increase. The increase in the Go Pass price was the most favorable proposed fare increase, whereas the removing the Clipper discount and the incremental fare increases were the least favorable.

■ SUBSTANTIAL LEGITIMATE JUSTIFICATION AND DEVELOPMENT OF PROPOSED CHANGES

SUBSTANTIAL LEGITIMATE JUSTIFICATION

Caltrain currently does not have a dedicated source of funding to support operating, maintenance and capital costs. Caltrain is becoming increasingly dependent on fare revenue, which has accounted for as much as 70 percent of total revenue in recent years. Operations and maintenance costs have also grown recently and are expected to grow even more in FY 2019-20 due to scheduled increases in contract operating costs, inflation, and other factors.

The JPB approved the FY 2019-20 Operating and Capital Budgets on June 6, 2019. The Operating Budget totals $155.7 million, and included a deficit of $1.1 million, to be funded from the JPB's Revenue Stabilization Fund. Additionally, the Board has received information from staff about expected budgetary challenges for the following two fiscal years, including anticipated increases in baseline expenditures, costs anticipated with operation and maintenance of Positive Train Control, constraints on Operating Budget funding provided by the JPB's member agencies (particularly in light of significant recent increases in such funding), and the continued lack of a dedicated source of revenue. Absent any changes, the agency would be required to draw down a significant portion of its limited reserves in order to balance the budget.

The JPB's revenues are derived primarily from fares and funding from the three member agencies: the Santa Clara Valley Transportation Authority, the San Mateo County Transit District, and the City and County of San Francisco. Fares and parking fees are projected to cover about 72 percent of the FY 2019-20 operating budget. Fare revenue has increased as Caltrain ridership has grown; in the past two years, member funding of operations increased by $5.0 million (24%) in FY 2019, and $4.5 million (18%) in FY 2020.

The JPB has had a recent practice of raising Caltrain fares every other year, alternating between increasing the Base fare and the Zone fare. Board-approved planning documents anticipate continued fare increases on this schedule. The last system-wide fare increase was adopted in August 2017, with a package of changes to the zone fare, the price of Monthly Passes (which was done in two steps), and the price of the Go Pass (which was also done in two steps). Additionally, daily and monthly parking fees were increased, and the discounted 8-ride Ticket was eliminated.

In addition, Caltrain's Strategic Plan includes Finance as a Focus Area and emphasizes the need to "develop strategies to increase returns from existing revenue streams (e.g. fares, parking, concessions, advertising and leases)."

DEVELOPMENT OF PROPOSED CHANGES

The fare change scenarios that were developed include increases to the Go Pass program, Zone and Base fare increases and reductions in the Clipper discount. Each scenario was developed to balance the goals for revenue, ridership and equity. It's a challenge to achieve all three of these goals, understanding that achieving one goal does not overshadow the need to work toward the other two. While Caltrain's current ridership is inelastic and fare increases may not result in ridership decreases, there still is a need to ensure that proposed alternatives do the best job of spreading impacts over time and over fare products. For example, while eliminating Clipper discounts would generate revenue, the impacts would be significant for Monthly Pass riders who make up a sizable portion of the ridership. As a result, Clipper discounts could be lowered somewhat, balancing the revenue gains with ridership impacts.

The JPB completed a Comprehensive Fare Study in 2018, and the Board adopted a Fare Policy to guide future decision-making regarding fares at its December 2018 meeting. In early efforts to determine how potential changes to fares could help solve the budget shortfalls, staff looked into various fare proposals considerations and opportunities.

Caltrain's comprehensive Fare Study included analysis of the system's deep discount programs. The proposal to increase the Go Pass by 20 percent in 2020 and an additional 5% every other year is consistent with the work conducted as a part of the fare study's initial work. Table 12, below demonstrates that on a revenue/passenger and revenue/passenger-mile basis, the Go Pass is significantly underpriced compared to the other fare products. During previous fare increases, the public has asserted that the discrepancy in pricing between the Go Pass and other fare products should be addressed to create a more equitable fare structure. Increases over time with the Go Pass program will help address some of the structure issues of the program.

In addition, in February 2019, the JPB adopted a resolution supporting Caltrain's participation in the regional Means-Based Fare pilot program.

Table 12: Fare Product Usage

Fare	% of Passengers	Average Trip Distance	Revenue per Passenger	Revenue per Passenger Mile
One way	12.9%	27.9	$ 6.91	$ 0.25
Day pass	10.7%	31.4	$ 7.23	$ 0.23
Go Pass/Other	18.1%	20.9	$ 4.63	$ 0.22
Clipper Cash	21.5%	25.85	$ 6.38	$ 0.25
Monthly pass	36.8%	24.9	$ 6.57	$ 0.26
Total	100.0%	26.19	$ 6.21	$ 0.24

Initial Staff Proposal

On August 1, 2019, the Board held a public hearing to receive public feedback about the following proposed fare changes.

- Go Pass – An increase in the price of the Go Pass by up to 20%, effective January 1, 2020, from a current price of $285 to a maximum price of $342, raising the minimum cost to employers from $23,940 to a new minimum of $28,728. Additional increases in the price of the Go Pass of 5% on each of January 1, 2022 and January 1, 2024.

- Clipper Discount – Removal of the Clipper discount of $0.55 per one-way fare and $0.15 per Eligible Discount one-way fare, effective January 1, 2020, or alternatively reduction of the Clipper discount to $0.25 per one-way fare (with no change in the discount for Eligible Discount one-way fare), effective January 1, 2020.

- Periodic Fare Increases – Adoption of a program of scheduled increases to the full price one-way Base Fare and Zone Fare (with corresponding increases to related products) including a Base Fare increase of $0.50, effective July 1, 2020, a Zone Fare increase of $0.25, effective July 1, 2022 and an additional Base Fare increase of $0.50, effective July 1, 2024

- Participation in MTC's Regional Means-Based Fare Pilot Program – this will provide eligible participants with a 20% discount off of single-ride adult Clipper Card fares on Caltrain for the duration of the Pilot.

- Removal of charter train, parking, and bicycle locker charges from the Codified Tariff. These fees will be placed in a separate document, and any changes to the fees or the rules will be brought to the Board in a later process.

Consideration of Feedback

After receiving significant feedback from the public and the Board, staff's recommendation for fare changes was revised from the initial proposal presented to the Board on June 6, 2019.

Comments expressed concern over raising fares, along with removing Clipper discounts and the cumulative impacts over time. Riders adversely impacted by the fare increases will need time to re-allocate funds/budgets for the fare increases. As a result, staff revised the proposal that is the subject of this Fare Equity Analysis.

Revised Staff Proposal

The revised proposal is different from the initial proposal in two ways:

1. Retains the Clipper discount, yet decreases it from $0.55 to $0.25 ($0.30 reduction), and slightly delays the increase to coincide with the updated launch date of the regional Means-Based Fare pilot program.
2. Increases the Go Pass program 20% in 2020, with 5% every other year thereafter.

A revenue comparison of the revised option and the original proposal is included in **Table 16**.

Table 16: Fare Increase Revenue Scenarios (in $ millions)

Scenario		FY 2020	FY 2021	FY 2022
1: Go Pass + 20%, Clipper Discount at $0.25	Projected Operating Surplus/Deficit	**($1.1)**	**($8.3)**	**($14.7)**
	Fare Revenue Increase	**$3.5**	**$10.6**	**$11.2**
	*Adjusted Operating Deficits	**$2.5**	**$2.3**	**($3.5)**
	*Farebox Recovery	**70%**	**72%**	**70%**
2: Go Pass + 15%, Clipper Discount at $0	Projected Operating Surplus/Deficit	**($1.1)**	**($8.3)**	**($14.7)**
	Fare Revenue Increase	**$3.6**	**$10.6**	**$11.2**
	*Adjusted Operating Deficits	**$2.5**	**$2.3**	**($3.5)**
	*Farebox Recovery	**70%**	**72%**	**70%**

- The estimated fare revenue increase assumes all proposed fare changes are implemented
- *Adjusted Operating Deficits and *Farebox Recovery are shown with the increased fare revenue from the proposed fare change
- Member contributions are assumed constant at $29.9M for all years
- Each 5% increase in Go Pass is about $1.4 million in incremental annual revenue.

Each scenario was developed to balance the goals for revenue, ridership and equity. It's a challenge to achieve all three of these goals, understanding that achieving one goal does not overshadow the need to work toward the other two. While the comprehensive Fare Study revealed that Caltrain's current ridership is inelastic, and therefore fare increases may not result in ridership decreases, there still is a need to ensure that proposed alternatives and selected fare changes do the best job at spreading impacts over time and over fare products.

The final fare change proposal was chosen based on its ability to balance the JPB's revenue, ridership and equity goals, as well as to address customers' comments obtained through the outreach process. While it is expected for riders to voice disagreement with any proposal to increase fares, the proposal to reduce the Clipper discount received the greatest negative ranking among the other increases presented. 88% of respondents disagreed with the proposal to

eliminate the Clipper discount, compared to 58% who disagreed with the Go Pass increase and 75% who disagreed with the General Fare Increase.

ATTACHMENT 1 –
CALTRAIN SYSTEM MAP

Caltrain System Map



ATTACHMENT 2 –
BOARD APPROVAL OF DISPARATE IMPACT AND DISPRORTIONATE BURDEN POLICIES

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, Caltrain 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, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain 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 Caltrain 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 10 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. 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 borne by non-low-income populations.... The disproportionate burden threshold must be applied uniformly...and cannot be altered until the next [Title VI] program submission.*
>
> *At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed [fare/]service change, the transit provider should take steps to avoid, minimize or mitigate impacts where practicable. The provider should describe alternatives available to low-income populations affected by the [fare/]service changes.*

The Caltrain 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 10 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.

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and Castro Street in Mountain View. Selection of these sites was coordinated with the California Public Utilities Commission and JPB staff.

Public Comment
Adina Levin, Friends of Caltrain, said the changes in the signal contract involve increasing gate down time at five intersections and re-signalizing the traffic lights. She hopes there is outreach to the affected communities.

Jeff Carter, Millbrae, said there will be some increased gate down time and when a train is at a station he hopes the gate will time out and release so traffic is not stopped the entire time the train is at the station.

A motion (Tissier/Nolan) to award a contract to Shimmick Construction for the Signal Preemption Improvement Project was approved unanimously.

AUTHORIZE THE SECOND AMENDMENT OF THE USE, OPERATING AND MAINTENANCE (UOM) AGREEMENT FOR THE MILLBRAE INTERMODAL STATION
Deputy CEO Chuck Harvey said when the Millbrae Intermodal Station was completed, the JPB entered into a cost-sharing agreement with BART to maintain the station. The costs were allocated through a cost model. This amendment codifies the agreement through FY2018 and the costs are being controlled by an agreement so they won't increase beyond the Consumer Price Index inflation.

A motion (Lloyd/Nolan) to authorize the second amendment of the UOM agreement for the Millbrae Intermodal Station was approved unanimously.

ADOPTION OF CALTRAIN TITLE VI STANDARDS AND POLICIES
Director, Rail Michelle Bouchard reported:

- The Federal Transit Administration requires approval and submission of five standards and policies.
  - The Major Service Change Policy is the criteria for determining when service change is significant enough to require a thorough analysis of potential effects on protected populations. Staff is recommending a change of 25 percent or more total train revenue miles and greater than 50 percent change in the number of trains stopping at a station per day.
  - Disparate Impact and Disproportionate Burden Policies determine the threshold when adverse effects of a fare or service changes are borne disproportionally by minority or low-income populations. Staff is recommending a 10 percent threshold
  - Services Standards and Policies are established to monitor performance in quantifiable and qualitative measures/metrics. Service standards include vehicle load, vehicle headway, on-time performance and service availability. Service policies are vehicle assignment and transit amenities.
- Four community meetings were held and comments were accepted through March 29. Meetings were sparsely attended and only one comment was received.

Board Meeting Minutes (April 4, 2013 - Continued)

Public Comment
Roland LeBrun, San Jose, said staff has to ensure cash customers are not targeted because most cash customers are minorities.

A motion (Lloyd/Tissier) to adopt the Caltrain Title VI Standards and Policies was approved unanimously.

LEGISLATIVE UPDATE

State Update

Executive Officer, Public Affairs Mark Simon said Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Finance Working Group to explore options for meeting the State's long-term transportation funding needs and priorities. Public transit agencies will be represented on the working group through the California Transit Association. The first meeting is April 9 and one of the first things the group will be discussing is a recent report issued by the American Society of Civil Engineers which gave the State an overall grade of "C' for its infrastructure and cites "a lack of sufficient investment for the operations and maintenance of existing facilities and dedicated funding sources for new improvements to the system. There is a need for $10 billion per year more to be spent for ongoing maintenance of existing facilities and an investment of $36.5 billion to raise transportation to a "B" grade."

Federal Update

Mr. Simon said Congress is working to pass a continuing resolution and start work on the FY2014 appropriations process. Last year the Federal investment in the California High Speed Rail Project was a key topic during the appropriations process. Republican Congressmembers Jeff Denham and Kevin McCarthy requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. The GAO report released last week gave the project an overwhelmingly positive review.

Mr. Simon said there was a home value study done by the American Public Transportation Association and the Association of Realtors that showed property within a half-mile of transit sustained its value more effectively during the recession and rebounded more rapidly.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

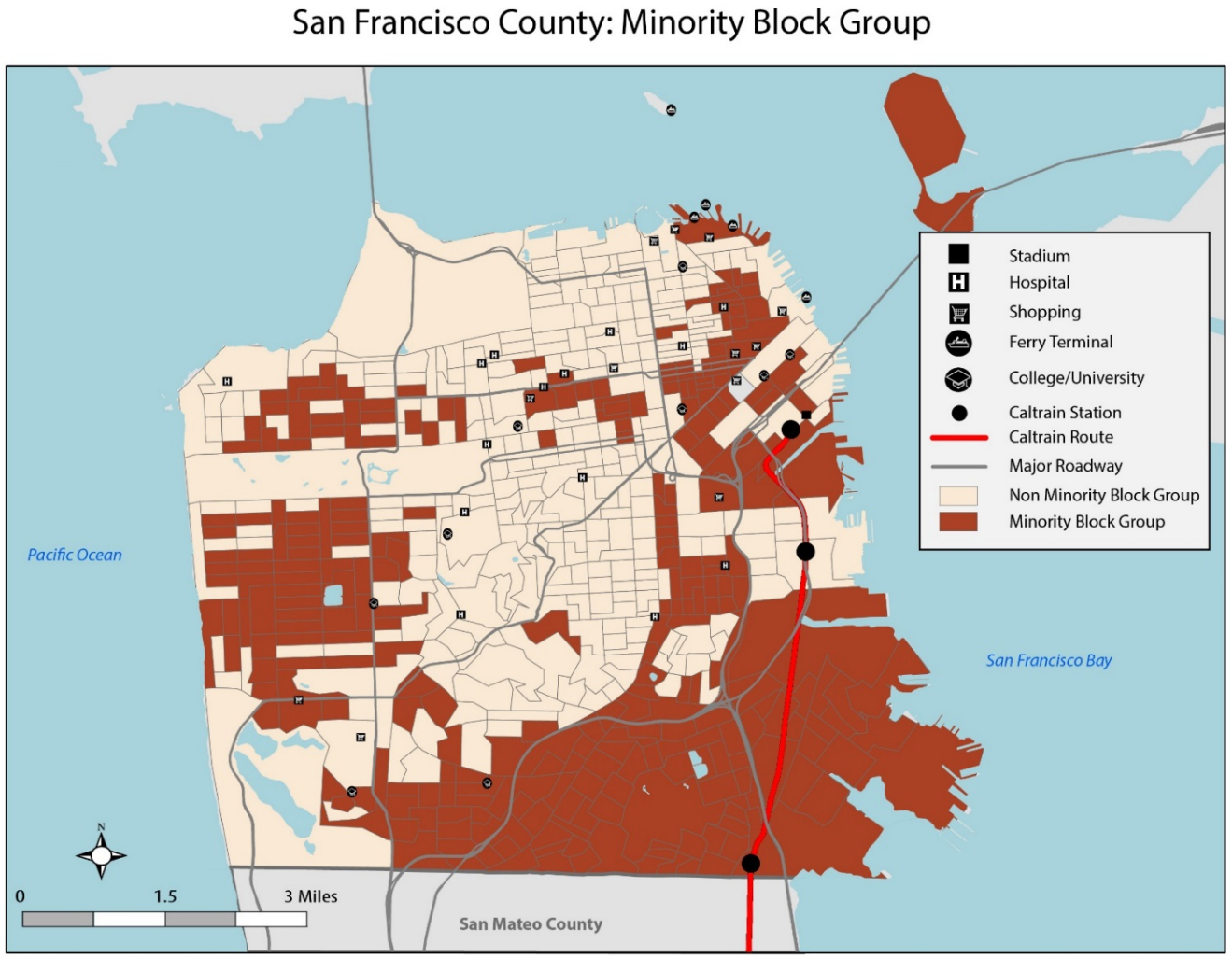
None

GENERAL COUNSEL REPORT

Mr. Miller said staff has contacted the general counsel for the CHSRA to see if their chair indicated Caltrain would respond to Mr. Brown's request. It is clear Proposition 1A is going to be complied with in the final analysis and the agreement that has been entered into codifies the blended system as the plan around which HSR will be designed and constructed and contains a funding plan template. Over time the funding plan will evolve as estimates are prepared and the public can be assured

ATTACHMENT 3 –
SERVICE AREA DEMOGRAPHICS: MAPS BY COUNTY

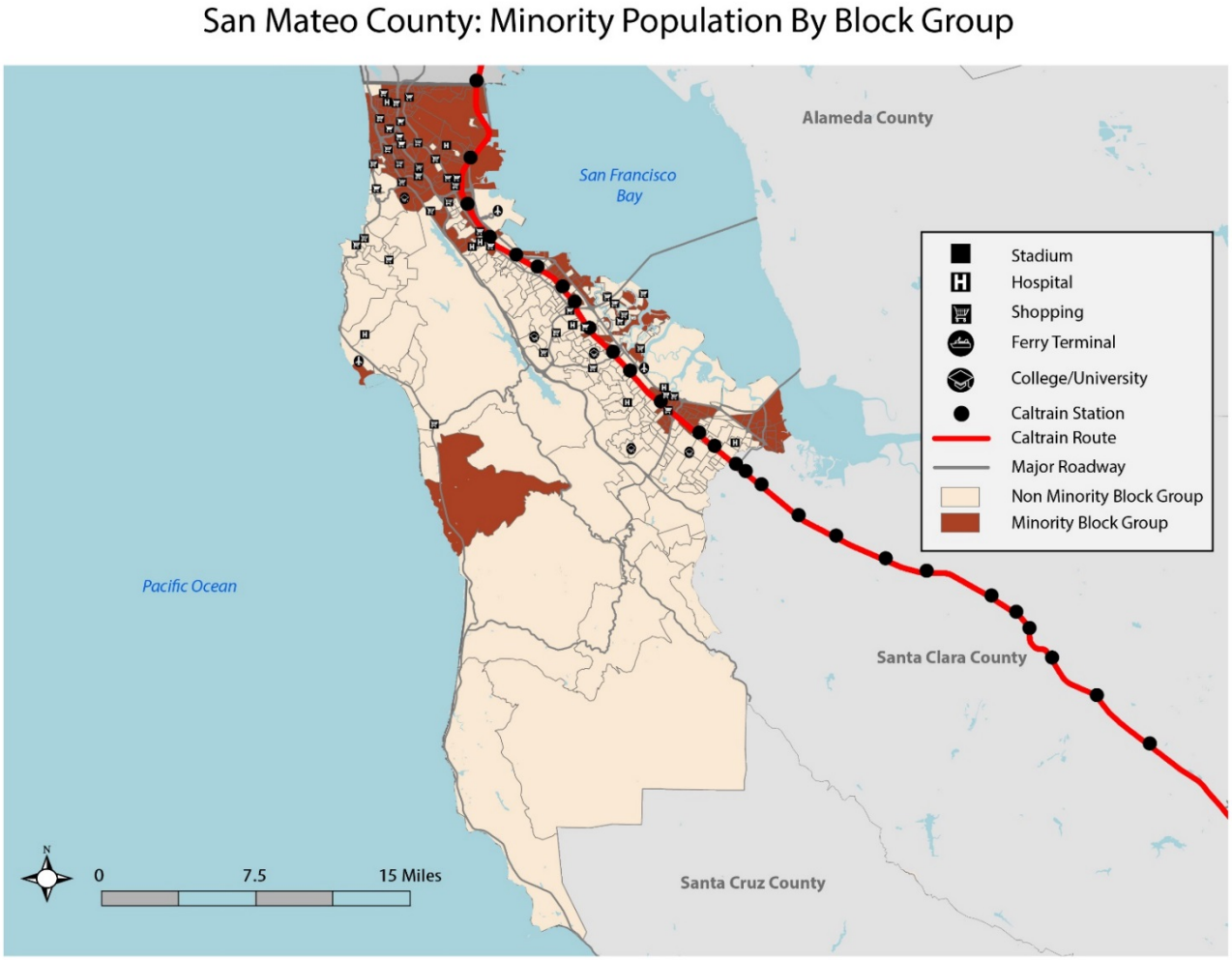
MINORITY POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

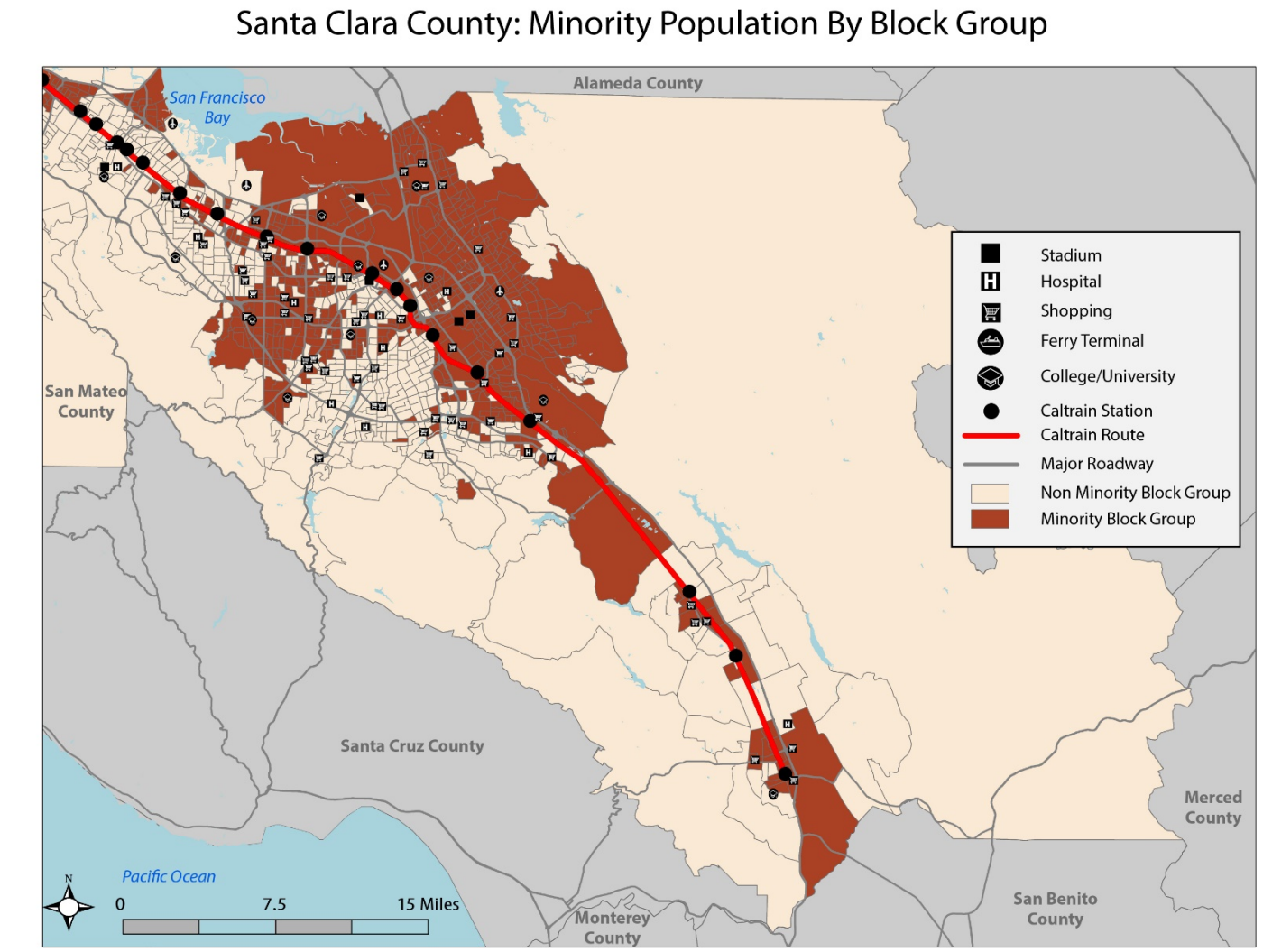
MINORITY POPULATION BY BLOCK GROUP – SAN MATEO COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

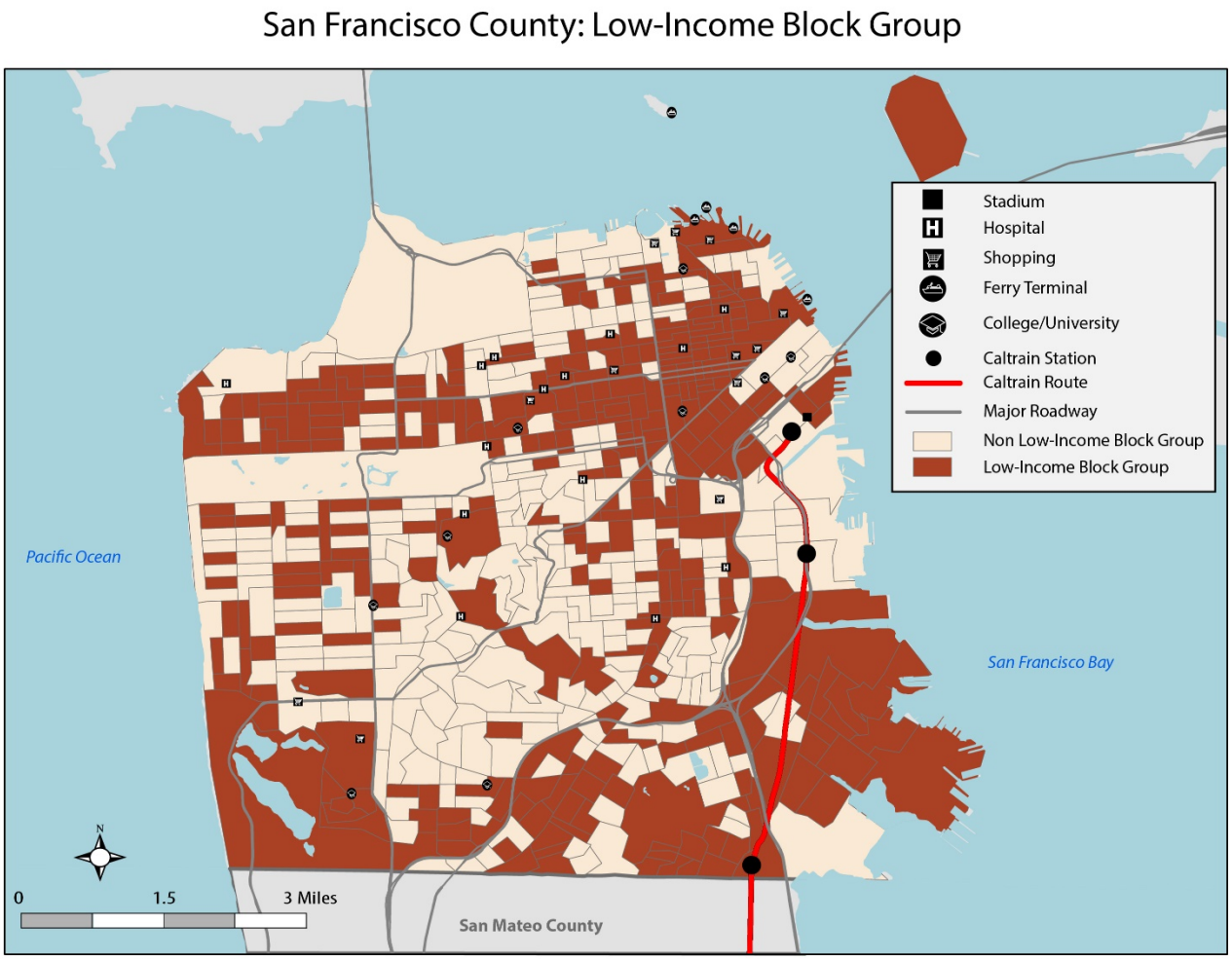
MINORITY POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY



Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

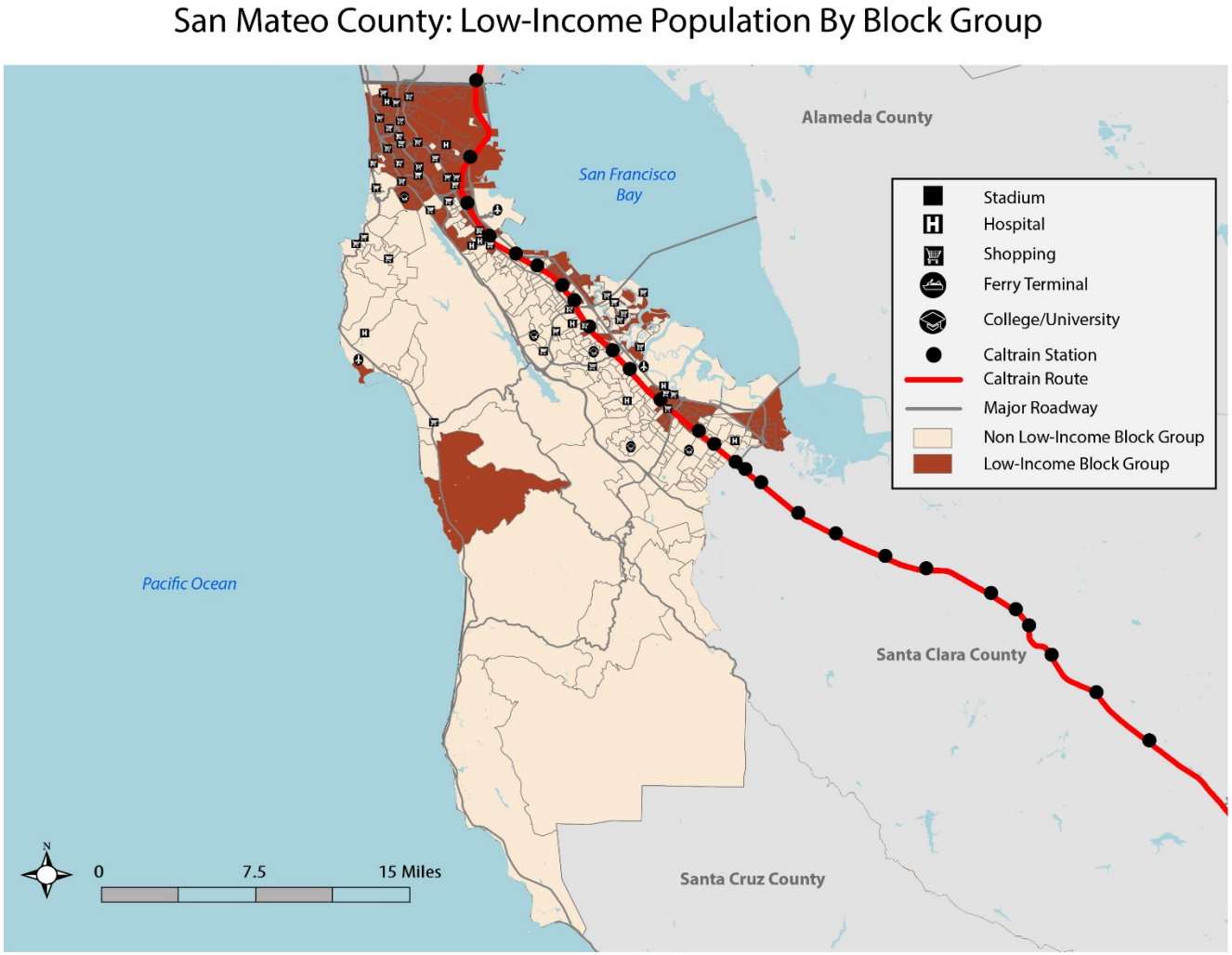
LOW-INCOME POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

LOW-INCOME POPULATION BY BLOCK GROUP – SAN MATEO COUNTY

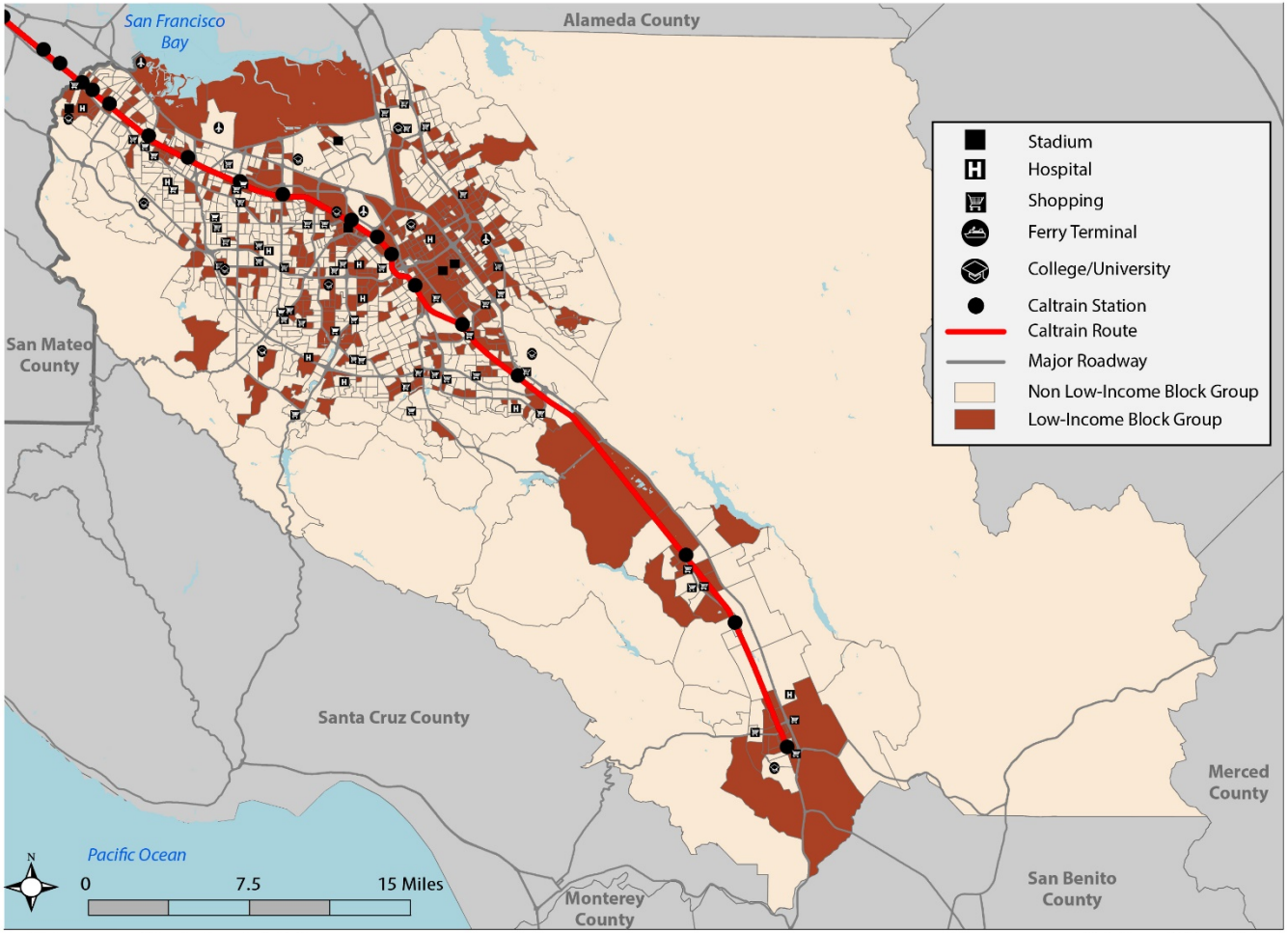


Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

LOW-INCOME POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY

Santa Clara County: Low-Income Population By Block Group



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under $25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

ATTACHMENT 4 –
EXISTING FARE CHART

Existing Fare Chart

Adult Full Fare

Ticket Type*	How to Buy	Travel within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	Ticket Machine	$3.75	$6.00	$8.25	$10.50	$12.75	$15.00
	Clipper Card	$3.20	$5.45	$7.70	$9.95	$12.20	$14.45
Day Pass+	Ticket Machine	$7.50	$12.00	$16.50	$21.00	$25.50	$30.00
Zone Upgrade	Ticket Machine	**$2.25 per zone**					
Monthly Pass++	Clipper Card	$96.00	$163.50	$231.00	$298.50	$366.00	$433.50

+ With the opening of Levi's® Stadium, Caltrain is offering a **joint adult Caltrain + VTA Day Pass**. The Caltrain portion is valid to Zone 3 and costs an additional $7.50 compared to a Caltrain Day Pass. The joint pass is valid on Caltrain through the last train of the night and on VTA buses and light rail until 3 a.m. Adult passengers traveling from a VTA local bus to a VTA express bus will have to pay a $2.50 surcharge. For VTA Express service information, click here. Purchase the pass at your boarding station, not Mountain View.
++ Customers with a two-zone or greater Caltrain Monthly Pass get free local rides or free local ride credits on SamTrans. Visit the SamTrans Inter-Agency Transfers page for details. VTA (Santa Clara Valley Transportation Authority) offers Caltrain customers with a two-zone or greater Caltrain Monthly Pass free transfers to VTA local, limited stop bus, bus rapid transit and light rail. For more information visit the VTA Caltrain Fares page.

Eligible Discount Fare**

Ticket Type*	How to Buy	Travel within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	Ticket Machine	$1.75	$2.75	$3.75	$4.75	$5.75	$6.75
	Clipper Card	$1.60	$2.60	$3.60	$4.60	$5.60	$6.60
Day Pass	Ticket Machine	$3.75	$6.00	$8.25	$10.50	$12.75	$15.00
Zone Upgrade	Ticket Machine	**$1.00 per zone**					
Monthly Pass+	Clipper Card	$48.00	$78.00	$108.00	$138.00	$168.00	$198.00

+ Eligible Discount Monthly Pass holders get free local rides or free local ride credits on SamTrans. For more information visit the SamTrans Inter-Agency Transfers page. VTA (Santa Clara Valley Transportation Authority) also offers a free transfer for Eligible Discount Monthly Pass holders. Visit VTA's Caltrain fare page for more information.

ATTACHMENT 5 –
CALTRAIN DEDICATED WEBPAGE

http://www.caltrain.com/Fares/CaltrainFareChanges.html



Caltrain Fare Changes

English Español 漢語

The Caltrain Board of Directors is considering changes to its fare structure in order to keep the system adequately funded and in a state of good repair.

Unlike most transit systems, Caltrain does not currently receive dedicated funding to support its operations. The cost of operating and maintaining the service has increased due to the challenge of accommodating changing ridership demand and maintaining an aging diesel system in a state of good repair. The Board invites public comment on the following potential changes at its August 1 meeting. A final proposal will be presented for Board action on September 5, 2019.

GoPass

- Price of the GoPass will increase by up to 20%, effective January 1, 2020.
- 5% increase every two years on January 1, starting in 2022.

Clipper

- Clipper discounts for one-way fares and monthly passes will be removed after January of 2020.

One-Way/Day Pass/Monthly Pass

- Incremental fare increases every two years
- $.50 increase to the base fare scheduled for July of 2020
- $.25 increase to the zone fare scheduled for July of 2022
- $.50 increase to the base fare scheduled for July of 2024

Means-Based Fare Pilot Program

- Caltrain will officially participate in MTC's Means-Based Discount Fare pilot program, which is currently scheduled to begin in Fall 2019
- This program will offer eligible participants a 20% discount off of the single-ride adult Clipper Card Caltrain fares

Administrative Changes

- Charter trains, parking and bicycle locker fees will be removed from the Codified Tariff. These fees will be placed in a separate document and any changes to the fees or the rules will be brought to the Board in a later process.

Community Feedback

Caltrain will be holding a series of public meetings to discuss these changes. Members of the public are invited to join us at the following meetings:

Public Meeting Schedule

Public Meeting	Location	Date & Time
Caltrain Citizens Advisory Committee	**1250 San Carlos Avenue, San Carlos, CA 94070**	**July 17 5:40 p.m.**





Public Meeting	Location	Date & Time
Mission Creek Senior Community Center	930 4th St, San Francisco, CA 94158	July 18 6-7 p.m.
Gardner Community Center	520 W. Virginia St., San Jose, CA	July 22 6-7 p.m.
Virtual Meeting	Caltrain YouTube	July 24 12-1 p.m.
Caltrain Citizens Accessibility Advisory Committee	1250 San Carlos Avenue, San Carlos, CA 94070	July 24 12:30 p.m.
Redwood City Downtown Library	1044 Middlefield Rd, Redwood City, CA 94063	July 30 6-7 p.m.

Public Hearing by the Caltrain Board of Directors

Public Hearing	Location	Date & Time
San Mateo County Transit District Administrative Office	1250 San Carlos Avenue, San Carlos, CA	Aug. 1 9 a.m.

More information on the changes can be found in the June 2019 Board Meeting Agenda Packet (PDF, 20.8MB, June 2019)

Comments may be submitted by calling Caltrain Customer Service at 1-800-660-4287, writing an email to changes@caltrain.com or mailing to:

Caltrain, District Secretary
P.O. Box 3006, San Carlos, CA 94070.

The deadline to submit your comments is August 1, 2019.

Submit your comments

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Select Language ▼
Translation Info

ATTACHMENT 6 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN NEWS RELEASE

Caltrain News Release – July 16, 2019

Caltrain Proposes Changes to its Codified Tariff

July 16, 2019

The Caltrain Board of Directors authorized a public hearing to take place at its August Board meeting to discuss potential changes to the agency's Codified Tariff.

The Codified Tariff is a legal document that outlines the specific fares for the Caltrain system. At the public hearing in August, the Board will invite public comment on the potential changes to the fares in the Codified Tariff. The Board may consider adopting some or all of the potential changes to the Codified Tariff at its September 2019 meeting.

The potential changes that the Board may consider for adoption include an increase to the price of the Go Pass of up to 20% on January 1, 2020, with a 5% increase to follow every two years on January 1. Clipper discounts for one-way fares and monthly passes would also be removed or reduced in January 2020.

Other potential changes that the Board may consider for adoption include regular incremental fare increases every two years, with a 50 cent increase to the base fare scheduled for July 2020, a 25 cent increase to the zone fare scheduled for July 2022 and a 50 cent increase to the base fare scheduled for July 2024.

The potential changes to the Codified Tariff would also formally allow Caltrain to participate in MTC's Regional Means Based Fare Pilot Program, currently scheduled to begin in early 2020. By participating in this regional program, Caltrain would offer eligible participants a 20% discount on the single-ride adult Clipper Card fares. Additionally, charter trains, parking and bicycle locker fees would be removed from the Codified Tariff. These fees would be placed in a separate document and any changes to the fees or the rules would be brought to the Board in a later process.

In addition to the public hearing, to be held at 9 a.m. on Thursday, August 1, at Caltrain Headquarters, those wishing to weigh in on the potential changes can attend one of the following public meetings:

July 17, 5:40 p.m.

Caltrain Citizens Advisory Committee

1250 San Carlos Avenue, San Carlos

July 18, 6 p.m. to 7 p.m.

Mission Creek Senior Community Center

930 4th Street, San Francisco

July 22, 6 p.m. to 7 p.m.

Gardner Community Center

520 West Virginia Street, San Jose

July 24, noon to 1 p.m.

Virtual Town Hall

July 24, 12:30 p.m.
Caltrain Citizens Accessibility Advisory Committee

1250 San Carlos Avenue, San Carlos

July 30, 6 p.m. to 7 p.m.

Redwood City Downtown Library

1044 Middlefield Road, Redwood City

The public can find more information about the proposed changes at www.caltrain.com/Fares/CaltrainFareChanges.html and submit comments through the online comment form found on that Web page. After the public comment period ends after the August hearing, the Board will have a final vote on the changes to the Tariff at its September meeting.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Like us on Facebook at www.caltrain.com and follow on Twitter @Caltrain.

Free translation assistance is available.

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

Caltrain NEWS

Media Contact: Dan Lieberman, 650.508.6385

Caltrain News Release – July 30, 2019

NEWS

July 30, 2019
Media Contact: Dan Lieberman, 650.508.6385

Caltrain Holds Hearing on Fare Changes

The Caltrain Board of Directors will hold a public hearing at its August Board meeting to discuss potential changes to the agency's fare structure. The Board invites public comment on the potential changes to the fares in the Codified Tariff at the August 1 hearing.

The potential changes that the Board may consider for adoption include an increase to the price of the Go Pass of up to 20% on January 1, 2020, with a 5% increase to follow every two years on January 1. Clipper discounts for one-way fares and monthly passes would also be removed or reduced in January 2020.

Other potential changes that the Board may consider for adoption include regular incremental fare increases every two years, with a 50 cent increase to the base fare scheduled for July 2020, a 25 cent increase to the zone fare scheduled for July 2022 and a 50 cent increase to the base fare scheduled for July 2024.

The potential fare changes would also formally allow Caltrain to participate in MTC's Regional Means Based Fare Pilot Program, currently scheduled to begin in early 2020. By participating in this regional program, Caltrain would offer eligible participants a 20% discount on the single-ride adult Clipper Card fares. Additionally, charter trains, parking and bicycle locker fees would be removed from the Codified Tariff. These fees would be placed in a separate document and any changes to the fees or the rules would be brought to the Board in a later process.

The Board will have a final vote on the changes to the Tariff at its September meeting.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

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ATTACHMENT 7 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: TAKE ONES

Take One Notice – front

Expires 8/2/19

半岛走廊联合电力理事会
公众会议及听证公告
加州火车调整票价建议

半岛走廊联合电力理事会为了保持系统资金充足，并且修复状态良好，正在考虑建议调整加州火车（Caltrain）的票价结构。加州火车不像大部分运输系统那样，当前并未获得专项基金来支持其营运。由于须面对挑战容纳乘客不住变动的需求和维护日益老旧的柴油系统保持修复状态良好，营运和维持服务的成本正在增加中。

理事会邀请公众于该会8月1日举行的会议就以下可能作出的改动提供意见。

1. 增加GoPass的价格，最高达百份之20，于2020年1月1日生效；并自2022年1月起，于往后的每一双数年的1月1日实施增收百份之5
2. 取消使用路路通卡（Clipper®）的$0.55单程票价折扣和“符合折扣资格”者$.15的单程票价折扣，不早于2020年1月生效。由于月票价格等同 30 x 单程票价，取消路路通卡折扣将令月票价格上升。
3. 实施票价每两年递增一次（举例子：定于2020年7月将基本票价上调$.50、定于2022年7月将区域票价上调$.25、定于2024年7月将基本票价上调$.50）。由于月票价格等同 30 x 单程票价，基本票价和区域票价递增将令月票价格上升。
4. 参与区域性“经济能力为本折扣票价”试验计划，目前定于2019年秋季启动。这个计划将提供符合资格者单程成人路路通卡加州火车（Caltrain）百份之20的票价折扣。
5. 租用列车、汽车停车和自行车贮存柜收费将自“法定收费表”移除。这些收费会于另开文件列载，而且收费或规定有任何改动的话，都将于一稍后程序提交理事会处理。

建议改动的详细内容可以在这里找到：**www.caltrain.com/farechanges**.

加州火车（Caltrain）的职员会于以下的三次公众会议中讨论这些改动，并邀请就建议对“法定收费表”所作之变更提供意见：

三藩市 – 7月 18日 下午 6 时 - 7 时米慎溪长者社区中心

圣荷西 – 7月22日 下午 6 时 - 7 时加德纳社区中心

红木城 – 7月 30日 下午6 时 - 7 时红木城市中心图书馆

此外，半岛走廊联合电力理事会邀请公众出席于以下时间和地点举行之公听会，就建议对“法定收费表”所作之改动提供意见：

2019年8月1日星期四上午 9 时
圣卡洛斯市加州火车行政办公室二楼礼堂.

公听会举行以前，想提意见可上网到这里填妥一份在线意见表：www.caltrain.com/farechanges、致电1-800-660-4287联络客户服务中心、用电传打字机 (TTY 650-508-6448)，发电邮至：changes@caltrain.com, 或寄信至 ：

District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006
San Carlos, CA 94070

听障人士和不说英语的出席者可于会议及/或听证会前起码三个工作天致电650-508-6242安排手语或外语翻译服务。

7/9/19

Expires 8/2/19

Proposed Fare Changes

The Peninsula Corridor Joint Powers Board of Directors is considering proposed changes to the Caltrain fare structure. Unlike most transit systems, Caltrain does not currently receive dedicated funding to support its operations. The cost of operating and maintaining the service has increased due to the challenge of accommodating changing ridership demand and maintaining an aging diesel system in a state of good repair.

The Board invites public comment on the following proposed changes at its August 1 meeting:

GoPass
- » Price of the GoPass will increase by up to 20%, effective January 1, 2020.
- » 5% increase every two years on January 1, starting in 2022.

Clipper
- » Clipper discounts for one-way fares and monthly passes will be removed after January of 2020.

One-Way/Day Pass/Monthly Pass
- » Incremental fare increases every two years
- » $.50 increase to the base fare scheduled for July of 2020
- » $.25 increase to the zone fare scheduled for July of 2022
- » $.50 increase to the base fare for July of 2024

Take One Notice – back

Means-Based Fare Pilot Program

- Caltrain will officially participate in a regional Means-Based Discount Fare pilot program, which is currently scheduled to begin in Fall 2019
- This program will offer eligible participants a 20% discount off of the single-ride adult Clipper Card Caltrain fares

Administrative Changes

- Charter trains, parking and bicycle locker fees will be removed from the Codified Tariff. These fees will be placed in a separate document and any changes to the fees or the rules will be brought to the Board in a later process.

More information on the proposed changes can be found at **www.caltrain.com/farechanges**.

Caltrain staff will discuss these proposed changes and invites comments on the proposed changes to the Codified Tariff at the following public meetings:

Public Meetings

San Francisco - July 18, 6 p.m. - 7 p.m.
Mission Creek Senior Community Center
930 4th St, San Francisco

San Jose - July 22, 6 p.m. - 7 p.m.
Gardner Community Center
520 W. Virginia St., San Jose

Redwood City - July 30, 6 p.m. - 7 p.m.
Redwood City Downtown Library
1044 Middlefield Rd, Redwood City

In addition, the Peninsula Corridor Joint Powers Board of Directors invites public comments regarding the proposed changes to the Codified Tariff during a public hearing to be held:

Thursday, August 1, 2019, 9 a.m.
Caltrain Administrative Office
2nd Floor Auditorium
1250 San Carlos Ave., in San Carlos.

Prior to the hearing, comments may be sent by completing an online comment form available at www.caltrain.com/farechanges, calling Customer Service Center at 1-800-660-4287(TTY 650-508-6448), e-mail to changes@caltrain.com or mail to:

District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070

Hearing impaired and non-English speaking attendees may arrange for sign language or foreign language translation by calling 650-508-6242 at least three business days prior to the meetings and/or hearing.

Cambios de tarifa propuestos

La Peninsula Corridor Joint Powers Board está considerando los cambios propuestos en la estructura tarifaria de Caltrain con el fin de mantener el sistema adecuadamente financiado y en un estado de buena reparación. A diferencia de la mayoría de los sistemas de tránsito, Caltrain no recibe actualmente fondos dedicados para apoyar sus operaciones. El costo de operar y mantener el servicio ha aumentado debido al desafío de acomodar la demanda cambiante de los pasajeros y mantener un sistema diesel envejecido en un estado de buena reparación.

La Junta invita al público a formular observaciones sobre los siguientes cambios propuestos en su reunión del 1 de agosto:

GoPass

- El precio del GoPass aumentará hasta en un 20%, a partir del 1 de enero de 2020.
- Aumento del 5% cada dos años el 1 de enero, a partir de 2022.

Clipper

- Los descuentos de Clipper para tarifas de ida y pases mensuales se eliminarán después de enero de 2020.

Pase de ida/día/pase mensual

- Aumentos incrementales de la tarifa cada dos años
- aumento de $.50 a la tarifa base programada para julio de 2020
- $.25 de aumento a la tarifa de zona programada para julio de 2022
- $.50 de aumento a la tarifa base programada para julio de 2024

Programa piloto de tarifas basado en medios

- Caltrain participará oficialmente en un programa piloto regional de Tarifas de Descuento Basado en Medios, que actualmente está programado para comenzar en otoño 2019
- Este programa ofrecerá a los participantes elegibles un 20% de descuento en la Tarjeta Clipper para adultos de un solo viaje Tarifas Caltrain

Cambios administrativos

- Los trenes chárteres, el estacionamiento y las tarifas de taquilla de bicicletas se eliminarán de la tarifa codificada. Estas tarifas se colocarán en un documento separado y cualquier cambio en las tasas o las reglas se llevará a la Junta en un proceso posterior.

Puede encontrar más información sobre los cambios propuestos en **www.caltrain.com/farechanges**.

El personal de Caltrain hablará de estos cambios propuestos e invita los comentarios de los cambios propuestos en la Tarifa Codificada en las siguientes reuniones públicas:

San Francisco - 18 de julio, 6 p.m. - 7 p.m.
Mission Creek Senior Community Center
930 4th St, San Francisco
San José - 22 de julio, 6 p.m. - 7 p.m.
Gardner Community Center
520 W. Virginia St., San Jose

Redwood City - 30 de julio, 6 p.m.
Redwood City Downtown Library
1044 Middlefield Rd, Redwood City

Además, la Junta Directiva de Los Poderes Conjuntas del Corredor de la Península les invita a formular comentarios públicos sobre los cambios propuestos al Arancel Codificado durante una audiencia pública que se celebrará:

Jueves, 1 de agosto de 2019, 9 a.m.
Caltrain Administrative Office
2nd Floor Auditorium
1250 San Carlos Ave., San Carlos.

Antes de la audiencia, los comentarios pueden ser enviados completando un formulario de comentarios en línea disponible en **www.caltrain.com/farechanges**, llamando al Centro de Servicio al Cliente al 1-800-660-4287 (TTY 650-508-6448), correo electrónico a changes-caltrain.com o por correo a:

District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070

Los asistentes con discapacidad auditiva y que no hablan inglés pueden organizar la traducción del idioma de señas o del idioma extranjero llamando al 650-508-6242 con al menos tres días hábiles antes de las reuniones y/o audiencias.

ATTACHMENT 8–
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN STATION INFORMATON BOARDS

Peninsula Corridor Joint Powers Board
Public Meetings and Hearing Notice
PROPOSED CALTRAIN FARE CHANGES

The Peninsula Corridor Joint Powers Board of Directors is considering proposed changes to the Caltrain fare structure. Unlike most transit systems, Caltrain does not currently receive dedicated funding to support its operations. The cost of operating and maintaining the service has increased due to the challenge of accommodating changing ridership demand and maintaining an aging diesel system in a state of good repair.

The Board invites public comment on the following proposed changes at its August 1 meeting.

- Price of the GoPass will increase by up to 20%, effective January 1, 2020. 5% increase every two years on January 1, starting in 2022.
- Clipper discounts for one-way fares and monthly passes will be removed after January 2020. Incremental fare increases every two years - $.50 increase to the base fare scheduled for July 2020; $.25 increase to the zone fare scheduled for July 2022; $.50 increase to the base fare scheduled for July 2024.
- Caltrain will officially participate in a regional Means-Based Discount Fare pilot program, which is currently scheduled to begin in Fall 2019. This program will offer eligible participants a 20% discount off of the single-ride adult Clipper Card Caltrain fares
- Charter trains, parking and bicycle locker fees will be removed from the Codified Tariff. These fees will be placed in a separate document and any changes to the fees or the rules will be brought to the Board in a later process.

More information on the proposed changes can be found at **www.caltrain.com/farechanges**.

Caltrain staff will discuss these proposed changes and invites comments on the proposed changes at the following public meetings:

San Francisco - July 18, 6 p.m. - 7 p.m.
Mission Creek Senior Community Center, 930 4th St, San Francisco

San Jose - July 22, 6 p.m. - 7 p.m.
Gardner Community Center, 520 W. Virginia St., San Jose

Redwood City - July 30, 6 p.m. -7 p.m.
Redwood City Downtown Library, 1044 Middlefield Rd, Redwood City

In addition, the Peninsula Corridor Joint Powers Board of Directors invites public comments regarding the proposed changes to the Codified Tariff during a public hearing to be held:

Thursday, August 1, 2019, 9 a.m.
Caltrain Administrative Office, 2nd Floor Auditorium
1250 San Carlos Ave., San Carlos

Prior to the hearing, comments may be sent by completing an online comment form available at www.caltrain.com/farechanges, calling Customer Service Center at 1-800-660-4287 (TTY 650-508-6448), e-mail to changes@caltrain.com or mail to:

District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070

Hearing impaired and non-English speaking attendees may arrange for sign language or foreign language translation by calling 650-508-6242 at least three business days prior to the meetings and/or hearing.

Puede encontrar más información sobre los cambios propuestos en **www.caltrain.com/farechanges**.

建议改动的详细内容可以在这里找到：**www.caltrain.com/farechanges.**

ATTACHMENT 9 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN SOCIAL MEDIA

Social Media: Facebook Examples



JUL
30

Community Meeting on Caltrain Fare Changes

Public · Hosted by Caltrain

★ Interested ✓ Going ···

Tuesday, July 30, 2019 at 6 PM – 7 PM
about 1 week ago

Redwood City Public Library
1044 Middlefield Rd, Redwood City, California 94063 Show Map

About Discussion

0 Went · 3 Interested
Share this event with your friends

Details

The Caltrain Board of Directors is considering changes to its fare structure in order to keep the system adequately funded and in a state of good repair.

Join us online to learn more about the proposed changes!

Social Media: Twitter Examples









ATTACHMENT 10 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: VISUAL MESSAGE SYSTEM (VMS) MESSAGES AND CONDUCTOR ANNOUCEMENTS

July 2019

VMS

Caltrain to hold public meetings on proposed fare changes. Information at Caltrain.com/farechanges	**VMS Only** ***Run every 7 minutes***	**All Stations**	**July 13 Start of service**	**July 30 End at 5:30 pm**
Caltrain to hold a public hearing on proposed fare changes Aug. 1. Information at Caltrain.com/farechanges	**VMS Only** ***Run every 7 minutes***	**All Stations**	**July 13 Start of service**	**Aug 1 End at 8:30 am**

Conductor announcements

Caltrain will hold several public meetings and a hearing on proposed fare changes. Information available at www dot Caltrain dot com slash fare changes	**Conductor once per zone** *Conductor's choice of location within zone*	**July 13 Start of service**	**July 31 Until end of service**

ATTACHMENT 11 –
NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: OTHER NEWSPAPERS (PRINT)

The Examiner (San Francisco/San Mateo) Examples

Peninsula Corridor Joint Powers Board
Public Meetings and Hearing Notice
Proposed Caltrain Fare Changes

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Prior to the hearing, comments may be sent by completing an online comment form available at **www.caltrain.com/farechanges**, calling Customer Service Center at 1-800-660-4287 (TTY 650-508-6448), e-mail to changes@caltrain.com or mail to:

District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070

Hearing impaired and non-English speaking attendees may arrange for sign language or foreign language translation by calling 650-508-6242 at least three business days prior to the meetings and/or hearing.

Citywide plan takes on S.F's. inequality in 'concrete way'

Office of Racial Equity addresses disparities in income, housing, schools

By Joshua Sabatini
S.F. Examiner Staff Writer

San Francisco is poised to pass legislation that would create The City's first Office of Racial Equity and penalties for departments that fail to make progress in addressing inequities.

Introduced by supervisors Sandra Fewer and Vallie Brown, the proposal has picked up the backing of five other supervisors, enough to pass the legislation into law.

The office is intended to create a citywide plan to close the gap on existing racial inequities found in various areas of San Francisco, including household income, health, public schools, homelessness and incarceration.

Fewer pointed to some of the "incredible racial disparities in so many areas," including "the declining numbers of black, Latinx, Asian Pacific Islander children" and "the over-representation of children of color in poverty and the increasing over-representation of African American people who are homeless and incarcerated."

In 2016, the average income for black households was $46,000 and for Latinx households $70,000, she said. By comparison, white households earned an average of $107,000.

The Board of Supervisors Government Audit and Oversight Committee held the first hearing on the proposal last week. Amendments were made and the committee is now expected to vote Thursday to send it to the full board for a vote on July 23.

Among the amendments was a provision to add more accountability.

"If a department is not compliant with regards to the Action Plan and annual reports, or if progress is not being made to address key Racial Equity disparities, the Board of Supervisors intends to exercise its discretion to withhold spending authority or freeze hiring during the budget process for the following fiscal year," the legislation reads.

Each city department would have to adopt an action plan that states how they plan to address inequities in their department and services and measure the progress. Annual reports on the progress are also required.

Brown said that the proposal is a "tangible and accountable way to address systematic racism within city government and San Francisco as a whole."

"Equality means treating everyone the same. Equity means ensuring everyone has what they need to be successful," Brown said.

The Office of Racial Equity itself would come under a performance review within five years by the City Controller "to determine whether the existing structures and staffing are sufficient and how the Office can most effectively to achieve its mission and objectives."

The proposal also requires data collection to address racial equity in The City's contracts and the Department of Human Resources must provide an annual report of data regarding demographics of government employment, including promotions and discipline.

The Office of Racial Equity would come under the authority of the Human Rights Commission, whose executive director is Sheryl Davis.

"This office signals that San Francisco is finally coming to the reality that San Francisco is not beyond racism, that it lives and it exists here and that we need a mechanism to actually hold people accountable to that reality," Davis said. "One of the things that we continue to believe is that because San Francisco is progressive is that it is not racist. And I would argue it is probably far more racist than we see in southern states because we hide behind the shield of 'progressive' and because we hide behind the shield of 'liberal.'"

The office is expected to launch later this fiscal year with a staff of four, costing The City $355,783 in the current fiscal year and $618,295 next fiscal year.

In addition to overseeing the department's action plans, the office must issue a biennial "Racial Equity Report Card" in such areas as San Francisco's wealth, employment, transportation, homelessness, health, education and policing.

The office will also provide analysis for proposed legislation as such as whether "the proposed ordinance would promote Racial Equity by helping to close opportunity gaps for communities of color, or impede Racial Equity by furthering Racial Disparities."

And the office will "create a budget equity assessment tool for City departments to use in order to determine whether budget requests and annual allocations benefit or burden communities of color."

Fewer said that said the office is a "critical step" for The City to "address racial disparities in a very concrete way."

jsabatini@sfexaminer.com

Sing Tao (Chinese) - 7/15 and 7/22/2019

變電站故障
停電五小時
料需數星期
才得知結果

聯合愛迪生稱暫未知原因 政界促徹查曼哈頓大停電

本報訊

曼哈頓於 13 日晚發生大規模停電 5 小時。聯合愛迪生公司為事件而道歉，但至目前仍然未能確定導致停電的原因。州長柯謨則於 14 日在電台節目中放出狠話，指聯合愛迪生並非「由上帝授予特許經營權」，是完全可以「被取代」。

綜合《紐約時報》及《紐約郵報》報道，聯合愛迪生官員表示，於13日晚上6時47分發生嚴重的電力傳輸干擾，導致曼哈頓西側7萬2000客戶停電直至深夜。

聯合愛迪生總裁考利於14日表示，電力需求仍遠未達到電網的容量極限，相信並非導致停電的原因；但可能需要數星期時間，才能夠完全查出為甚麼西49街變電站會出現故障，令整個街區頓時陷入漆黑一片。

考利說，原本有設施防止電網故障擴大，但今次仍然發生大規模停電。

突如其來的停電令紐約市民生活大受影響，包括街道上漆黑一片、多條地鐵線停止服務，也有多場表演及音樂會被打斷。民選官員紛紛對聯合愛迪生作出譴責。民主黨聯邦參議員舒默呼籲聯邦能源部深入調查事件及對紐約市電網的投資，「通過對電網的適當投資，這種類型的大規模停電是完全可以預防。」

市長白思豪則強調，沒有跡象表明今次停電事件涉及恐怖主義活動，「這不是一場網絡攻擊，也不是恐怖主義行為。」他也贊成舒默的說法，要求進行聯邦調查。

紐約市消防局指出，今次大停電並沒有造成受傷，但當局接到約900個緊急求助電話，當中約有400個涉及被困電梯。另外，911系統收到約799個電話，當局馬上調配資源以作應對。

紐約市警務處長奧尼爾表示，向受停電影響的地區派出400多名警員，當中16人專門負責電梯救援工作；另外再派出100人協助指揮交通。

紐約市捷運局(NYC Transit)總裁拜德福表示，當局在3列D車及2列A車內合共救出2875名乘客，並指在地鐵車站內也發生乘客被困電梯事故。考利在聯合愛迪生在中城的控制室指出，西49街變電站故障後，電力中斷馬上蔓延多個街區，包括中城西、洛克菲勒中心和時報廣場，最終就連賓州車站周邊地區的網也受到影響。

消費者權益組織「紐約公共事業法項目」執行董事伯克利表示，今次大規模停電令人質疑聯合愛迪生的工作，並指電力公司正向州府要求加價，帶來額外15億元收入，認為今次停電可能令加價計劃受阻。



■聯合愛迪生就大規模停電作出道歉。 Ana Florez/紐約時報



■白思豪(左)強調，已確保紐約市一切得到妥善處理，並向各方提供必要訊息。 Yana Paskova/紐約時報

遠在千哩之外拉票 白思豪仍稱掌大局

在曼哈頓發生大規模停電期間，原本應該控制大局的市長白思豪，卻在千哩之外的地方為總統競選拉票。

《紐約郵報》報道，曼哈頓60個街區遭遇停電5小時，導致多人被困電梯或地鐵，甚至連時報廣場的廣告牌也空白一片，白思豪卻在愛荷華州滑鐵盧(Waterloo)一個汽車工人工會進行總統競選活動。

雖然白思豪只能遙遙地在推特發文關注，但他於14日向CNN強調，多得他在市內的「高級官員」，令他即使身在外地仍然可以控制在握。

他說，其工作是負責確保紐約市一切都得到妥善處理，並已向各方清晰提供所需要訊息。但是。

在白思豪缺席期間，許多人則讚揚市議長莊頤積極工作，有如市長一樣擔起大旗，他不斷在推特上發布關於停電的最新消息，並馬上從長島趕回紐約市。曼哈頓研究所的格利納斯發推文寫道，「市議長莊頤在過去5小時內完成了一項重大工作，我們不知道在愛荷華州那人正在做甚麼，但只能說祝他好運。」

至於在奧本尼，州長柯謨也派出了200名州警及50座照明燈塔，並指示公共服務委員會(Public Service Commission)調查停電原因。

其後更與聯合愛迪生首席執行官麥卡沃伊一同視察被認為是導致停電元兇的變電站。

白思豪承諾，將會對今次大停電事件進行全面審查，並且稱讚緊急應對人員的表現出色。

本報訊

懲教人員工會集會 反對叫停隔離囚禁



■近年來監獄暴力有上升趨勢，圖為雷克斯島監獄。 Johnny Milano/紐約時報

代表懲教部門人員、市政府及州政府官員的工會舉行活動，反對市政廳支持結束市監獄的懲罰性隔離，指稱獄警受到的暴力行為愈來愈多。

綜合《每日新聞》及《紐約郵報》報道，市議長莊頤上月發信指出，促請市懲教委員會終止單獨監禁。懲教人員工會舉行抗議活動，不滿監獄暴力有升級趨勢。

懲教人員工會主席哈撒姆德因(Elias Husamudeen)在市政廳門外說，「在裡面的市議員們，繼續剝奪懲教人員所需的基本工具。」

他指出，過去5年內市監獄的暴力事件一直上升，事實已經清晰無比，並已在每年市長報告之中清楚記錄，呼籲結束懲罰性隔離的改革工作只會令獄警成為受害者，甚至造成更多囚犯及平民受傷。

威徹斯特懲教官員工會主席彭尼路表示，人們以為懲罰性隔離就像電影「The Green Mile」或「Malcolm X」那樣，獄警只向你扔下一塊玉米麵包後，就把你關在狹窄密室內，「事實並非如此」。

退休紐約市警務中尉兼州眾議員賴利(Mike Reilly)批評，莊頤、州長柯謨及市長白思豪引起了公眾誤會，「這就是我們今天舉行集會的原因，因我們已經對此事失去理智。」 本報訊

吸煙導致無數心臟受傷，你的心臟也包括在內！

每吸一根煙，就會對身體造成直接傷害，嚴重增加心臟病發作或中風的可能。但這究竟真正意味什麼？為幫助大眾瞭解吸煙所造成的實際影響，疾病控制與預防中心 (Centers for Disease Control and Prevention, CDC)特別要求真實的昔日吸煙者現身說法，與大眾分享他們的故事。



羅斯福(Roosevelt) 在青少年時期便開始吸煙。他在45歲時心臟病發作，並因此住院一個月。為了修補羅斯福的心臟損傷，醫生必須在他的心臟中置入支架，當置入支架仍不足以維持心臟正常運作時，他接受了繞道手術，而且總共進行六次繞道手術。「我真的希望自己從未吸煙。」羅斯福表示：「每個人都以為自己不會因吸煙而發生健康問題，但事實上太多人因此產生健康問題，你可能就是下一位！」

只需一通電話，免費戒煙服務立即可得！
立即撥打免費ASQ華語戒煙專線，獲得國語及粵語免費戒煙服務，包括一對一電話諮詢、提供免費戒煙貼片試用包及自助戒煙資料，幫助你戒煙成功率倍增，開始踏出斷除煙癮的第一步！

免費戒煙貼片

免費ASQ華語戒煙專線
1-800-838-8917

U.S. Department of Health and Human Services
Centers for Disease Control and Prevention
CDC.gov/tips

半島走廊聯合電力理事會
公眾會議及聽證公告
加州火車調整票價建議

半島走廊聯合電力理事會為了保持系統資金充足，並且修復狀態良好，正在考慮建議調整加州火車（Caltrain）的票價結構。

加州火車不像大部分運輸系統那樣，當前並未獲得專項基金來支持其營運。由於營運對挑戰容納乘客不住變動的需求和維護日益老舊的柴油系統保持修復狀態良好，營運和維持服務的成本正在增加中。提案的最終版本將於 2019 年 9 月 5 日呈交理事會議決。理事會邀請公眾於該會 8 月 1 日舉行的會議就以下可能作出的改動提供意見。

1. 增加 GoPass 的價格，最高達百份之 20，於 2020 年 1 月 1 日生效；並自 2022 年 1 月起，於往後的每一雙數年的 1 月 1 日實施增收百份之 5
2. 取消使用路路通卡（Clipper®）的 $0.55 單程票價折扣和"符合折扣資格"者 $.15 的單程票價折扣，不早於 2020 年 1 月生效。由於月票價格等同 30 x 單程票價，取消路路通卡折扣將令月票價格上升。
3. 實施票價每兩年遞增一次（舉例子：定於 2020 年 7 月將基本票價上調 $.50、定於 2022 年 7 月將區域票價上調 $.25、定於 2024 年 7 月將基本票價上調 $.50）。由於月票價格等同 30 x 單程票價，基本票價和區域票價遞增將令月票價格上升。
4. 參與區域性"經濟能力為本折扣票價"試驗計劃，目前定於 2019 年秋季啟動。這個計劃將提供符合資格者單程成人路路通卡加州火車（Caltrain）百份之 20 的票價折扣。
5. 租用列車、汽車停車和自行車貯存櫃收費將自"法定收費表"移除。這些收費會於另開文件列載，而且收費或規定有任何改動的話，都將於一稍後程序提交理事會處理。

建議改動的詳細內容可以在這裡找到：**www.caltrain.com/farechanges.**

加州火車（Caltrain）的職員會於以下的三次公眾會議中討論這些改動，並邀請就建議對"法定收費表"所作之變更提供意見：

三藩市 — 7 月 18 日 下午 6 時 - 7 時
Mission Creek Senior Community Center
930 4th St, San Francisco

聖荷西 — 7 月 22 日 下午 6 時 - 7 時
Gardner Community Center
520 W. Virginia St., San Jose

紅木城 — 7 月 30 日 下午 6 時 - 7 時
Redwood City Downtown Library
1044 Middlefield Rd, Redwood City

此外，半島走廊聯合電力理事會邀請公眾出席於以下時間和地點舉行之公聽會，就建議對"法定收費表"所作之改動提供意見：

2019 年 8 月 1 日星期四上午 9 時
Caltrain Administrative Office
2nd Floor Auditorium
1250 San Carlos Ave., in San Carlos.

公聽會舉行以前，想提意見可上網到這裡填妥一份在線意見表： www.caltrain.com/farechanges、致電 1-800-660-4287 聯絡客戶服務中心、用電傳打字機 (TTY 650-508-6448)、發電郵至：changes@caltrain.com、或寄信至：

District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070

聽障人士和不說英語的出席者可於會議及 / 或聽證會前起碼三個工作天致電 650-508-6242 安排手語或外語翻譯服務。

修筑公路 增加就業 人口增加

巨大轉變後吸客 中谷正快速發展



本報訊

貝克斯菲（Bakersfield）是一個人們開車經過絕少停下來的城市，長期以來始終是深夜喜劇最愛調侃的目標。

99號高速公路在這裏穿過杏樹林和油田，然後向北彎向佛斯蘆(Fresno)和中谷平坦的農田。從高速公路上可眺望上下擺動的油井、儲存石油的油槽和速食店廣告牌的模糊景象，這已成為在陽光海岸與內華達山之間旅行的加州人和遊客對該市的印象。

據《華盛頓郵報》報道，最近出現一個新的公路招牌，告訴駕駛人該市可能有這個景觀之外的其他東西。招牌寫道：「接下來13個出口是貝克斯菲。」似乎是在邀請人們參觀一個持續茁壯的大城市。

許多加州人經常避開如貝克斯菲、佛斯蘆、默賽(Merced)等公路兩旁的內陸城市，這些城市的魅力遠遠排在海岸地區之後。但近來中谷出現巨大轉變，這些曾經作為加州農業核心的二線城市，正吸引逃離生活費昂貴的國際化大都會地區的企業和年輕人。

最新趨勢亦凸顯剛就任的紐森州長的優先考慮，近年來加州傳統的南北競爭已經讓位給東西方對政府政策和資源的意見分歧。紐森是來自北加州的三藩市灣區自由派人士，在去年的競選活動中承諾將把解決該差距視作優先事項。

上任後不久，紐森即擱置加州高速鐵路系統的沿海段，決定先著手修築連接貝克斯菲和中谷城市默賽全長119哩的路段。該項目將耗資204億元，至少耗時7年才能完成。

紐森的首席經濟和商業顧問門東卡(Lenny Mendonca)表示：「我們不能有兩個加州。」。他在99號公路沿線的特洛克(Turlock)長大，認為須在擁有大量就業機會的沿海地區興建更多的住屋，並在州內人口成長的地區增加就業機會，後者是人們經常越過的加州東部。

加州的人口去年增長0.47%，創下史上最低紀錄，但貝克斯菲的人口增長率卻是該比率的兩倍多，使擁有近40萬人口的該市成為加州增長第二快的城市，僅次於遠離海岸的沙加緬度。

許多抵達該市並留下來的人都是年輕人，貝克斯菲居民的年齡中位數僅稍微超過30歲。年輕人的移人，正為這個傳統上保守的地區注入新的道德觀，融合了狂野和精緻氣息，推動市中心區的復興。



■加州中谷城市貝克斯菲近年來發展迅速，吸引眾多年輕人遷入。 資料圖片

北加州孕前吸大麻者猛增

凱撒醫療發表報告指出，北加州越來越多女性在懷孕前後服食大麻，這與人們對大麻接受度不斷提高，同時對服食大麻潛在危害認知持續下降的現象趨勢相吻合。

研究員調查分析了2009年至2017年間凱撒北加州醫療部門進行的36.7萬例孕期檢查數據信息，得出上述結論。報告已於上周五在《美國醫療協會期刊》發布。

根據報告，懷孕前一年內服食大麻的孕婦比例從2009年的6.8%增加到2017年的12.5%；在懷孕期間仍服食大麻的孕婦比例從2009年的2%增加至2017年的3.4%。

加州是美國最早允許藥用大麻的州之一，同時是美國11個消閒大麻合法化及持有少量大麻免罪的州之一。報告指出，在大麻合法化情況下，生育期女性對大麻的接受程度越來越高，但她們不一定知道大麻的潛在危害。

凱撒心理學家兼研究員楊格沃芙(Kelly Young-Wolf)指出，「懷孕期間，攝入任何量的大麻都是不安全的，因為大麻進入孕婦體內之後，可以穿過胎盤到達胚胎。雖然目前對於懷孕期間使用大麻的危害還有一些不太明確的地方，但已經有大量證據證明，服用大麻與嬰兒體重降低和後期出現發育問題的風險有關聯。」

另外，最近發布的另一份報告也提出，服用大麻的父母更有可能處罰他們的孩子。

楊格沃芙指出，研究發現的趨勢並非加州獨有。而且由於研究數據只涉及懷孕8至10周內的數據，因此報告結論不涉及孕期女性在懷孕10周之後是否繼續服用大麻及其後續情況。

之前，凱撒醫療北加州的研究員已有報告指出，過去十年，懷孕女性服用大麻的比例不斷上升。另外有報告指出，有懷孕女性以服用大麻來治療噁心孕吐。

楊格沃芙還指出，現在女性在網上可以看到的關於懷孕期間服用大麻是否安全的資料是相互矛盾的，「有些研究指出，有些大麻藥房向懷孕婦女推薦大麻產品，聲稱可以治療早期妊娠孕吐。

有不少信息會讓懷孕女性認為服用大麻是獲得鼓勵的，或者留下一種印象認為孕期吸大麻是安全的。」

本報訊

天堂鎮遭山火後 公共游泳池重開

災難性山火摧毀了加州天堂鎮(Paradise)的大部分地區，事隔半年多後鎮上的公共游泳池首次重新開放。

據沙加緬度CBS13報道，火災在游泳池中留下大量燒焦碎片，目前完成了清理工作，上周消防隊員使用軟管在池內注入淨水。

游泳池已於周日重新開放。11月爆發的山火造成該鎮85位居民罹難，並摧毀大部分的建築，這是該鎮緩慢重建的另一個跡象。

紐森州長辦公室發布的最新數據顯示，該鎮人口減少了九成，從火災前估計有2萬7000人，減少到2034人。

該鎮的公園及康樂部門主管戴利(Jeff Dailey)表示，游泳池重新開放代表了天堂鎮正在重振旗鼓。 美聯社天堂電

農夫車撞倒山獅 車禍致九人傷

北加萊克縣(Lake County)29號公路近基西維爾(Kelseyville)上星期五(19日)晚發生涉及山獅車禍，一輛農夫車撞倒山獅後，再轉向對面線一輛SUV，造成九人受傷。

《聖他路莎新聞民主報》(Santa Rosa Press Democrat)報道，一輛載有四人的農夫車因故撞倒山獅，然後轉向左邊直撞一輛淩志SUV。

加州公路巡警表示，九名傷者中，有四人重傷，當中兩人沒有扣好安全帶。《民主報》稱，被撞山獅事後死亡。美聯社湖港市電

半島走廊聯合電力理事會 公眾會議及聽證公告 加州火車調整票價建議

半島走廊聯合電力理事會為了保持系統資金充足，并且修復狀態良好，正在考慮建議調整加州火車（Caltrain）的票價結構。

加州火車不像大部分運輸系統那樣，當前并未獲得專項基金來支持其營運。由於須面對挑戰容納乘客不住變動的需求和維護日益老舊的柴油系統保持修復狀態良好，營運和維持服務的成本正在增加中。提案的最終版本將於 2019 年 9 月 5 日呈交理事會議決。理事會邀請公眾於該會 8 月 1 日舉行的會議就以下可能作出的改動提供意見。

1. 增加 GoPass 的價格，最高達百份之 20，於 2020 年 1 月 1 日生效；并自 2022 年 1 月起，於往后的每一雙數年的 1 月 1 日實施增收百份之 5
2. 取消使用路路通卡（ClipperR ）的 $0.55 單程票價折扣和 "符合折扣資格" 者 $.15 的單程票價折扣，不早於 2020 年 1 月生效。由於月票價格等衡 30 x 單程票價，取消路路通卡折扣將令月票價格上升。
3. 實施票價每兩年遞增一次（舉例子：定於 2020 年 7 月將基本票價上調 $.50、定於 2022 年 7 月將區域票價上調 $.25、定於 2024 年 7 月將基本票價上調 $.50）。由於月票價格等衡 30 x 單程票價，基本票價和區域票價遞增將令月票價格上升。
4. 參與區域性 "經濟能力為本折扣票價" 試驗計划，目前定於 2019 年秋季啟動。 這個計划將提供符合資格者單程成人路路通卡加州火車（Caltrain）百份之 20 的票價折扣。
5. 租用列車、汽車停車和自行車貯存櫃收費將自 "法定收費表" 移除。這些收費會於另開文件列載，而且收費或規定有任何改動的話，都將於一稍后程序提交理事會處理。

建議改動的詳細內容可以在這里找到：www.caltrain.com/farechanges.

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Gardner Community Center
520 W. Virginia St., San Jose

紅木城 — 7 月 30 日 下午 6 時 - 7 時
Redwood City Downtown Library
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此外，半島走廊聯合電力理事會邀請公眾出席於以下時間和地點舉行之公聽會，就建議對 "法定收費表" 所作之改動提供意見：

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中山隆都同善堂通告

謹訂於二〇一九年八月十一日（星期日）下午六時為本善堂建樓111週年紀念暨頒獎學金聯歡會，假座新亞洲大酒樓敬備喜酌恭候。

同善堂辦公室由七月廿四日（星期三）開始發售餐券，每位廿五元。年滿七十以上長者將在出席宴會時獲退回餐費。長者餐券不得轉贈他人。餐券售完即止。獲得獎學金的學生憑通知書從七月廿四日始到辦公室領取餐券。辦公室辦公時間每天下午二時至五時，逢星期一、二休息。電話：(415) 397-2834

中山隆都同善堂啟

二〇一九年七月廿一日

李氏敦宗總公所 祭祖暨頒發獎學金通告

茲為紀念太始祖老子得道暨總公所擴建五十六周年慶，謹定於七月二十八日（星期日）中午十二時，在本總公所四樓大禮堂舉行隆重祭祖典禮。禮成後，在康年酒家設午餐招待，同時舉行本年度獎學金頒獎典禮。敬請李氏宗親踴躍參加，以隆祖德，共敍宗誼。

註：參加午餐者，請攜帶本年度香油收據及席卡，於當日上午十一時到本總公所三樓辦事處領取餐券，憑券入座，無券者恕不招待。

另：（一）本年度神主胙肉金發放時間由八月十五日至十月五日，每日下午一時至四時，在本總公所三樓辦事處領取。

（二）外埠神主胙肉金，請到各該埠李氏公所領取。

李氏敦宗總公所啟

二零一九年七月廿一日

National Cosmetology Beauty School
www.barbercosmoschool.com 電話(510)444-7707 手機(415)994-0092
315 11th Street, Oakland, CA 94607 星期一至六(9am-5:30pm)
專門教授美容、修甲、髮型專業資格課程 州府考試 需英文應考
美容 修甲班 全科 髮型班 紋眉班
1500小時 20小時
特別專人指導 在其他學校考試不合格學生 成功合格率特高
全新課程
按摩全科班 500小時，3-4月課程
學校將有專人指導合格考取證書


El Observador (Spanish) - 7/12 thru 7/18/2019 and 7/19 thru 7/25/2019

Peninsula Corridor Joint Powers Board
Las reuniones públicas y el aviso de audiencia
Cambios propuestos de tarifa de Caltrain

La Peninsula Corridor Joint Powers Board está considerando los cambios propuestos en la estructura tarifaria de Caltrain con el fin de mantener el sistema adecuadamente financiado y en un estado de buena reparación. A diferencia de la mayoría de los sistemas de tránsito, Caltrain no recibe actualmente fondos dedicados para apoyar sus operaciones. El costo de operar y mantener el servicio ha aumentado debido al desafío de acomodar la demanda cambiante de los pasajeros y mantener un sistema diesel envejecido en un estado de buena reparación.

La Junta invita al público a formular observaciones sobre los siguientes cambios propuestos en su reunión del 1 de agosto:

- El precio del GoPass aumentará hasta en un 20%, a partir del 1 de enero de 2020. Aumento del 5% cada dos años el 1 de enero, a partir de 2022.
- Los descuentos de Clipper para tarifas de ida y pases mensuales se eliminarán después de enero de 2020.
- Aumentos incrementales de la tarifa cada dos años - $.50 aumento de a la tarifa base programada para julio de 2020; $.25 de aumento a la tarifa de zona programada para julio de 2022; $.50 de aumento a la tarifa base programada para julio de 2024
- Caltrain participará oficialmente en un programa piloto regional de Tarifas de Descuento Basado en Medios, que actualmente está programado para comenzar en otoño 2019. Este programa ofrecerá a los participantes elegibles un 20% de descuento en la Tarjeta Clipper para adultos de un solo viaje Tarifas Caltrain
- Los trenes chárteres, el estacionamiento y las tarifas de taquilla de bicicletas se eliminarán de la tarifa codificada. Estas tarifas se colocarán en un documento separado y cualquier cambio en las tasas o las reglas se llevará a la Junta en un proceso posterior.

Puede encontrar más información sobre los cambios propuestos en **www.caltrain.com/farechanges.**

El personal de Caltrain hablará de estos cambios propuestos e invita los comentarios de los cambios propuestos en la Tarifa Codificada en las siguientes reuniones públicas:

San Francisco - 18 de julio, 6 p.m. - 7 p.m.
Mission Creek Senior Community Center, 930 4th St, San Francisco

San José - 22 de julio, 6 p.m. - 7 p.m.
Gardner Community Center, 520 W. Virginia St., San Jose

Redwood City - 30 de julio, 6 p.m.
Redwood City Downtown Library, 1044 Middlefield Rd, Redwood City

Además, la Junta Directiva de Los Poderes Conjuntas del Corredor de la Península les invita a formular comentarios públicos sobre los cambios propuestos al Arancel Codificado durante una audiencia pública que se celebrará:

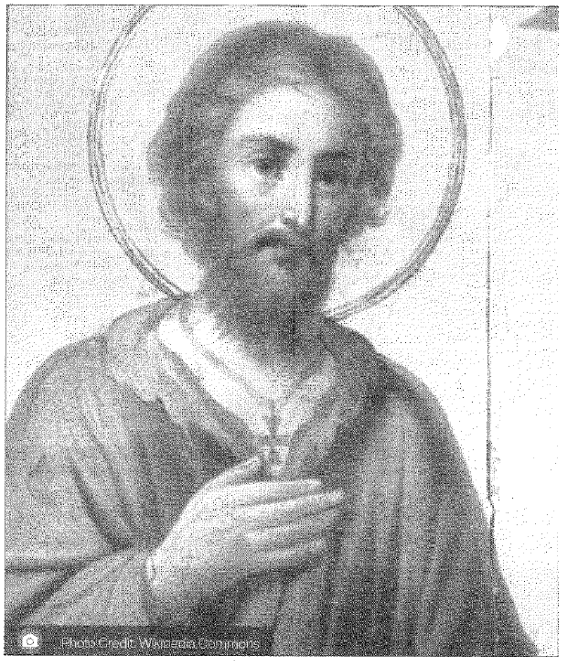
Jueves, 1 de agosto de 2019, 9 a.m.
Caltrain Administrative Office, 2nd Floor Auditorium
1250 San Carlos Ave., in San Carlos.

Antes de la audiencia, los comentarios pueden ser enviados completando un formulario de comentarios en línea disponible en www.caltrain.com/farechanges, llamando al Centro de Servicio al Cliente al 1-800-660-4287 (TTY 650-508-6448), correo electrónico a changes-caltrain.com o por correo a:

District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070

Los asistentes con discapacidad auditiva y que no hablan inglés pueden organizar la traducción del idioma de señas o del idioma extranjero llamando al 650-508-6242 con al menos tres días hábiles antes de las reuniones y audiencias.

LA DEVOCIÓN A SAN ALEJO


Photo/Credit: Wikipedia Commons

Mario Jiménez Castillo
El Observador

San Alejo es un Santo muy venerado y apreciado entre los feligreses, desde hace muchos siglos, es considerado como un eterno protector en contra de fuerzas malignas, hechizos, envidias, malas voluntades, y malos espíritus. Se recomienda ofrendarle veladoras y hacerle un rezo los días 17 de cada mes. Su fecha de celebración y festejo es el día 17 de julio. Muchas personas han dado fe y testimonio de los favores otorgados por este santo a quién también se le pide para curarse de vicios y actividades dañinas. Se le considera como un benefactor de aquellas personas que desean desterrar el vicio del alcohol y las drogas. Es un Santo aclamado como muy milagroso y benefactor.

San Alejo vivió alrededor del siglo V, era hijo de un senador romano. A la edad de veinte años comprendió que su vida rodeada de pompa y riquezas era un peligro para su espíritu. Para servir a Dios en la mayor humildad, se fue de Roma a Edesa, disfrazado de mendigo. En Siria vivió por más de dieciséis años dedicándose a la oración y a la penitencia. Vivía de la caridad para ayudar a otros a encontrar el camino del Señor. Cuando se descubrió que era hijo de una familia ilustre de Roma, San Alejo temió que le rindieran honores y regresó a Roma, a casa de su padre donde vivió por años de incógnito, como un sirviente más, durmiendo debajo de una escalera por varios años. Un día enfermó, y ya agonizante, les reveló a sus padres que era su hijo y que había escogido vivir aquella vida por penitencia y para servir al cielo. Sus padres le abrazaron llorando y le procuraron una muerte en santa paz. Cuando el obispo se enteró del caso, mandó exhumar el cadáver, pero no se encontraron más que los harapos del hombre de Dios y ningún cadáver. La fama del suceso se extendió rápidamente por toda la región.

Peticiones: se le pide para alejar todo lo malo, especialmente brujería, fantasmas, alcoholismo, drogadicción, malas amistades y malas compañías.

SAN ALEJO

Milagroso San Alejo, tú que tienes el poder de alejar todo lo malo que acecha a los escogidos del Señor, te pido que alejes de mí, la maldad, los malos espíritus, la magia negra, los trabajos de hechicería, la mentira, la injusticia, la impureza los vicios y la envidia; y por último, aleja al que viniere a mí para hacerme daño.

Ponme tan lejos de los malos para que jamás me vean. Aleja también las malas influencias que puedan rondar mi hogar.

Finalmente acércame al camino y sendero de Jesucristo, para que me cubra con su divina gracia.

Amén.

NBC BAY AREA
48 TELEMUNDO ÁREA DE LA BAHÍA
SUNDAY 9:30 AM SATURDAY 5:30 PM
KNTV/KSTS-SAN JOSE, SAN FRANCISCO, OAKLAND



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Peninsula Corridor Joint Powers Board
Las reuniones públicas y el aviso de audiencia
Cambios propuestos de tarifa de Caltrain

La Peninsula Corridor Joint Powers Board está considerando los cambios propuestos en la estructura tarifaria de Caltrain con el fin de mantener el sistema adecuadamente financiado y en un estado de buena reparación. A diferencia de la mayoría de los sistemas de tránsito, Caltrain no recibe actualmente fondos dedicados para apoyar sus operaciones. El costo de operar y mantener el servicio ha aumentado debido al desafío de acomodar la demanda cambiante de los pasajeros y mantener un sistema diesel envejecido en un estado de buena reparación.

La Junta invita al público a formular observaciones sobre los siguientes cambios propuestos en su reunión del 1 de agosto:

- El precio del GoPass aumentará hasta en un 20%, a partir del 1 de enero de 2020. Aumento del 5% cada dos años el 1 de enero, a partir de 2022.
- Los descuentos de Clipper para tarifas de ida y pases mensuales se eliminarán después de enero de 2020.
- Aumentos incrementales de la tarifa cada dos años - $.50 aumento de a la tarifa base programada para julio de 2020; $.25 de aumento a la tarifa de zona programada para julio de 2022; $.50 de aumento a la tarifa base programada para julio de 2024
- Caltrain participará oficialmente en un programa piloto regional de Tarifas de Descuento Basado en Medios, que actualmente está programado para comenzar en otoño 2019. Este programa ofrecerá a los participantes elegibles un 20% de descuento en la Tarjeta Clipper para adultos de un solo viaje Tarifas Caltrain
- Los trenes chárteres, el estacionamiento y las tarifas de taquilla de bicicletas se eliminarán de la tarifa codificada. Estas tarifas se colocarán en un documento separado y cualquier cambio en las tasas o las reglas se llevará a la Junta en un proceso posterior.

Puede encontrar más información sobre los cambios propuestos en **www.caltrain.com/farechanges.**

El personal de Caltrain hablará de estos cambios propuestos e invita los comentarios de los cambios propuestos en la Tarifa Codificada en las siguientes reuntones públicas:

San José - 22 de julio, 6 p.m. - 7 p.m.
Gardner Community Center, 520 W. Virginia St., San Jose

Redwood City - 30 de julio, 6 p.m.
Redwood City Downtown Library, 1044 Middlefield Rd, Redwood City

Además, la Junta Directiva de Los Poderes Conjuntas del Corredor de la Península les invita a formular comentarios públicos sobre los cambios propuestos al Arancel Codificado durante una audiencia pública que se celebrará:

Jueves, 1 de agosto de 2019, 9 a.m.
Caltrain Administrative Office, 2nd Floor Auditorium
1250 San Carlos Ave., in San Carlos

Antes de la audiencia, los comentarios pueden ser enviados completando un formulario de comentarios en línea disponible en www.caltrain.com/farechanges, llamando al Centro de Servicio al Cliente al 1-800-660-4287 (TTY 650-508-6448), correo electrónico a changes-caltrain.com o por correo a:

District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070

Los asistentes con discapacidad auditiva y que no hablan inglés pueden organizar la traducción del idioma de señas o del idioma extranjero llamando al 650-508-6242 con al menos tres días hábiles antes de las reuniones y audiencias.

ATTACHMENT 12 –
FY 2019-20 PROPOSED FARE: ONLINE COMMENT FORM (ENGLISH, SPANISH, CHINESE)

Proposed Fare Changes - Public Comment Form

The Caltrain Board of Directors is considering a proposal to modify fares, and make some administrative changes. We are soliciting feedback from members of the public on the proposed fare changes.

The deadline to submit your comments is August 1.

Please mark if you agree, disagree or have no opinion, and provide additional comments about your position on each of the proposed fare changes.

1. The addition of MTC's Means-Based Discount Fare Pilot Program (This program will offer eligible participants a 20% discount off of the single-ride adult Clipper card fares on Caltrain). *

- ○ I agree
- ○ I disagree
- ○ No opinion

Comments

2. Increasing the price of the Go Pass by up to 20% effective January 1, 2020 with subsequent increases of 5% implemented January 1 of every even-numbered year beginning January 2022. *

- I agree
- I disagree
- No opinion

Comments

3. Removing the Clipper® discounts of $0.55 for one-way fares and $0.15 for Eligible Discount one-way fares effective no earlier than January 2020. Monthly pass prices will increase with the removal of the Clipper discount as Monthly pass prices equal 30 x one-way fares. *

- I agree
- I disagree
- No opinion

Comments

4. Implementing incremental fare increases every two years (e.g., $0.50 on the base fare at the beginning of Fiscal Year (FY) 2021, $0.25 on the zone fare for FY 2023, and $0.50 on the base fare for FY 2025). The incremental base and zone fare increases will also increase Monthly pass prices as Monthly pass prices equal 30 x one-way fares. *

- I agree
- I disagree
- No opinion

Comments

5. Making other changes related to the Caltrain Fare Policy including the deletion of the train charter, parking and bicycle locker charge sections, which will be the subject of separate policies brought to the Board for consideration after approval of the revised Codified Tariff. *

- I agree
- I disagree
- No opinion

Comments

6. For additional comments not related to the proposed fare changes, please enter them here.

7. How did you learn about the Caltrain Proposed Fare Changes? (check ALL that apply)

- [ ] Caltrain Board Meeting or Public Hearing
- [ ] Community meeting - where?
- [ ] Caltrain outreach event - where?
- [ ] Through the Caltrain website
- [ ] Through a newspaper advertisement
- [ ] Social media
- [ ] On the train
- [ ] Other - please specify:

8. In which city do you live?

- Atherton
- Belmont
- Brisbane
- Burlingame
- Campbell
- Colma
- Cupertino
- Daly City
- East Palo Alto
- Foster City
- Gilroy
- Half Moon Bay
- Hillsborough
- Menlo Park
- Los Altos
- Los Altos Hills
- Los Gatos
- Millbrae
- Milpitas
- Monte Sereno
- Morgan Hill
- Mountain View
- Pacifica
- Palo Alto
- Portola Valley
- Redwood City
- San Bruno
- San Carlos
- San Francisco
- San Jose
- Saratoga
- San Mateo
- Santa Clara
- South San Francisco
- Sunnyvale
- Woodside
- Other city - please specify:

9. Please provide your name and email address. (optional)

Name

Email

Thank you for your comments.

Thank you for providing your feedback regarding the Caltrain proposed fare changes.

Cambios propuestos a tarifas - Formulario de comentario público

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Page description:
La Junta Directiva de Caltrain está considerando una propuesta para modificar las tarifas, y hacer algunos cambios administrativos. Estamos solicitando comentarios de los miembros del público sobre los cambios de tarifa propuestos.

La fecha límite para presentar sus comentarios es el 1 de agosto.

Marque si está de acuerdo, no está de acuerdo o no tiene opinión y brinde comentarios adicionales.

1. La adición del Programa Piloto de Tarifas de Descuento Basado en Medios de MTC (Este programa ofrecerá a los participantes elegibles un 20% de descuento en las tarifas de tarjeta Clipper para adultos de un solo viaje en Caltrain). *

- ○ Estoy de acuerdo
- ○ No estoy de acuerdo
- ○ Sin opinión

Comentarios

2. Aumentar el precio del Go Pass hasta en un 20% a partir del 1 de enero de 2020 con aumentos posteriores del 5% implementados el 1 de enero de cada año par a partir de enero de 2022. *

- Estoy de acuerdo
- No estoy de acuerdo
- Sin opinión

Comentarios

3. Quitar los descuentos de Clipper® de $0.55 para tarifas de ida y $0.15 para tarifas de ida de descuento elegibles efectivas no antes de enero de 2020. Los precios de los pases mensuales aumentarán con la eliminación del descuento Clipper como precios de pase mensual es igual a 30 x tarifas de ida. *

- Estoy de acuerdo
- No estoy de acuerdo
- Sin opinión

Comentarios

4. La implementación de tarifas incrementales aumenta cada dos años (por ejemplo, $0.50 en la tarifa base al comienzo del Año Fiscal (Año fiscal) 2021, $0.25 en la tarifa de zona para el año fiscal 2023, y $0.50 en la tarifa base para el año fiscal 2025). Los aumentos incrementales de la tarifa base y de zona también aumentarán los precios de los pases mensuales, ya que los precios de los pases mensuales equivalen a 30 x tarifas de ida. *

- Estoy de acuerdo
- No estoy de acuerdo
- Sin opinión

Comentarios

5. Hacer otros cambios relacionados con la Política de Tarifas de Caltrain, incluyendo la eliminación de las secciones de tren de chárter, estacionamiento y cargos de taquilla de bicicletas, que serán objeto de políticas separadas traídas a la Junta para su consideración después de la aprobación de las tarifas codificado. *

- Estoy de acuerdo
- No estoy de acuerdo
- Sin opinión

6. Para comentarios adicionales no relacionados con los cambios de tarifa propuestos, ingrese aquí.

7. ¿Dónde escuchó sobre los cambios propuestos para las tarifas? (marque TODAS las opciones que correspondan)

- [ ] Reunión del consejo o audiencia pública de Caltrain
- [ ] Reunión comunitaria - ¿ En dónde?
- [ ] Evento de extensión de Caltrain- ¿En dónde?
- [ ] Mediante el sitio web de Caltrain
- [ ] En un anuncio en el periódico
- [ ] Redes sociales
- [ ] En el tren
- [ ] Otro - especifique

8. ¿En qué ciudad vive?

- Atherton
- Belmont
- Brisbane
- Burlingame
- Campbell
- Colma
- Cupertino
- Daly City
- East Palo Alto
- Foster City
- Gilroy
- Half Moon Bay
- Hillsborough
- Menlo Park
- Los Altos
- Los Altos Hills
- Los Gatos
- Millbrae
- Milpitas
- Monte Sereno
- Morgan Hill
- Mountain View
- Pacifica
- Palo Alto
- Portola Valley
- Redwood City
- San Bruno
- San Carlos
- San Francisco
- San Jose
- Saratoga
- San Mateo
- Santa Clara
- South San Francisco
- Sunnyvale
- Woodside
- Otra ciudad:

9. Escriba su nombre y dirección de correo electrónico (opcional)

Nombre

Correo electrónico

Gracias por sus comentarios.

Gracias por proporcionar sus comentarios con respecto a los cambios propuestos a las tarifas de Caltrain.

调整票价提案 - 公共評論表格

Caltrain 董事会正在考虑调整票价的提案，並做一些行政上的改變。我们正在就建议的票价变动徵求公众成员的反馈意见。

提交你意见的截止日期是8月1日。

請標記你是同意，不同意或無意見，並提供你對每項收費改變建議之評論。

1. 添加了都会运输委员会（MTC）的「经济能力为本折扣票价试验计划」（此项计划会向合符资格的参加者提供搭乘加州火车（Caltrain）单程成人路路通卡（Clipper）票价 百分之20的折扣）。 *

- ○ 我同意
- ○ 我不同意
- ○ 無意見

評論

2. 增加通用年票（Go Pass）的价格百分之20，自2020年1月1日起生效。之后从2022年1月开始，每逢双数年的1月1日实施加价百分之5。 *

- 我同意
- 我不同意
- 無意見

評論

3. 取消使用路路通卡（Clipper® ）$0.55的单程票价折扣和“合符资格”者$0.15单程票价折扣，生效日期不早于2020年1月。由于月票价格等同30 x 单程票价，取消路路通卡（Clipper）折扣后，月票价格将会上升。 *

- 我同意
- 我不同意
- 無意見

評論

4. 实施票价每两年递增一次（举例子：2021财政年度之初将基本票价上调$0.50、2023财政年度将区域票价上调$0.25、2025财政年度将基本票价上调$0.50）。由于月票价格等同 30 x 单程票价，基本票价和区域票价的递增亦将令月票价格上升。 *

- 我同意
- 我不同意
- 無意見

評論

5. 作出其他和加州火车（Caltrain）票价政策相关的更动，包括删除租用列车、汽车停车和自行车贮存柜收费部分；这些收费会另设政策主题，并于"法定收费表"的修订获通过以后提交理事会予以考虑。 *

- 我同意
- 我不同意
- 無意見

評論

6. 請在此處提供與改變票價無關之其他評論。

7. 你是如何知道Caltrain改變票價之建議的？（選擇所有適用項目）

- [ ] Caltrain董事會會議或公聽會
- [ ] 社區會議 – 在什麼地方？
- [ ] Caltrain外展活動 – 在什麼地方？
- [ ] 從Caltrain網頁
- [ ] 從報章廣告得知
- [ ] 社交媒體
- [ ] 在火车上
- [ ] 其他 – 請說明：

8. 你住在哪個城市:

- Atherton
- Belmont
- Brisbane
- Burlingame
- Campbell
- Colma
- Cupertino
- Daly City
- East Palo Alto
- Foster City
- Gilroy
- Half Moon Bay
- Hillsborough
- Menlo Park
- Los Altos
- Los Altos Hills
- Los Gatos
- Monte Sereno
- Milpitas
- Monte Sereno
- Morgan Hill
- Mountain View
- Pacifica
- Palo Alto
- Portola Valley
- Redwood City
- San Bruno
- San Carlos
- San Francisco
- San Jose
- Saratoga
- San Mateo
- Santa Clara
- South San Francisco
- Sunnyvale
- Woodside
- 其他城市：

9. 請提供你的姓名和電郵（是否填寫悉隨尊意）。

姓名:

電郵：

謝謝你的評論。

謝謝你對Caltrain建議車費改變的意見。

ATTACHMENT 13 –
FY 2019-20 PROPOSED FARE COMMENT FORM HARD COPIES (ENGLISH, SPANISH AND CHINESE)

Proposed Fare Changes – Public Comment Form

Please mark if you agree, disagree or have no opinion and provide additional comments about your position on each of the proposed fare changes.

1. The addition of MTC's Means-Based Discount Fare Pilot Program (This program will offer eligible participants a 20% discount off of the single-ride adult Clipper card fares on Caltrain).

☐ I agree ☐ I disagree ☐ No opinion

Comments:

2. Increasing the price of the Go Pass by up to 20% effective January 1, 2020 with subsequent increases of 5% implemented January 1 of every even-numbered year beginning January 2022.

☐ I agree ☐ I disagree ☐ No opinion

Comments:

3. Removing the Clipper® discounts of $0.55 for one-way fares and $0.15 for Eligible Discount one-way fares effective no earlier than January 2020. Monthly pass prices will increase with the removal of the Clipper discount as Monthly pass prices equal 30 x one-way fares.

☐ I agree ☐ I disagree ☐ No opinion

Comments:

4. Implementing incremental fare increases every two years (e.g., $0.50 on the base fare at the beginning of Fiscal Year (FY) 2021, $0.25 on the zone fare for FY 2023, and $0.50 on the base fare for FY 2025). The incremental base and zone fare increases will also increase Monthly pass prices as Monthly pass prices equal 30 x one-way fares.

☐ I agree ☐ I disagree ☐ No opinion

Comments:

5. Making other changes related to the Caltrain Fare Policy including the deletion of the train charter, parking and bicycle locker charge sections, which will be the subject of separate policies brought to the Board for consideration after approval of the revised Codified Tariff.

☐ I agree ☐ I disagree ☐ No opinion

Comments:

6. For additional comments not related to the proposed fare changes, please enter them here.

7. How did you learn about the Caltrain Proposed Fare Changes? (check ALL that apply)
   - ☐ Caltrain Board Meeting or Public Hearing
   - ☐ Community meeting - where?: _____
   - ☐ Caltrain outreach event - where?: _____
   - ☐ Through the Caltrain website
   - ☐ Through a newspaper advertisement
   - ☐ Social media
   - ☐ On the train
   - ☐ Other - please specify: _____

8. In which city do you live?

☐ Atherton	☐ Foster City	☐ Milpitas	☐ San Carlos
☐ Belmont	☐ Gilroy	☐ Monte Sereno	☐ San Francisco
☐ Brisbane	☐ Half Moon Bay	☐ Morgan Hill	☐ San Jose
☐ Burlingame	☐ Hillsborough	☐ Mountain View	☐ Saratoga
☐ Campbell	☐ Menlo Park	☐ Pacifica	☐ San Mateo
☐ Colma	☐ Los Altos	☐ Palo Alto	☐ Santa Clara
☐ Cupertino	☐ Los Altos Hills	☐ Portola Valley	☐ South San Francisco
☐ Daly City	☐ Los Gatos	☐ Redwood City	☐ Sunnyvale
☐ East Palo Alto	☐ Millbrae	☐ San Bruno	☐ Woodside

☐ Other (please specify) _____

9. Please provide your name and email address. (optional)

   Name: _____

   Email: _____

Thank you for your comments.

Caltrain

Cambios Propuestos a Tarifas - Formulario de Comentario

Marque si está de acuerdo, no está de acuerdo o no tiene opinión y brinde comentarios adicionales.

1. La adición del Programa Piloto de Tarifas de Descuento Basado en Medios de MTC (Este programa ofrecerá a los participantes elegibles un 20% de descuento en las tarifas de tarjeta Clipper para adultos de un solo viaje en Caltrain).

☐ Estoy de acuerdo ☐ No estoy de acuerdo ☐ Sin opinión

Comentarios:

2. Aumentar el precio del Go Pass hasta en un 20% a partir del 1 de enero de 2020 con aumentos posteriores del 5% implementados el 1 de enero de cada año par a partir de enero de 2022.

☐ Estoy de acuerdo ☐ No estoy de acuerdo ☐ Sin opinión

Comentarios:

3. Quitar los descuentos de Clipper® de $0.55 para tarifas de ida y $0.15 para tarifas de ida de descuento elegibles efectivas no antes de enero de 2020. Los precios de los pases mensuales aumentarán con la eliminación del descuento Clipper como precios de pase mensual es igual a 30 x tarifas de ida.

☐ Estoy de acuerdo ☐ No estoy de acuerdo ☐ Sin opinión

Comentarios:

4. La implementación de tarifas incrementales aumenta cada dos años (por ejemplo, $0.50 en la tarifa base al comienzo del Año Fiscal (Año fiscal) 2021, $0.25 en la tarifa de zona para el año fiscal 2023, y $0.50 en la tarifa base para el año fiscal 2025). Los aumentos incrementales de la tarifa base y de zona también aumentarán los precios de los pases mensuales, ya que los precios de los pases mensuales equivalen a 30 x tarifas de ida.

☐ Estoy de acuerdo ☐ No estoy de acuerdo ☐ Sin opinión

Comentarios:

5. Hacer otros cambios relacionados con la Política de Tarifas de Caltrain, incluyendo la eliminación de las secciones de tren de chárter, estacionamiento y cargos de taquilla de bicicletas, que serán objeto de políticas separadas traídas a la Junta para su consideración después de la aprobación de las tarifas codificado.

☐ Estoy de acuerdo ☐ No estoy de acuerdo ☐ Sin opinión

Comentarios:

6. Para comentarios adicionales no relacionados con los cambios de tarifa propuestos, ingrese aquí.

7. ¿Dónde escuchó sobre los cambios propuestos para las tarifas? (marque TODAS las opciones que correspondan)
   - ☐ Reunión del consejo o audiencia pública de Caltrain
   - ☐ Reunión comunitaria - ¿En dónde?: _____
   - ☐ Evento de extensión de Caltrain - ¿En dónde?: _____
   - ☐ Mediante el sitio web de Caltrain
   - ☐ En un anuncio en el periódico
   - ☐ Redes sociales
   - ☐ En el tren
   - ☐ Otro - especifique: _____

8. ¿En qué ciudad vive?

☐ Atherton	☐ Foster City	☐ Milpitas	☐ San Carlos
☐ Belmont	☐ Gilroy	☐ Monte Sereno	☐ San Francisco
☐ Brisbane	☐ Half Moon Bay	☐ Morgan Hill	☐ San Jose
☐ Burlingame	☐ Hillsborough	☐ Mountain View	☐ Saratoga
☐ Campbell	☐ Menlo Park	☐ Pacifica	☐ San Mateo
☐ Colma	☐ Los Altos	☐ Palo Alto	☐ Santa Clara
☐ Cupertino	☐ Los Altos Hills	☐ Portola Valley	☐ South San Francisco
☐ Daly City	☐ Los Gatos	☐ Redwood City	☐ Sunnyvale
☐ East Palo Alto	☐ Millbrae	☐ San Bruno	☐ Woodside

☐ Otro - especifique: _____

9. Escriba su nombre y dirección de correo electrónico (opcional)

   Nombre: _____

   Correo electrónico: _____

Gracias por sus comentarios.

Caltrain

调整票价提案－公共評論表格

請標記你是同意，不同意或無意見，並提供你對每項收費改變建議之評論。

1. 添加了都会运输委员会 (MTC) 的「经济能力为本折扣票价试验计划」（此项计划会向合符资格的参加者提供搭乘加州火车（Caltrain）单程成人路路通卡（Clipper®）票价 百分之20的折扣）。

☐ 我同意　☐ 我不同意　☐ 無意見

評論:

2. 增加通用年票（Go Pass）的价格百分之20，自2020年1月1日起生效。之后从2022年1月开始，每逢双数年的1月1日实施加价百分之5。

☐ 我同意　☐ 我不同意　☐ 無意見

評論:

3. 取消使用路路通卡（Clipper®）$0.55的单程票价折扣和“合符资格”者$0.15 单程票价折扣，生效日期不早于2020年1月。由于月票价格等同30 x 单程票价，取消路路通卡（Clipper®）折扣后，月票价格将会上升。

☐ 我同意　☐ 我不同意　☐ 無意見

評論:

4. 实施票价每两年递增一次（举例子：2021财政年度之初将基本票价上调$0.50、2023财政年度将区域票价上调$0.25、2025财政年度将基本票价上调$0.50）。由于月票价格等同 30 x 单程票价，基本票价和区域票价的递增亦将令月票价格上升。

☐ 我同意　☐ 我不同意　☐ 無意見

評論:

5. 作出其他和加州火车（Caltrain）票价政策相关的更动，包括删除租用列车、汽车停车和自行车贮存柜收费部分；这些收费会另设政策主题，并于”法定收费表”的修订获通过以后提交理事会予以考虑。

☐ 我同意　☐ 我不同意　☐ 無意見

評論:

6. 請在此處提供與改變票價無關之其他評論。

7. 你是如何知道Caltrain改變票價之建議的？（選擇所有適用項目）
- ☐ Caltrain 董事會會議或公聽會
- ☐ 社區會議－在什麼地方？：_____
- ☐ Caltrain 外展活動－在什麼地方？：_____
- ☐ 從Caltrain網頁
- ☐ 社交媒體
- ☐ 從報章廣告得知
- ☐ 在巴士上
- ☐ 其他－請說明：_____

8. 你住在哪個城市：

☐ Atherton	☐ Foster City	☐ Milpitas	☐ San Carlos
☐ Belmont	☐ Gilroy	☐ Monte Sereno	☐ San Francisco
☐ Brisbane	☐ Half Moon Bay	☐ Morgan Hill	☐ San Jose
☐ Burlingame	☐ Hillsborough	☐ Mountain View	☐ Saratoga
☐ Campbell	☐ Menlo Park	☐ Pacifica	☐ San Mateo
☐ Colma	☐ Los Altos	☐ Palo Alto	☐ Santa Clara
☐ Cupertino	☐ Los Altos Hills	☐ Portola Valley	☐ South San Francisco
☐ Daly City	☐ Los Gatos	☐ Redwood City	☐ Sunnyvale
☐ East Palo Alto	☐ Millbrae	☐ San Bruno	☐ Woodside

☐ 其他－請說明：_____

9. 請提供你的姓名和電郵（是否填寫悉隨尊意）。

姓名：_____

電郵：_____

謝謝你的評論。

ATTACHMENT 14 –
FY 2019-20 PROPOSED FARE CHANGES: COMMENT MATRIX

		MTC Means Based Discount fare			Go Pass Increase			Eliminating Clipper discount			fare Increase			Other Changes		
No	Date	Agree	Disagree	No Opinion	Agree	Disagree	No Opinion	Agree	Disagree	No Opinion	Agree	Disagree	No Opinion	Agree	Disagree	No Opinion
13	7/2/2019	x				X			X			X				X
14	7/2/2019	x			X				X		X					X
15	7/7/2019	x					X		X			X				X
16	7/8/2019	x				X			X			X			X	
17	7/8/2019	x				X			X			X				X
18	7/8/2019			x	X				X			X				X
19	7/8/2019	x				X			X			X				X
20	7/8/2019			x		X			X			X			X	
21	7/8/2019	x					X	X				X				X
22	7/9/2019			x			X			X		X				X
23	7/10/2019		x				X		X		X					X
24	7/10/2019			x		X			X			X			X	
25	7/10/2019	x					X		X		X					X
26	7/10/2019	x			X			X			X			X		
27	7/11/2019	x			X				X		X			X		
28	7/12/2019	x				X			X			X				X
29	7/12/2019			x		X			X		X					X
30	7/13/2019	x				X			X			X				X
31	7/13/2019	x					X		X				X			X
32	7/13/2019	x			X			X				X				X
33	7/13/2019		x			X			X			X				X
34	7/13/2019			x		X			X			X			X	
35	7/14/2019		x			X			X			X			X	
36	7/15/2019	x			X			X				X		X		
37	7/15/2019		x			X			X			X			X	
38	7/15/2019			x		X			X			X		X		
39	7/15/2019	x			X				X		X				X	
40	7/15/2019	x					X		X			X				X
41	7/15/2019			x		X			X			X				X
43	7/15/2019	x				X			X			X		X		
44	7/15/2019			x			X		X		X				X	
45	7/15/2019		x		X				X				X			X
47	7/16/2019	x				X			X			X				X
48	7/16/2019	x				X			X			X			X	
49	7/16/2019	x				X			X			X			X	
50	7/16/2019			x			X		X			X				X
51	7/16/2019	x				X			X			X				X
52	7/17/2019			x		X			X			X			X	
53	7/17/2019	x			X			X				X		X		
54	7/17/2019	x					X		X				X			X
55	7/17/2019	x					X		X			X				X
56	7/17/2019	x			X				X			X		X		
57	7/17/2019			x			X		X		X					X
58	7/17/2019		x			X			X			X				X
59	7/18/2019		x			X			X			X			X	
60	7/18/2019	x				X			X			X				X
61	7/18/2019	x				X			X			X			X	
62	7/18/2019		x			X			X			X			X	
63	7/18/2019		x				X			X		X			X	
64	7/19/2019	x					X		X			X		X		
65	7/19/2019			x			X		X			X		X		
66	7/19/2019		x			X			X			X		X		
67	7/19/2019		x			X			X			X			X	
68	7/19/2019	x				X			X		X					X
70	7/19/2019			x			x		X			X				X
71	7/19/2019	x				X			X			X				X

72	7/19/2019	x				X			X			X				X
73	7/19/2019	x			X				X		X					X
74	7/20/2019		x			X			X			X				X
75	7/20/2019	x				X			X			X			X	
76	7/20/2019		x			X			X			X			X	
77	7/20/2019			x	X				X			X		X		
78	7/22/2019		x			X			X			X			X	
79	7/22/2019		x				X		X			X				X
80	7/22/2019			X			X		X			X				X
81	7/23/2019		X			X			X			X		X		
82	7/23/2019			X	X			X				X				X
83	7/23/2019		X			X			X			X				X
84	7/23/2019		X			X			X			X			X	
85	7/23/2019		X			X			X			X			X	
86	7/23/2019		X			X			X			X			X	
87	7/23/2019	X				X			X			X				X
88	7/23/2019		X			X			X			X			X	
89	7/23/2019	X			X			X				X		X		
90	7/23/2019	X					X			X			X			X
91	7/24/2019	X				X			X			X		X		
92	7/24/2019	X				X			X			X		X		
93	7/24/2019		X			X			X			X			X	
94	7/24/2019			X		X				X			X			X
95	7/24/2019	X			X			X				X				X
97	7/24/2019	X			X				X		X			X		
98	7/24/2019	X			X				X		X					X
99	7/24/2019	X					X		X		X			X		
100	7/24/2019		X			X			X			X			X	
101	7/24/2019		X			X			X			X			X	
102	7/25/2019		X			X			X			X			X	
103	7/24/2019	X				X			X			X			X	
104	7/24/2019	X				X			X			X				X
105	7/24/2019	X				X			X			X				X
106	7/24/2019			X			X		X			X				X
107	7/24/2019		X			X			X				X			X
108	7/24/2019		X			X			X			X			X	
109	7/25/2019	X			X				X			X		X		
110	7/25/2019		X			X			X			X			X	
112	7/25/2019		X			X			X			X			X	
113	7/25/2019	X					X		X			X				X
114	7/25/2019			X			X		X			X				X
115	7/25/2019		X				X		X			X				X
117	7/25/2019	X				X			X			X			X	
118	7/25/2019	X				X			X		X			X		
119	7/26/2019		X			X			X			X			X	
120	7/26/2019		X			X			X			X			X	
121	7/26/2019	X				X			X			X			X	
122	7/26/2019		X			X			X			X			X	
124	7/29/2019	X				X			X			X			X	
125	7/29/2019	X			X				X		X					X
127	7/29/2019		X			X			X			X			X	
128	7/29/2019		X		X				X		X					X
129	7/29/2019	X			X				X				X			X
130	7/29/2019	X			X				X		X					X
131	7/29/2019	X				X			X			X		X		
132	7/29/2019		X			X			X			X				X
133	7/29/2019		X			X		X				X			X	
134	7/29/2019			X		X			X			X				X
135	7/29/2019	X			X			X			X			X		
136	7/30/2019	X				X			X			X				X

137	7/30/2019	X			X				X			X		X		
139	7/30/2019	x				X			X			X				X
140	7/30/2019		X			X			X			X				X
142	7/30/2019		X			X			X			X			X	
143	7/31/2019		X			X			X			X			X	
144	7/31/2019	X				X			X			X			X	
145	7/31/2019	X			X				X			X				X
146	7/31/2019		X			X			X		X			X		
147	7/31/2019	X				X			X			X		X		
148	7/31/2019	X			X			X			X			X		
149	7/31/2019	X					X		X				X			X
151	7/31/2019	X				X			X			X				X
152	8/1/2019			X		X			X			X				X
153	8/1/2019	X			X				X			X			X	
154	8/1/2019	X			X				X		X			X		
155	8/1/2019	X			X				X			X				X
156	8/1/2019	X					X		X				X			X
157	8/1/2019	X			X				X		X					x
158	8/1/2019	X			X			X			X			X		
159	8/1/2019	X			X				X		X			X		
160	8/1/2019		X			X			X				X			X
161	8/1/2019		X			X			X			X			X	

Means-Based Fare

No	Date	Comment
15	7/7/2019	It's better to give discounts to people using clipper cards so they stop using the tickets machines which helps to save the environment.
17	7/8/2019	I think this is very important, but would also like to see this extended to monthly passes to help the eligible daily riders.
19	7/8/2019	I think it is very important for Caltrain to find a way to appeal to lower income riders. I know many people that would be better off (and do better for the environment) drive instead of taking the train simply because it makes more economic sense.
23	7/10/2019	not enough incentive for low/fixed income commuters.
25	7/10/2019	I am a student who frequently utilizes CalTrain to travel between the city and south bay, why is there no option for student discounts either? I have zero income as all my time is spent studying and transportation is rather large expense for me behind housing and food.
31	7/13/2019	Get rid of the zones
35	7/14/2019	Discounts should be given to monthly subscribers only as they are the ones who are funding the system.
37	7/15/2019	I think everyone that uses Caltrain on a regular basis should have a discount. All cities do this
45	7/15/2019	What is the goal here? To reduce the overall public transportation users!?! MTC's Means-Based Discount Fare Pilot Program would be better if implemented along with the current programs so that more vehicles get off the roads. You need to care for the environment. If diesel engines are hard to maintain why no expedite the electric train till out instead of collecting more money for their maintenance?

59	7/18/2019	The main problem with a means based fare program in the Bay area is that it fails to take into account things like rising property value and the comparative wages of the Bay area, both of which make people look rich on paper while in reality said people might be struggling due to the high cost of living. I would propose a reduction of all fare prices by approximately 25% if you REALLY want to help people and not just line your pockets
63	7/18/2019	What is the percentage of employee wage increases through 2024? How much of this is about that? Also... You state a 20% increase in fares...however, the scheduled $1.25 through 2024 is more like a 30% rate increase, is it not?
66	7/19/2019	What's the eligibility??
73	7/19/2019	The program needs to be funded, but not everyone who requires transportation will be able to cover the cost of Caltrain. It's better for the economy (both business and employee) to ensure those who need transportation have access to it.
75	7/20/2019	We need more clarification on how to qualify.
76	7/20/2019	No specific information is provided, such as who is an eligible participant, how this is impacting the broader fare increase, administrative costs of this program, etc.
79	7/22/2019	Who are these "eligible participants"? Low income people? People with disabilities, either mental or physical? College Students? High Schoolers? Californian Residents per region? Californian Residents who go to multiple region zones? Who? https://mtc.ca.gov/our-work/plans-projects/other-plans/means-based-fare-discount-program What does people who are "ineligible" get then? Will there be a quarter based graph to ensure the budget goes where it's intended to be, without any money taken out?
81	7/23/2019	It is a poor excuse to overcharge the rest
83	7/23/2019	Although fine to help those in need, Caltrain is even to expensive for those making a decent wage. Enough to make me consider a different company closer to home so I don't have to commute. Isn't that crazy? I'd consider a new job to save $3,800 a year I spend on Caltrain commuting.
84	7/23/2019	How many riders are MTC qualified?? this is such an insult. Who in silicon valley goes to work by Caltrain and qualify for MTC???
86	7/23/2019	This won’t help anyone.
89	7/23/2019	Though with the single-zone fare going up 33%, a 20% discount doesn't even get us back to where we were.
93	7/24/2019	This doesn’t benefit even 5% of riders
97	7/24/2019	sounds like a good idea
98	7/24/2019	I think any means-based discount program is a step in the right direction, but this program is not enough. The definition of low-income for a family of four in San Mateo County is $129,150. I am sure neighboring counties may have similar figures. The $51,500 income limit for a family of four 4 to qualify for this program does not come close to encompassing 'low-income transit riders'. The

		income limits should be increased and the 20% discount should also be increased.
99	7/24/2019	I definitely agree. More opportunities for low income folks. You should include, in this question, the eligibility requirements. If people knew they would only be offered for people making under $25K, I think they'd be outraged. Who on the Caltrain makes that little? I know plenty of folks who make 3 times that and struggle to afford the *current cost. This program needs to be expanded. I know the study said you can raise prices as much as you want and it won't impact ridership but there are plenty of people who are already struggle to pay and this program is too small (and temporary) to help them. Perhaps raise the cost more on the highest earners (and companies that purchase goPasses so more low income folks can ride. Why is this question first, as if the discounts are a large part of these changes and as it's going to impact the largest set of riders?
107	7/24/2019	This would be dependent on what is considered "low-income".
108	7/24/2019	I got the clipper card because of ADA and the ability to get a monthly pass for Caltrain that also allows me to use SamTrans which I take both daily to get to and from work With the elimination I will go to SamTrans only or go back to driving.
110	7/25/2019	This isn’t helpful to many riders
115	7/25/2019	Everyone should be charged same fare.
117	7/25/2019	Good
118	7/25/2019	Please let people know where they can sign up.
127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
132	7/29/2019	The discount should only be rendered to multiple time riders
133	7/29/2019	I commute with Caltrain to prevent pollution and more CO2 in the atmosphere. Climate change is a major threat that I want to fight against every day. Increasing the rate so much is against climate change reduction and is stupid Please increase tax of gas instead of increasing rates of mass transportation
135	7/29/2019	I feel the price of a Caltrain fare is prohibitively expensive for riders who aren't making a significant salary or aren't being provided some discount through their employer. I remember coming across a newspaper article several years where employees at a restaurant in Redwood City wouldn't be able to take Caltrain without the employer providing a pass.
144	7/31/2019	I completely agree for a means-based discount fare pilot program in order to support individuals in our community who can't afford to write Caltrain. My concern is that a 20% discount doesn't go far enough for these individuals. If a day pass increases to $21 from Zone 1 to Zone 4, with the removal of the clipper card discount, a 20% discount if $4.20, meaning that a round trip ticket will cost

		someone on a means-based discount $16.80 for Z1-Z4. Averaging ~250 working days a year that's ~$4,200 in transportation fees if they are a daily user commuting to work. Given their alternative of driving a car from ~Z1-Z4, the roundtrip mileage would be ~70 miles give or take. Assuming their car is an average car with ~25MPG (above the US average) that equals 2.8 gallons of gas per day or 700 gallons a year. The cost of gas would have to be at $6/gallon for a vehicle averaging 25MPG for the entire year to break even with the cost of a "Means Based Discount Fare" for someone traveling from Zone 1 to Zone 4. While $6/gal gas has happened in CA, it's not a common price and was only last touched back in 2012. With gas generally cheaper than $6/gal and many cars in CA getting better fuel economy, why would someone who qualifies for a "Means Based Discount" still want to choose a more expensive option. If this person drove a car getting 35MPG, and gas was @$4.60/gal for ~70miles round trip each day, they would only spend ~$2,300 on transit costs each year which is still $1,900 cheaper than if they commuted via Caltrain. For those that qualify for this program, if they are on rent control or subsidized housing that could be at least 1-2 months' rent and would actually be a significant expense for transportation costs compared to their alternative of driving a car averaging 25-35MPG. I like the idea of a Means Based discount fare pilot program, but I don't think it's goes far enough for promoting and encouraging those in our community to switch their mode of transportation. To change their mindset about transportation and commuting you must make a meaningful impact to their pockets for it to be financially advantageous. As it is now, that doesn't appear to be the case.
151	7/31/2019	Help
155	8/1/2019	I wonder how many people will qualify for this program and will the number of people on this program affect revenue for caltrain
158	8/1/2019	Do what yA'll Have to Do to Keep cAltrain
159	8/1/2019	this needed today

Go Pass Increase

No	Date	Comment
16	7/8/2019	I have taken Caltrain for 2 years now and experienced 3 fare increases. It is the worst train system I have experienced in North America and in EUR (germany, Switzerland) and Japan. Customer service on line in unresponsive.
18	7/8/2019	I think the bulk of fare increases should fall on GoPasses since they're purchased by businesses. They can afford fare increases more than the general public!
19	7/8/2019	This is a very hefty increase and makes me nervous as a Go Pass user. While I most certainly would continue to use Caltrain if my employer were to discontinue offering the service, I cannot say the same for many of many colleagues. I fear that Caltrain might shoot itself in the foot if it were to increase the Go Pass price enough that employers decided to leave the program en masse. If Caltrain believes or has determined that most Go Pass subscribers would bear this increase then I would support it.
20	7/8/2019	Riders receive no additional benefit from this. We are not receiving faster transit times, higher train volume, or more passenger space. This is terrible.

24	7/10/2019	It's already very expensive to live in the Bay Area. The CalTrain, with its steep price of $6 to traverse a zone, is more affordable than other means of (somewhat quick) transportation. Increasing this price makes it that much harder to afford living here if you're not making a coder/techie's salary. Be mindful that the only people relying on this form of transportation aren't just rich people who can throw money down whenever there is a price hike.
30	7/13/2019	Completely unfair, especially to the people who have to Caltrain every morning to work in SF, takes $140 out of their paycheck each week. And now even more? Crisis!
31	7/13/2019	Get rid of the zones
33	7/13/2019	This is outrageous! Instead of increasing fares, Caltrain should focus on putting a cap on the ballooning and out-of-control union employee salaries and benefits! Please STOP ripping off riders to help pay for out-of-control union employee benefits! At some point, ridership will suffer because Caltrain is being TOO greedy!
34	7/13/2019	My small employer (300) dropped Go because of cost in 2018. Higher costs will cost companies. The costs should be used on passes issued to employers, rather than employee count.
37	7/15/2019	20% is a lot of increase. If you have more people using Caltrain, then there is more tickets purchased
38	7/15/2019	That's a lot of increase and company would eventually stop sponsoring the go pass program because it is too costly. It may eventually backfire.
41	7/15/2019	Increased fares will decrease ridership relative to driving. A 20 percent increase is very large, and will influence many individuals' in the decision of whether to drive or take public transit. I would suggest Caltrain do more to extract funding from the municipalities that would be affected by the increased traffic. This is particularly true with the advent of cheap rides with ride-sharing apps, which have been shown to increase traffic and discourage public transit ridership.
45	7/15/2019	To help participating members to bear the cost overhead of a 20% increase, it may be better to plan this as a 10% for the next two even-numbered years beginning 2020 followed by a 5% increase every even-numbered year thereafter.
48	7/16/2019	I will not use caltrain , it getting more expensive compare to Bart. San Jose to SF in Caltrain and warm spring to SF price have big difference. Also parking is expensive too. So good luck to keep customer away from ride
59	7/18/2019	Business will pass the cost on to their workers and customers. Isn't the cost of living already high enough?
66	7/19/2019	Using scoop or other carpooling app will be cheaper
67	7/19/2019	We already pay a huge amount for the go pass. It is almost a quarter of my paycheck. I will have to start borrowing money from others if I have to pay more for caltrain. I can neither arrange for my own transportation nor continue with public transportation without effecting my work! Since I already live paycheck to paycheck, I can't risk by job!
71	7/19/2019	Caltrain is already stupidly expensive for daily commuters and this starts to become an impossible way of getting around.
72	7/19/2019	Tie to inflation index.
73	7/19/2019	Caltrain is a premium, reliably service that has no dedicated funding. Do what it takes to keep it running!! I'd rather have a pricier but functional Caltrain than have Caltrain become a long distance muni (NO THANKS).

76	7/20/2019	No justification is provided, and this penalizes frequent riders of Caltrain who'se frequent use drives cost efficiencies and economies of scale. Cost increases should be passed on to those who use the system in a manner that increases costs, such as singe-ride users who buy tickets from machines.
81	7/23/2019	It's terrible. Your corporate go pass sponsors will drop put. Why don't you raise those fairs incrementally instead of 20% at once? You are pricing out your customer base. Don't be too greedy.
83	7/23/2019	Already stated. Way too expensive already. I pay over $3,800 a year to commute with Caltrain. I'd almost rather drive. I could pay off a decent car in a few years (minus gas and service.)
84	7/23/2019	I am highly disappointed by this plan. Currently 2 way fare from SFO to SJC is 30$, which is 720$ and with 20% increase, it will be 864$. This will be a biggest scam of the era. How can anyone afford train ride of 864$ monthly? it is more expensive than going on a vacation.
86	7/23/2019	Increasing the price of the Go Pass by up to 20% will decrease riders on caltrain. it will become cheaper to drive to anywhere. even Uber pool will become much cheaper
87	7/23/2019	If you're going to increase prices I'd suggest making sure the trains run on time first. 3-4 out of 5 days I take the train it's late, often by more than 10 minutes (mostly in the afternoon when I'm trying to get home through a commute that's an and a half long).
89	7/23/2019	This is less than the single-zone increase.
90	7/23/2019	I hope some of the money goes to keep the station platforms safe. At least two stations I know of are really isolating on the Northbound side with a lot of chain link fence and sometimes a man sitting in the tunnel. It doesn't seem that safe and it's in a wealthy area.
92	7/24/2019	20% is a large increase and may discourage companies from offering this benefit. Please ensure it doesn't affect ridership.
93	7/24/2019	this is a scam, a rip off
94	7/24/2019	Has Caltrain considered adding options to the GoPass program? Intuitive has a spend of $780K with the GoPass program in 2019 YTD. We expect our spend to exceed $1M by end of 2019 or in 2020 if continued. Although we have a good number of people enrolled in the program, less than 10% of our population actually takes Caltrain to commute to work. The majority of the users enrolled use it as a perk for the weekend/off-hours. Our main objective in enrolling the program is to assist with the stress of commuting into work and as an environmental friendly option to driving in. The 20% proposed hike will be a significant increase that will drive us to reconsider if this program is effective for our objectives. Has Caltrain considered adding tiers to the program?
98	7/24/2019	Do go pass sales generate a large percentage of revenue? If so, what is the plan to encourage more landlords and employers to purchase them for residents and employees?
100	7/24/2019	This is not right thing to do. Caltrain is already expensive. I will start riding my car to commute
107	7/24/2019	I already pay $231 a month for about 20 trips. You are pricing me and many, many other riders out of the system, placing many, many more individual cars back on the road.

108	7/24/2019	20% is too much. You need to relook at that. What will you do if employers opt to not get this and get their own transportation?
110	7/25/2019	Caltrain is now run by mafias and cons. Your actions and fare increase decision proves that
124	7/29/2019	5% increase every two years without a cap seems unsustainable.
127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
132	7/29/2019	The go pass riders' fees should be lowered to Encourage people to buy go pass
133	7/29/2019	I commute with Caltrain to prevent pollution and more CO2 in the atmosphere. Climate change is a major threat that I want to fight against every day. Increasing the rate so much is against climate change reduction and is stupid Please increase tax of gas instead of increasing rates of mass transportation
135	7/29/2019	I believe for larger companies this is more of perk for an employee, so I wouldn't see a problem of raising the fare for those businesses. But for smaller "mom and pop" companies and organizations such as a non-profit, it may not be fair to increase the Go Pass as much.
143	7/31/2019	There is huge difference between Go Pass and monthly pass, like 10 times. The change should shrink the gap between the two by increasing the Go Pass by 300 %to 500%, which is still half the cost of regular monthly pass.
144	7/31/2019	If this person drove a car getting 35MPG, and gas was @$4.60/gal for ~70miles round trip each day, they would only spend ~$2,300 on transit costs each year. That would be from Z1 to Z4, and currently gas is cheaper than $4.60. Given that difference, this is not a financially advantageous choice especially given the rising cost of housing, goods, and services in the bay area.
145	7/31/2019	YES - if you're going to raise prices, stick it to the companies BUT DO NOT CHARGE PUBLIC SCHOOL DISTRICTS. Teachers need GoPasses, charge the big tech companies more.
151	7/31/2019	(Expletive deleted)
152	8/1/2019	Caltrain is already too expensive. I am traveling from Sunnyvale to San Francisco everyday. Even at the current rate it is cheaper to drive a Tesla and pay my monthly parking than riding the train
159	8/1/2019	it seems as if companies who pay for this should be able to afford this

Eliminating Clipper Discount

No	Date	Comment
14	7/2/2019	The monthly pass prices were already hiked way up recently - January 2020 is way too soon. As a result of recent hikes, monthly pass purchases have fallen as a result. When you don't have a monthly pass, on a particular day (say it's raining, or you don't feel like timing the train right), it makes driving or other alternatives much more appealing since you haven't already paid for an entire month. I'm worried this could trigger a ridership spiral/fare hike for Caltrain. Users should be incentivized to get Clipper cards over paper tickets as well. The number of times I've seen people scrambling to wait in line and buy a ticket and then miss the train is too high.
15	7/7/2019	KEEP THE CLIPPER CARD DISCOUNT!!!!!

17	7/8/2019	I think there should still remain a discount for using Clipper. Otherwise, there is no incentive for many to purchase the clipper card, and it's harder to aggregate real ridership data.
18	7/8/2019	That math should be based only on weekdays since you don't charge monthly riders upgrade fares on weekends. If that means it goes up another $4-$5, it's ok. I'd rather it didn't since I only get $675 a month to live on.
19	7/8/2019	Caltrain is already so unaffordable to those that would benefit most from it. I support a tax instead of price increases as the service provides benefits to everyone and not just riders.
20	7/8/2019	Why would anyone ever purchase the monthly pass? If you do this, you need to add additional kiosks (think 50) per station so that passengers can purchase as they arrive. No other train system in the world would have this sort of pricing.
23	7/10/2019	I will probably go back to driving my car if the monthly 3 zone pass increases by 114%.
24	7/10/2019	Again, any form of discount is much appreciated considering how expensive it is to get around the Bay. Additionally, your trains are currently overcrowded and not always on time. Why should we have to pay more for a seemingly unreliable service?
25	7/10/2019	The purpose of the Clipper card was to entice commuters to switch to it in order to make a cohesive payment system for the entire Bay Area. Why would you remove the discount and provide people who do not currently have a card no reason to switch over to it, especially when systems such as BART are moving towards considering removing paper tickets and only taking Clipper??
27	7/11/2019	Monthly passes been going up for some time. Clipper should have nothing to do with the price since we are only using Clipper now no paper tickets
30	7/13/2019	Completely unfair, especially to the people who have to Caltrain every morning to work in SF, takes $140 out of their paycheck each week. And now even more? Crisis!
31	7/13/2019	Remove zones, pay by station
34	7/13/2019	I doubt this will increase or stabilize ridership. Most of the fare evaders I've seen confronted failed to buy a single pass (rather than misplaying their card with their monthly or go pass)
37	7/15/2019	We pay a lot of taxes already. Some of these funds should come from the taxes we pay. Yearly increase of 20% is a lot.
38	7/15/2019	Increase the monthly pass price to 30 times is a bad idea. There would be little to no incentive to buy monthly pass, since it almost provides no discount.
40	7/15/2019	There should be a discount for monthly pass compared to one-way fares.
41	7/15/2019	A major issue with Bay Area public transit is coordination. Removing this discount further removes an incentive to have an integrated payment method, and fewer riders will have Clipper cards.
44	7/15/2019	By July of 2020 you are trying to justify more than a 60% increase to the cost of monthly passes. That's a flat out joke. If you are not offering any incentive for buying monthly passes, why offer them. This increase to fairs is ludicrous. You shouldn't be taxing riders now for future plans that you will likely add another fare increase to complete. If fair increases are going to improvements in the system, why should we pay the cost now, and have to wait 10-20 years for results, if they ever get completed (By which time I'm sure you will find cause to add further increases) Fairs were just increased... Why don't you instead look at

		the rates the large companies are paying for providing their employees with "free" transit as a benefit. This fair increase only hurts all the people that aren't subsidized by large corporations. The large corporations are the ones that have contributed to the overcrowding and schedule accommodation's that you speak of addressing. They should pay a larger share.
45	7/15/2019	This is going to do more harm to public transportation use against benefit since most users take it due to the high parking costs and traffic. Such an increase will cause a negative flow of users and further loss to public transportation entities! Stop preventing people from using public transportation!
48	7/16/2019	Don't matter how much you increase I will not use caltrain
50	7/16/2019	This significantly increases the price of monthly passes and make commuting by train out of my price range. I am sure that I am not alone.
54	7/17/2019	As an aside, the phrasing of the changes to the monthly fares is incredibly misleading. You are essentially dispensing with the monthly fare, not a "Clipper discount". This is a terrible idea that places a disproportionate burden on regular commuters. First, all current monthly users will now be required to tag on and off for every trip. San Francisco 4th and King in particular will be a mess if you now require everyone in the rush hour to tag on and off every day. Traffic flow through that station is already challenging and stressful without the challenge of competing for a card reader. â€ Second, this change will be an enormous blow to regular commuters. A monthly pass for a commuter who travels every day goes up more than 30%. I travel to and from San Jose, calculating a daily commute for someone who takes 4 weeks vacation plus takes 12 federal/state holidays, and my pass goes from $3600 to $4788 per year - a $1288 annual increase. It is already challenging to balance commute and cost of living in the Bay Area, and this increase will break some of your regular commuters who may no longer be able to afford the commute. AT A MINIMUM, these increases MUST be phased in, not added in one-fell swoop on January 1.
55	7/17/2019	1. Removing discounts for regular users is telling regular users you don't care about them at all. 2. The statement is confusing. One interpretation I've heard is the monthly passes will be equivalent to 30 day round trip fares. I only use Caltrain for work commute M-F. In January 2020 there are 23 weekdays(including holidays) and 8 weekend days. Is this change now charging me for the weekend days I won't be using? 3. Regarding weekend days - there isn't any Caltrain service on weekends why would I be charged for a service that's not available to me?
57	7/17/2019	Removing the clipper card discount removes the incentive to use clipper card. I imagine clipper card is likely cheaper to support than paper tickets. I think that a decrease in the discount would be acceptable and better than removal as it still will still encourage clipper card usage while increasing revenue.
58	7/17/2019	Increasing price on monthly pass will discourage people to use public transit. It will encourage them to drive and make the traffic worse in general.
59	7/18/2019	Keep the cost under 20.00 please
60	7/18/2019	Outrageous! The pricing has always been a joke for a public transport system that is one of the worst I've ever seen. Delays and breakdowns of trains are all almost daily occurrences. After these increases I will stop using Caltrain.

61	7/18/2019	I don't understand why you are raising prices. This will discourage ridership. We need to get people out of their cars ASAP. Please find other sources of revenue. Caltrain is public transport, not private transport, and needs to keep prices low to serve the general public. thanks.
64	7/19/2019	I believe that this proposal is extremely unfair. The majority of Monthly Pass Purchasers do not use the Caltrain for thirty days. They commute for work and simply use the Caltrain for roughly 20 days of the year. There is no incentive to purchase the Monthly Pass if it's going to be more expensive than the one-way passes and may actually cause riders to fail to pay, for many of their rides. I think keeping the Clipper discounts will mean that Caltrain profits will go up. The fact that conductors do not check for tickets every single time means that some Caltrain riders who used to buy Monthly Passes may now only buy a one-way pass occasionally or while taking trains at certain specific times.
65	7/19/2019	If you, disincentivize getting monthly passes you will actually get less money from people who ride frequently, but on an irregular schedule like me.
66	7/19/2019	Why you want to discourage people using monthly pass?
70	7/19/2019	Caltrain commute is preferred over driving due to affordable tickets. If Caltrain monthly pass prices become more expensive than gas, there is no reason to use Caltrain.
71	7/19/2019	Caltrain is already stupidly expensive for daily commuters and this starts to become an impossible way of getting around.
72	7/19/2019	Tie to inflation index.
73	7/19/2019	Better to keep an incentive for using a Clipper card. It's better for the environment and sometimes Caltrain tickets are not checked. Because everyone knows this, they'd just buy Caltrain tickets as hoc rather than getting monthly passes on their clipper cards, resulting in less revenue for Caltrain overall. The loss generated by discounting monthly passes would be less than that of eliminating the incentive to get monthly passes.
74	7/20/2019	I like what someone else said - base fare increases make no sense. Percentage wise, they impact single zone users the most. And coupled with the elimination of the Clipper discount, a single zone ticket will be $4.25, up from $3.20, a 33% increase! Raise revenue with an express train supplemental fare instead
76	7/20/2019	No justification is provided. This also penalizes frequent riders of Caltrain who'se frequent use drives cost efficiencies and economies of scale. Cost increases should be passed on to those who use the system in a manner that increases costs, such as singe-ride users who buy tickets from machines. Specific increase to Monthly pass not provided, which appears to be an intentional approach to not be transparent to customers.
77	7/20/2019	This change coupled with the base fare change will drastically increase the single zone fare (see next comment).
79	7/22/2019	Won't this lose the novelty of having a Clipper Card? How will removing discount help Caltrain as a public transportation as a whole? Won't it drive current and potential commuters away? Especially those who have Clipper Cards since they were young or who recently paid $3.00 for a card?
81	7/23/2019	You are failing to see the point. Clipper card users are frequent travellers, a small discount encourages them to continue.
83	7/23/2019	Again, already too expensive.

84	7/23/2019	This is invitation for riders to use their own car. Stupid decision by caltrain management to earn more money as their salary and bonus. Shame on them.
85	7/23/2019	I WILL STOP RIDING CALTRAIN
86	7/23/2019	Increasing the price of the Go Pass by up to 20% will decrease riders on caltrain. it will become cheaper to drive to anywhere. even Uber pool will become much cheaper
87	7/23/2019	Once again. Provide reliable quality service first and then increase prices. It's ridiculous how expensive and utterly unreliable Caltrain is. As I type this the train has been over 25 minutes late. I never know at what time I'll be home. Stop increasing prices without doing a thing to fix your problems.
92	7/24/2019	Don't do this without bringing back a multi-ride pass for frequent customers. The monthly pass only makes sense if you commute almost every day. This removes the incentive for people to not buy a paper ticket.
93	7/24/2019	You must be crazy to remove monthly pass, this is a scam, a rip off
97	7/24/2019	I understand your desire to eliminate the discount, but I think some type of incentive is needed to encourage the use of the Clipper card. If you need to reduce, maybe reduce it by half? It is incredibly convenient for me to use my Clipper card for ALL agencies (bus, BART, Caltrain, VTA) so an incentive to get more people to do this is good.
98	7/24/2019	Please keep Clipper discounts.
99	7/24/2019	Ha. With these changes, what's the incentive to use clipper or get a monthly pass?
100	7/24/2019	Most dishonest thing to do is to take away that monthly pass, which is the main reason why riders in peninsula use caltrain. I will start using bart to SF from Milbrae. Caltrain management can go to hell.
106	7/24/2019	Removing monthly pass discounts would have a significant financial impact on your primary ridership. Those who use your services on a daily basis should receive some benefit. They are already ten times more than the Go Pass, if supported by your employer. I have no concerns with raising ticket prices for day passes. Please continue to make your services affordable for those who need them to get to work each day. Thank you.
108	7/24/2019	You will lose riders especially the ADA who are on limited income
110	7/25/2019	Caltrain is now run by mafias and cons. Your actions and fare increase decision proves that. Removing monthly passes and such enormous fare increase is mockery of rule of law. You are destroying caltrain.
114	7/25/2019	Strongly disagree with the removal of the Clipper discount on Monthly passes. Every transit system includes a discount for monthly commuters. Caltrain has so many negatives already (infrequent trains, frequent long delays, the fact that prices already recently were raised), why take away the single perk you have?
115	7/25/2019	A lot of people use caltrain for commute every day and are loyal customers that let caltrain determine and predict caltrain. The price increase will encourage people to choose other means like driving.
122	7/26/2019	Removing Clipper discounts and monthly passes is an unjust way of inflating prices. Many riders depend on this discount just to be able to commute to work. With this discount removed, many struggling riders will not be able to afford the commute. Further, this removal will make Clipper less of a necessity and increase more paper tickets being purchased as there would not be an incentivization. If anything, we should have an even greater discount.

125	7/29/2019	Removing monthly fares is going to be a HUGE burden on the whole system, think about the incentive you're removing for people who commute daily. Essential it's a 25% hike in the cost of ridership. Plus daily tagging on and off?! you've got to be kidding me - there aren't enough clipper things for that volume
127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
128	7/29/2019	a monthly eligible clipper discount pass will increase the monthly cost by 100% if you remove the discount. nice play Shakespeare.
129	7/29/2019	Is a monthly pass now going to be double the normal charge?
133	7/29/2019	Same reasons that before. We need to limit the rate of mass transportation to prevent from climate change and pollution for those who drive their car every day
135	7/29/2019	I believe initially the discount was provided to get riders to use a Clipper card rather than a paper ticket as I assume there is some cost for providing a paper ticket. But at this point similar to FastTrak with most people using Clipper and with the mobile app, it may make sense to phase out paper tickets and remove the discount.
136	7/30/2019	Without enough incentive, people will probably not buy the Clipper card over using just cash.
143	7/31/2019	Increase the Go Pass by 300% to 500%, we should be able to increase the clipper discount, rather than removing it.
144	7/31/2019	I currently travel from Z1 to Z4 each day. That is $19.90/day and would increase to $21/day. Given ~250 working days a year, that is a transit cost of $5,250. To give a background of me, I have a 2000 Nissan Frontier getting 17MPG at best on the highway and traveling 81 miles round trip each day. That is 4.76 gallons of gas each day or 1192 gallons each year. That works out to be that if gas is >$4.40/gal it would be more beneficial for me to take CalTrain/mass transit. However, if I can find gas < $4.40/gal it works out cheaper for me to simply drive. Sure I love saving the environment, and biking provides significant exercise of 80-100 minutes each day and keeps me in shape, but the train schedule isn't always in my favor to want to use CalTrain. Especially given that if the cost of CalTrain continues to go up, it makes me want to look for cheaper options to get to work on time, that option tends to be to drive. If I were to upgrade my vehicle with better fuel efficiency (which I have certainly considered doing given the continued rate increases that CalTrain seems to levy each year), the scales would tip further towards encouraging me to drive. Overall, the increase in fare certainly doesn't incentive me to remove my car from the road when it's a much more expensive option and doesn't drop me off directly at my origin/destination. If anything, these fare increases have made me consider driving more often than I currently do (which is driving about 1x every 2 weeks). I would seriously consider just getting a more fuel efficient car which would potentially save me $3,800-4,000 yearly on transportation costs. and significantly adds up given the high cost of living and expensive mortgages in the bay area.
145	7/31/2019	Using Clipper for CalTrain is crucial to the lives of so many low-income workers. Rich people drive their cars. Please do not raise the price.
146	7/31/2019	Monthly passes help commuters to go to work. Please don't remove this.
148	7/31/2019	Add clipper machines to all caltrain stations. Remove paper ticket machines.

149	7/31/2019	Caltrain is already losing riders because the fares have increase too much in the past year or so. Because of the ridership drop almost everywhere many agencies are reluctant to raise fares. SamTrans is evening planning to roll back bus fares. When VTA opens the BART extension, it will in some ways compete riders with Caltrain and the fares approved are lower than the current Caltrain fares now. Caltrain for years was able to raise fares without losing riders, and that probably is what led staff to believe that they can continue to raise fares without losing riders. But the evidence is there that high fares deter ridership and will exasperate with competition. Buses have to compete with TNCs, but Caltrain will face competition with the widened 101 currently under construction, and BART. 16 years ago, Caltrain Gilroy ridership tanked because Caltrain raised fares significantly (with support from VTA) and at the same time 101 doubled the width between San Jose and Gilroy. The Clipper discount should remain because the 8 ride ticket had been removed. Riders should have more choices other than paying full fare versus committing to a full calendar month pass. People who is a regular transit user deserve a discount by using Clipper. They should not pay the same price as occasional riders that only use Caltrain to go to baseball games. While some of the low income Caltrain riders mainly rely on purchasing one way fares with cash, it is important to note that Caltrain ticket machines cannot replenish existing or sell new Clipper cards. The income disparity for Clipper users should reduce as accessibility to Clipper improves.
151	7/31/2019	[Expletive deleted]
152	8/1/2019	traveling from Sunnyvale to San Francisco every day. Even at the current rate it is cheaper to drive a Tesla and pay my monthly parking than riding the train.
153	8/1/2019	Why are you removing the discount on the monthly passes and making it more expensive for people who use Caltrain to commute to work 5-6 days a week? It makes sense to have the discount because you're paying up front for the ticket instead of buying each time. If you do not have the discount, your monthly passes won't be a better looking option since people won't get the discount. People are less likely to buy them and then you're paying per ride.
155	8/1/2019	I can support a .25 discount but complete removal of the discount is not economically feasible for me and would force me to move from the region
156	8/1/2019	Clipper makes it easy to pay for my Caltrain fare
157	8/1/2019	Clipper provides seamless interagency transfer and should be encouraged
159	8/1/2019	there should be incentive to use reusable media over paper tickets

Fare Increase

No	Date	Comment
14	7/2/2019	Having regular, predictable fare increases is more fair than random announcements.
15	7/7/2019	Why need to increase the price when Caltrain has already been funded?
17	7/8/2019	Caltrain prices are high enough and until service is expanded with electrification fully, should not go higher as they do not yet reflect higher value.
18	7/8/2019	If Caltrain monthly 2 zone disabled passes go up past $100, then it would drive away ridership. It's already had a negative impact on monthly pass sales based on prior rider surveys!

19	7/8/2019	Caltrain is already so unaffordable to those that would benefit most from it. I support a tax instead of price increases as the service provides benefits to everyone and not just riders.
21	7/8/2019	It's not exactly clear if the fare increase every two years will be ongoing indefinitely.
22	7/9/2019	Caltrain is already expensive for a transit system. These fare changes will likely make riding Caltrain even more expensive then traveling by car for the same distance.
23	7/10/2019	agree, except on the monthly pass discount demise.
24	7/10/2019	This price hike is pricing our riders. This seemingly small increase really hits the pocketbook â€" with a $1/day increase, that's $30 more per month and $360 more/year. Don't go the NY subway route, please.
30	7/13/2019	Completely unfair, especially to the people who have to Caltrain every morning to work in SF, takes $140 out of their paycheck each week. And now even more? Crisis!
31	7/13/2019	Get rid of zones
32	7/13/2019	Charging fare by zone is very unfair!!!! You pay for 2 zones for one stop if you live at the end of a zone. Fare should be charged by the distance traveled. If it is to complicated to change it for the ticket machines, it should be at least changed for clipper card. The way BART calculates its fare is fair and it encourages ridership. I do agree with incremental fare increase.
34	7/13/2019	Fare prices are already high, and ridership has been decreasing. I see lots of people of low incomes riding Caltrain with me. I fear they will move to VTA/SamTrans with increased times.
35	7/14/2019	Fare increases should be stopped. Fares are high enough. We riders take Caltrain because of necessity. You are driving your riders into driving their cars into their desired destination. I propose changing the Board Of Directors to more influential people who can bring the funding issue to the State. Caltrain has problem of equipment breaking down and trespassers.
36	7/15/2019	It should depend on economy status. Sometimes $0.50 is low and in the other conditions it's too much.
37	7/15/2019	$15 increase for a monthly pass is a lot.
38	7/15/2019	I believe most of the riders are using clipper cards today. If the discount for clipper card is removed, why increase the base fare as well?
40	7/15/2019	We have not seen any significant improvements in the quality of service. only increasing fare doesn't ensure confidence in Caltrain
41	7/15/2019	Once again, this will increase the cost of public transit relative to driving. Many will be more likely to drive or take ride-sharing apps. It is understandable that Caltrain needs funding, but residents, drivers, and riders will all be better off if more traffic is off the road. As such, Caltrain should do more to extract funding from the municipalities it runs through,
44	7/15/2019	Small, incremental increases to the fair structure are understandable.
45	7/15/2019	This is a repetitive question from one before. Public transportation should be more inviting, not repulsive.
50	7/16/2019	See comment above. You will lose me in Jan. 2020.
51	7/16/2019	The Caltrain is often unreliable and results in delays on 90 minutes or more. Riders should not be charged hundreds of dollars with percentage based increases

		ESPECIALLY when they are so often delayed. Either don't increases prices or refund users when delays occur
56	7/17/2019	There have been some significant fate increases over the last year or so, another $15/ month every year for a monthly pass is too much. It's cheaper to drive
58	7/17/2019	This could apply on the single ride fare, but not the monthly pass
59	7/18/2019	Please stop... It's already so expensive
60	7/18/2019	Get rid of the stupid zone system. Pay for the actual distance. Pathetic!
61	7/18/2019	I don't understand why you are raising prices. This will discourage ridership. We need to get people out of their cars ASAP. Please find other sources of revenue. Caltrain is public transport, not private transport, and needs to keep prices low to serve the general public. thanks.
63	7/18/2019	How much of this goes towards employee and admin wages/bonuses? This is more than a 20% fare increase. Closer to 33%.
65	7/19/2019	To increase revenue, instead increase enforcement of fare checking. Not all trains have conductors who scan passes/clipper cards/etc. I've heard people talking openly about how it's less expensive to pay the $70 fare evasion charge every time instead of paying fare, because the conductors inspect fares so rarely on certain trains. I see more than a few people evading conductors when they hear tickets being scanned, by moving to another car. Also, there is the issue of people buying online tickets at the last second, which you are already aware of. Definitively fix fare evasion and you can expect at least a 10% increase in revenue, quite possibly more.
66	7/19/2019	Does our salary increase in that proportion? Nooo
70	7/19/2019	Without enough data to prove the thought behind incremental fares, I cannot support this.
71	7/19/2019	Caltrain is already stupidly expensive for daily commuters and this starts to become an impossible way of getting around.
72	7/19/2019	Tie to inflation index
73	7/19/2019	People are less responsive to small fare increases like this, and higher fare charges are the key to keeping Caltrain a reliable service.
74	7/20/2019	Base fare increases make no sense. Percentage wise, they impact single zone users the most. And coupled with the elimination of the Clipper discount, a single zone ticket will be $4.25, up from $3.20, a 33% increase! Raise revenue with an express train supplemental fare instead
76	7/20/2019	This is arbitrary and will not require Caltrain to align price increase with actual cost increase. This is simply an opportunistic means to raise prices without Caltrain doing the work to justify it. It is disrespectful to customers. Moreover, price increases will not be used to improve services. Rather, they will be used to benefit special interest groups that the Caltrain B of D has consistently shown bias to favor, instead of benefitting the much broader majority of riders.
77	7/20/2019	Base fare increases make no sense. Percentage wise, they impact single zone users the most. And coupled with the elimination of the Clipper discount, a single zone ticket will be $4.25, up from $3.20, a 33% increase! Raise revenue with an express train supplemental fare instead.
79	7/22/2019	Isn't this the usual of everything going up just because minimum wage is going up? Then what is the point of raising the minimum wage to begin with?
80	7/22/2019	You can raise the price if u do something extra. Trains are old and packed. We need more trains before the new electrication

81	7/23/2019	I won't ride any more, it is becoming too expensive. I'll just drive
82	7/23/2019	Caltrain is already one of the most expensive trains in the country, this will continue to increase that gap
83	7/23/2019	Too expensive.
84	7/23/2019	people will simply stop using your bloody expensive train ride. It will be cheaper to ride Uber or their own car.
85	7/23/2019	WHAT A RIP OFF
86	7/23/2019	. Implementing incremental fare increases every two years; Seriously????? Are you fucking stupid??? Increasing the price of the Go Pass by up to 20% will decrease riders on caltrain. it will become cheaper to drive to anywhere. even Uber pool will become much cheaper
87	7/23/2019	See my previous comments. I'll be disagreeing with any price increase you suggest :)
88	7/23/2019	Unless I am getting increased services, more trains, wifi etc.. then the price if fare should not increase!
89	7/23/2019	Base fare increases make no sense. Percentage wise, they impact single zone users the most. And coupled with the elimination of the Clipper discount, a single zone ticket will be $4.25, up from $3.20, a 33% increase! This crazy. This is more than the GO fare increase, which are already deeply discounted. Every increase should be zone based, and never base-fare. If you need additional revenue, raise it with an express train supplemental fare instead (fewer stops means fewer users getting express use of the system, excluding local users who still have the train going through their neighborhoods.)
92	7/24/2019	Should be tied to inflation and specific service increases.
93	7/24/2019	This will amount to con job. 5% every 2 years??? for the crappy service???
95	7/24/2019	I am all for making Caltrain revenue neutral but it would be helpful if fares are going to increase that there is also a small increase in service to compensate your loyal riders. Bullet service and service south of Diridon (which is lacking - those trains are packed) is lacking. In addition, I understand your fiscal year timing but mid year fare hikes are challenging. Most people who have transportation FSAs set their amounts at the beginning or end of the year and could be significantly short in their accounts if fares are regularly changed half way through the year.
98	7/24/2019	As a regular rider, I do not want fares to increase, nut see no other option to keep Caltrain in working order.
100	7/24/2019	Most dishonest thing to do is to take away that monthly pass, which is the main reason why riders in peninsula use caltrain. I will start using bart to SF from Milbrae. Caltrain management can go to hell.
108	7/24/2019	You are jacking all the prices so much its ridiculous. You will have increase in riders with the Warriors coming to SF and the additional venues at that location.
110	7/25/2019	Caltrain is now run by mafias and cons. Your actions and fare increase decision proves that. Removing monthly passes and such enormous fare increase is mockery of rule of law. You are destroying caltrain.
114	7/25/2019	Prices were just raised. Please give commuters a break.
122	7/26/2019	CalTrain Board of Directors should find other ways to secure funding instead of passing on their operating costs to the customers that keep them in business. this whole proposal is greedy and disgusting.

127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
133	7/29/2019	Same reasons that before. We need to limit the rate of mass transportation to prevent from climate change and pollution for those who drive their car every day
135	7/29/2019	I am not happy to see the price of a monthly pass almost double in 10 years, but if you think about inflation has caused most items to double in price similarly. So it seems fair for Caltrain to increase the price of a ticket over time.
136	7/30/2019	These fare increases disregard the poorer people who rent in majority wealthy areas, eliminating public transportation as a viable means of transportation. Although cents on the dollar may not seem like much, it adds up.
143	7/31/2019	Increase the Go Pass by 300% to 500%, we should be able to lower the fare, e.g., by $1 or $2.
144	7/31/2019	Please see above..... I currently travel from Z1 to Z4 each day. That is $19.90/day and would increase to $21/day. Given ~250 working days a year, that is a transit cost of $5,250. To give a background of me, I have a 2000 Nissan Frontier getting 17MPG at best on the highway and traveling 81 miles round trip each day. That is 4.76 gallons of gas each day or 1192 gallons each year. That works out to be that if gas is >$4.40/gal it would be more beneficial for me to take CalTrain/mass transit. However, if I can find gas < $4.40/gal it works out cheaper for me to simply drive. Sure I love saving the environment, and biking provides significant exercise of 80-100 minutes each day and keeps me in shape, but the train schedule isn't always in my favor to want to use CalTrain. Especially given that if the cost of CalTrain continues to go up, it makes me want to look for cheaper options to get to work on time, that option tends to be to drive. If I were to upgrade my vehicle with better fuel efficiency (which I have certainly considered doing given the continued rate increases that CalTrain seems to levy each year), the scales would tip further towards encouraging me to drive. Overall, the increase in fare certainly doesn't incentive me to remove my car from the road when it's a much more expensive option and doesn't drop me off directly at my origin/destination. If anything, these fare increases have made me consider driving more often than I currently do (which is driving about 1x every 2 weeks). I would seriously consider just getting a more fuel efficient car which would potentially save me $3,800-4,000 yearly on transportation costs. and significantly adds up given the high cost of living and expensive mortgages in the bay area.
145	7/31/2019	Again, using Clipper for CalTrain is crucial to the lives of so many low-income workers. Rich people drive their cars. Please do not raise the price.
149	7/31/2019	When Caltrain began a fare study and developing a fare policy, we expect a more equable policy that would address the flaws with the existing fares, in particular with the fare zones. Unfortunately the outcome is more of the same: Higher fares, fewer discounts, same flawed zones that discourage ridership.
151	7/31/2019	Assholes...
155	8/1/2019	An alternative may be to raise the fare in 2020 to $0.75 no more than $.85 to buy time for the caltrain sales tax to be placed in the ballot and pass and other revenue sources to be acquired , in this way you may lose some riders you may retain ridership by selling the hope and certainty of relief in the form of the sales tax and other alternatives

159	8/1/2019	Regrettably I agree that the fare increase is needed, if that's what has to happen then so be it.

Other Changes

No	Date	Comment
18	7/8/2019	I think Caltrain should still have the MLK day train, and the Gilroy Garlic Festival train. Other than that, I'm ok with the deletion of charter services!
24	7/10/2019	So you're increasing fares, continuing lackluster service, and now removing some perks that make using the train convenient? What a great business model.
31	7/13/2019	Get rid of zones
34	7/13/2019	Keep them all together. Splitting up policies causes confusion.
37	7/15/2019	These are great services for events - the charter services. Also, bike cars are needed.
48	7/16/2019	Remove parking, how people come station? Alternate transport adding more time for commute.
50	7/16/2019	I do not understand what the implications of this change will be. It is opaquely written.
59	7/18/2019	Just keep it the same
61	7/18/2019	I need more information on these changes
73	7/19/2019	I don't fully understand this policy change. I feel that parking and bike storage should still be charged, but I'm ok with this being handled by a separate organization/entity.
76	7/20/2019	This is written in vague language to make the change unintelligible and not understandable. It is not transparent.
84	7/23/2019	is caltrain now run by Donald J trump??? What a shameful load of crap
85	7/23/2019	CAPITALISM AT ITS WORST
86	7/23/2019	Instead of making Caltrain a better place, you idiots are at it to shut it down.
97	7/24/2019	I do wish that Caltrain would take into consideration how much parking is in addition to being the highest cost for commuting (compared to BART, VTA, and bus). The small costs really add up to the cost of an additional day of riding for me.
100	7/24/2019	Make Caltrain bicycle friendly
108	7/24/2019	you said you have no other income base but you are not going to include this into fare etc.? Is it true Caltrain bought all new trucks for the upper management? If that is true you are using our fares/money incorrectly
127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
133	7/29/2019	Same reasons that before. We need to limit the rate of mass transportation to prevent from climate change and pollution for those who drive their car every day
135	7/29/2019	It makes sense for Caltrain to be able to raise fares of their amenities in line with the raise in ticket fares.
144	7/31/2019	Bikes are key to keep CalTrain ridership up. Many bikers get on/off at 22nd and SF stops. If you don't provide access to them, they will chose alternate modes of transportation and thus lose a large ridership base which is known to transit from

		Z1 to Z3 on a regular basis and thus a loss of revenue. This would increase the cost for other rides and help actually push more people to other transit modes. You have to make this financially a viable option and at such high costs that is not feasible.
159	8/1/2019	make sure none of these are really "tariffs" as such

Other comments

No	Date	Comment
14	7/2/2019	Caltrain should seriously consider changing its zone fares. If you live or work just across a zone border, your monthly fare goes *way* up which is wildly unfair. A distance-based fare like BART might make more sense, and could pave the way for Caltrain-BART fare integration.
18	7/8/2019	I love Caltrain, but, I don't think you should move the Hillsdale station since many Samtrans routes serve Hillsdale Blvd. Unless SamTrans moves the ending point to the new Caltrain station, this is a terrible idea! Also, it's very annoying when 5 car trains have the car next to the engine closed. You need to have some kind of sign for riders so they don't get confused!
19	7/8/2019	I strongly support Caltrain's pursuit of a permanent source of funding such as a tax.
23	7/10/2019	22 year rider... hate to have to stop riding on 1/1 2020.
26	7/10/2019	Please make the service more frequent and install directional train horns to limit noise.
27	7/11/2019	The statement of clipper discounts being eliminated form the monthly pass is too vague. Should just tell us its going up again .
31	7/13/2019	Get rid of the zones. Just charge by station
32	7/13/2019	Get rid of zoning and charge fare by distance. Zoning is arbitrary and unfair.
33	7/13/2019	The proposed fare increase is simply outrageous! Instead of increasing fares, why doesn't Caltrain fix the real problem of its ballooning and out-of-control union employee salaries and benefits by putting a cap? Please STOP ripping off riders to help pay for out-of-control union employee benefits! At some point, ridership will suffer because Caltrain is being TOO greedy!
35	7/14/2019	Keep Tamien Station safe. There are homeless people who are camping fairly close to the station. They are try to open car doors and at times breaking windows. Also, parking at this station has drastically increased with people parking on dirt moon-surfaced lot. Please improve the Tamien Station unsaved lot before it starts raining.
37	7/15/2019	Caltrain is very important for the community. We already pay a lot of taxes. Some of these funds should be used for transportation.
38	7/15/2019	The last fare change was just a year ago (for monthly pass). Why another dramatic fare change again?
48	7/16/2019	Think how you all can help us to get 1 to another space quicker.
50	7/16/2019	I am extremely upset by the upcoming closure of the Hillsdale train station. Why can't Caltrain keep it in operation while the new station is built? Taking a bus or driving aren't options.
51	7/16/2019	Caltrain is already so expensive! Please don't raise the prices any more. Please be considerate about delays and refund users or provide credit when these delays happen
52	7/17/2019	Increasing rate while we ride the same trains built in 80s with constant schedule interruptions is an interesting proposal.

55	7/17/2019	Zone 6 matters! Stop treating Zone 6 as a disagreeable after thought!
58	7/17/2019	Providing a reasonable monthly pass fare could encourage people to use public transportation. For the frequent rider, it should continue to encourage them to use caltrain rather than increase the fares
59	7/18/2019	If you implement these increases it will soon be cheaper to drive
60	7/18/2019	Fix and improve the system. Nothing has happened over the last 5 years. Outdated, dirty, unreliable. You have work to do, get going!
61	7/18/2019	Please keep Caltrain low cost to encourage people to ride Caltrain.
65	7/19/2019	You can also cut costs by removing barely-used stops from limited and bullet trains. California Avenue on the bullet trains is a big one that comes to mind. You collect statistics on this kind of thing. You know which stops are a waste of our time and your money.
66	7/19/2019	Already due to the electrification work it has become very inconvenient to use caltrain..reduced parking lots reduced number of trains.. Caltrain has such a less connectivity, so many less trains! They may look too many on the paper but if you look closely considering your get on and off locations there aren't many options even during busy hours...thus trains are so crowded in the morning you hardly get to sit!! it's already annoying…please increase number of trains first and then propose fare change!
72	7/19/2019	Raising prices discourages the use of public transit. It should instead be encouraged both to relieve traffic and help the environment. I'd rather have higher taxes than higher train fares. Taking the train should be competitive with driving. Also, consider removing zone pricing and charge for the distance traveled. It's weird that Menlo Park to Redwood City costs more than Menlo Park to Sunnyvale. I believe BART works this way.
73	7/19/2019	Alcoholic containers permitted on the train results in extraneous noise. Either eliminate alcohol or enforce strict noise constraints (1 warning, then ejection from the train after that)
76	7/20/2019	If fare increases are instituted they must be equitably matched with improvements in the rider experience. Specifically, if Caltrain is to increase fares, then "Quiet Cars" must be offered where cell phone conversations, personal conversations, audible music and videos, squawking headphones, and similar types of nuisances are prohibited. This low-cost, common sense improvement will enable riders to work on the train productively and plan their time on the train accordingly. This will also ensure the extra time riders spend on the overall train commute compared to driving is offset with better rider productivity. Quiet cars also reduce riders' exposure to thoughtlessness which believes it's always acceptable to disrupt an otherwise quiet environment of riders and call someone to talk about anything. This disturbs others' peace, and productivity. Caltrain has responded dismissively towards requests for Quiet Cars in the past, citing various reasons that make little sense, and indicates outright resistance to this clear, need. Instead, Caltrain has aligned with special interests such as the bikers coalition and alcohol users, investing much attention, time and money to satisfy them while neglecting its much broader constituency. If Caltrain can invest significant time and resources to satisfy a minority of special interests, it can also invest a much lesser degree of resources to make a simple low-cost change designating one car as a Quiet Car for a larger constituency with a desire to use their time on the train constructively and productively. In the past Caltrain has communicated unconvincing reasons why

		Quiet Cars aren't possible. Somehow reasons frequently come back to the need to satisfy bike riders, as if bike riders are the only constituency of importance, and that all other riders are naturally unimportant. The two issues, bike riders and Quiet Cars, are mutually exclusive, and both needs can be met. Caltrain's responsibility is to provide proportionate levels of service to all riders, not favor a small contingent of vocal riders at the expense of everyone else. Caltrain has also indicated Quiet Cars aren't possible because "trains are already too crowded". This makes no sense and is a weak excuse. There is no need to add additional cars to provide Quiet Cars. Simply designate one existing car as the Quiet Car. If there were a need to add cars, it's because many existing riders will flock to the Quiet Car. Please see links below highlighting use of quiet cars in other cities: 1) Amtrak: http://www.amtrak.com/onboard-the-train-quiet-car 2) New Jersey Transit: http://www.njtransit.com/sa/sa_servlet.srv?hdnPageAction=CustomerNoticeTo&NoticeId=2247 (note comments that this is a "popular service") 3) New York Metropolitan Transportation Authority: http://web.mta.info/mnr/html/quiet_cars.html 4) Virginia Railway Express: https://www.vre.org/service/policies/#pol-quiet 5) Amtrak: http://fortune.com/2014/09/17/amtrak-quiet-car/
80	7/22/2019	Provide something more to justify fee increase. I don't mind paying more for more but paying more for nothing isn't right
81	7/23/2019	You need to do better. The train is already slow and expensive. Raising the fare so you can maintain an aging fleet may not be very smart.
83	7/23/2019	Way too expensive. Subsidize with tax money rather than fare.
84	7/23/2019	This fare increase is suicidal move for caltrain. This is invite for low ridership and pushing backwards instead of encouraging more riders and encouraging to use public transportation. You guys should be ashamed of yourself for years to come. You make caltrain a worst place
85	7/23/2019	GREEDY PEOPLE ARE AFTER HIGH FARES TO MAKE MONEY FOR THEIR BONUSES
86	7/23/2019	Overwhelming public outcry on this should give you a message, STOP this fare increase and monthly pass removal. This will put survival of Caltrain in question.
87	7/23/2019	As I mentioned already, trains never run on time. Also, please work with BART to provide better transfer options, it's always a race and a guessing/waiting game for people transferring at millbrae. The two systems don't always work well together in terms of schedule.
88	7/23/2019	The Caltrain should provide refunds when the Caltrain breaks down and/or has hour plus delays.
90	7/23/2019	I hope some of the money goes to keep the station platforms safe. At least twio stations I know of are really isolating on the Northbound side with a lot of chain link fence and sometimes a person sitting in the tunnel. It doesn't seem that safe and it's in a wealthy area.
93	7/24/2019	this is a scam, a rip off, you take away monthly fare pass and increase fare first by 20% then by 5% again every 2 years, this isnt right. cancel this unpopular and unnecessary decision.
94	7/24/2019	could we also look at more train stops at locations where clients have GoPass programs? Sunnyvale is pushing their LSAP plan to build a number of homes and expand businesses. The traffic in this area is already bad and we would like to promote the use of Caltrain if there were additional stops.

97	7/24/2019	Will you PLEASE PLEASE PLEASE look at an overhaul of putting money on Clipper cards!!! Two issues: 1. If you try to load them up using the website, it can take DAYS for the money to show up on your card! Ridiculous! Stupid! Please fix this! 2. At the Diridon and Palo Alto stations, the machines are using some ridiculously slow dial-up to call up the server to add money to the Clipper card! So slow, and half the time, it doesn't work! The one at Tamien is great! How about some updates to these lines to fix this issue! We live in Silicon Valley!
98	7/24/2019	I love riding Caltrain!
99	7/24/2019	I can't believe there's still only one entrance/exit to the caltrain at 22nd st. It's absurd every day
100	7/24/2019	Most dishonest thing to do is to take away that monthly pass, which is the main reason why riders in peninsula use caltrain. I will start using bart to SF from Milbrae. Caltrain management can go to hell.
101	7/24/2019	do not screw up with fares and monthly pass please. we cannot afford caltrain without monthly pass.
107	7/24/2019	DO NOT eliminate the Senior discount for Clipper Cards. That would instantly cause me to quit Caltrain and return to commuting 75 miles a day by car.
108	7/24/2019	I would like to know how this will affect ADA and student riders? Maybe Caltrain doesn't care about these riders Maybe it's all about the dollar. How do you justify getting ride of the monthly passes? Is this why ties were cut with Walgreens and the clipper card?
110	7/25/2019	Caltrain is now run by mafias and cons. Your actions and fare increase decision proves that. Removing monthly passes and such enormous fare increase is mockery of rule of law. You are destroying caltrain.
112	7/25/2019	this isn't right. shame on you people at Caltrain for taking away monthly pass and such exorbitant amount of increases.
115	7/25/2019	Caltrain is providing good service for the price. But bart is cheaper and almost as good.
127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
131	7/29/2019	I am a teacher and never use Caltrain as it is already too expensive! It costs almost 4 dollars just to go three stops!! that's ridiculous...
134	7/29/2019	Why do bicycles get free ride? You raise fares for people and bikes continue to ride free!?
135	7/29/2019	Has Caltrain looked into giving discounted fares to riders who take off peak trains or possibly local trains to help those who cannot afford the regular fare? I don't know how feasible these options are, but has Caltrain looked at other revenues such as charging extra for taking a bullet train, reserving seats in a car, bike only cars where bike riders pay to be in the bike car and non-bike riders cannot use the car, reserved parking at stations, no longer splitting monthly pass revenue with SamTrans and VTA by no longer offering free transfers, charging shuttle buses a fee to use station lots if they aren't already.

139	7/30/2019	I am no longer taking a monthly pass since the connection San Jose -- Milbrea is after 9 AM is an hourly slow service it makes no sense to use the train and add an hour extra to the commute. It is a missed opportunity for Caltrain to help clean air and being more sustainable. Against my will, I am contributing to air pollution by driving to Millbrae. (Further on BART to SF) If Caltrain would run more Baby Bullets) during the day, preferably every half hour or 45 Min. More people like me would take Caltrain and not their car. The carbon reduction from the cars will be greater than the Diesel pollution by these extra trains. When the electrification of SJ- SF is completed its a full win/win. I am prepared to pay a little more for a more frequent Baby Bullet service and not being forced into a car commute. If you have done case studies on car commute vs More Baby Bullets commute I like to learn about the results. Thank you.
143	7/31/2019	Add wifi to the train Add massage chair, can charge $1 per min, generating lots of revenue.
144	7/31/2019	Fares are already too high! This is not helping incentive people to use mass transit and certainly not helping to "remove 3-4 lanes of traffic" which has been published through the "high growth models" for 2040 expectation of traffic volumes on the 101.
155	8/1/2019	paying online for a monthly pass that takes 3-5 days to be reflected on the card defeats the purpose of refilling it online because doing such will imply that the amount added is instantaneous
156	8/1/2019	Please keep the Clipper card
158	8/1/2019	Make the cash so the blue can be changed to grey and red please
159	8/1/2019	really looking forward to restoring weekend service

Comments submitted to changes@caltrain.com

#	Date	Comment
1	7/8/19	Can we please consider raising the price of parking at stations that are full on commute days, before we raise the fare to ride Caltrain? Cheap parking subsidizes individual drivers at the expense of walking, cycling, carpooling or taking the bus to a station. More expensive parking would also raise more revenue for Caltrain. I also hope we can explore changes that will let us build out better service more cheaply, like buying out Union Pacific so Caltrain can build grade separations at 3-4% grades, lowering the cost of each and allowing more trains to be run. I support the means based fare discount. Kevin
2	7/8/19	I do not approve of the removal of the Clipper discount proposed for next year. That action removes incentive to ride the train. Mike Strauch
3	7/8/19	Hi Caltrain team, Thank you for the great work Caltrain does - I use it everyday to get to and from work and made my decision to take my new job on it. With the proposed fare changes, I'd like to express my concern for getting rid of the discounted fare for monthly passengers. We are a group that consistently pays every month and I'm sure you have many monthly passengers who are year long customers. By increasing fares by over $100 per month, this affects me and many people who made decisions to take jobs based on Caltrain being an option to commute. The increase also makes it more of a reason to drive, which will just lead to more congestion on the roads I was also disappointed to see that there would be consistent increases every 6 months. My suggestion is that if the increases must happen, they should be at a smaller increment. 20% and no monthly discount is a severe.

		Thank you, Aashka
4	7/16/19	"Clipper discounts for one-way fares and monthly passes will be removed after January of 2020." This would be a mistake! You should promote the use of clipper card and provide a small discount to frequent users. Why remove this now? Also if you keep raising rates I will consider driving. It is on par now with the cost of fuel, maintenance, etc and driving door to door is much faster. Sent from mobile!
5	7/16/19	Hello CalTrain, Not quite following the changes to the Clipper card discount... I pay $231 a month for travelling between Zone 1 and 3 currently with my monthly pass....what will that change to next year and the year after? Thank you, Nirav
6	7/17/19	Dear Caltrain, I'm sitting at the Sunnyvale station right now listening to the speaker advise that there will be meetings regarding proposed fare changes. Have you ever considered other streams of revenue apart from fares that could support Caltrain? For example, maybe you could rent space at stations to food providers? I can't tell you how many times I've wished I could buy a drink or croissant while waiting for the train. Vending machines could be another source of income. What about advertising? There is ample space at the station for all kinds of advertising. I bet mobility providers like Uber, Lyft, Bird, Lime or Spin might be interested to start with. I've noticed VTA has much more advertising than Caltrain does. Apart from these, I imagine there's probably lots more ways to monetize as well. Thank you, Caroline Pinkney
7	7/17/19	Hello,

		Why? Why are you increasing fares AGAIN. The trains don't run on time (within 5 minutes is not on time). You have decreased the number of trains. Your customer service is SEVERALLY lacking. At this point in time for the month of July, I have been on the train 23 times commuting for work. I have had my ticket/pass checked ONCE. When you raised the fares last time, at least you made a show of checking tickets. That has all but stopped and we are back to where you always were. If you aren't checking tickets and fining ANYONE who is on the train without one, what's the point of even having a fare? Stop people from being able to ride for free and then you won't have to raise prices AGAIN. Once the new trains start in THREE YEARS consider raising fares then, not systematically over the next several years. You aren't providing anything new or better now. Enforcing your policies: You do not do that. "Personal items may be placed under the seat. Please store luggage in the designated areas." Why have a luggage car if people are going to put their luggage on the seats around them? I see this constantly. "Service animals, such as guide dogs, may accompany persons with disabilities in Caltrain facilities and trains. No other animals (such as pets) are allowed. The service animal must be on a lead that does not interfere with other passengers in the vehicle, and be under the constant supervision and control of the person with disabilities." Two weeks ago I emailed because on train 216 an individual got on the train with his dog. Your response was "thanks for letting us know!" Your policy says no pets. This individual got on the same train again this past Monday (7/15), again in San Mateo on train 216. Guess what? He walked right past the conductor with his dog and got on the train. The person has the dog's leash tied to his backpack. He has no control of the dog. He has sat in front of me each of the past two Mondays. He takes the backpack off and puts it on the seat next to him. The dog can go and do whatever it wants as again, he has no control of the animal. Why aren't you enforcing this policy? "Keep cell phone use to a minimum and speak quietly when in use."

		Yesterday on train 277 a man was very loudly on his cell phone from Redwood City until he got off the train in Burlingame. The conductor walked by him at least once-said nothing. "Smoking, including electronic cigarettes, is not permitted on trains and station property. Bike and skateboard riding on platforms is prohibited. Customers observed biking or skateboarding on platforms may be prohibited from boarding the train." Here is a two for one. I get on the train in San Bruno every morning. There are 3 bicyclists who ride their bike on the platform EVERY DAY with no penalty. One of them, when arriving early, rides her bike around the platform to kill time. Do the cameras work at the station? Perhaps the signage is insufficient. Just because these people ride the train every single day doesn't mean they have seen the half dozen signs posted on the barrier between the tracks. A few months ago one of your employees was on the platform with the "bikes board first" placard and two people went riding right up to her....did she inform them of the policy and that they wouldn't be getting on this train? Of course not. People are constantly smoking on the platform. The only penalty? The other people who develop cancer. Bottom line: my employer currently offers a GoPass. If they decide to drop it because it has become insanely expensive, I won't be riding the train ever again. $231.00/month for three zones is INSANE! I would save more than half that money by driving to work and simply buying gas more often. The money I save I can put aside for car maintenance and still come out ahead. You need to give people a REASON to ride CalTrain and you are constantly giving them reasons not to. Do Simple Better. Jarrod Harden
8	7/18/19	Good morning Caltrain board and fare committee - Like many regular Caltrain commuters (about 4 days a week), I rely on a monthly pass. The monthly pass is actually a pretty marginal deal - it's

		convenient, but between travel, occasionally switching to BART, etc - I'm probably losing a bit of money vs just tagging on and off for every ride. The proposed 13.6% increase in the cost of a monthly pass in a year (between removing clipper discount and the 50c base fare increase) means that I am much more likely to switch to paying per ride, which will likely result in a net reduction of revenue for Caltrain. The 2022 increase in zone fare will further reduce the incentive for a monthly pass, as it will likely push the cost of a 3-zone monthly pass above the amount one can obtain in a pre-tax transit account. Also, BART is going Clipper-only and Caltrain should follow. The TVMs are legacy infrastructure and a significant waste of taxpayer funds even at the current 55c surcharge - removing the surcharge just results in a further subsidy to those who insist on using an antiquated method of purchasing a ticket. Please consider the elasticity of monthly pass purchasing in your planning!
9	7/26/19	I have not been able to attend any of the meetings on proposed fare changes. So I am sending this email as my input. As Caltrain has done in the past, fare increases are necessary to keep up with costs. The fare increase schedule seems equitable and not given all in one year (thanks fpr keeping it not so steep each time!) • One-Way/Day Pass/Monthly PassoIncremental fare increases every two years o $.50 increase to the base fare scheduled for July of 2020 o $.25 increase to the zone fare scheduled for July of 2022 o $.50 increase to the base fare scheduled for July of 2024 I am surprised (and do not agree with) the Clipper discounts for 1 way fairs and monthly passes being eliminated. Clipper service <u>should</u> be reducing your administrative handling of ticketing and passed on to your ridership who by the way has a lot of headaches in dealing with this service and their outdated systems. **One key concern for me**...I just heard (which may be a rumor) that was not outlined in the information on line is the elimination of senior and disability discounts. These people can be on fixed incomes. Some have retired and needed to go back to work at a lesser paying job to make ends meet. Increased fares would limit their ability to use your

		services. Eliminating senior and disability discounts is NOT the way to service your customers. Your addition of a pilot on the means-based fare program is, as Martha Stewart would say, a "good thing". It would allow very low income people a 20% discount on fares IF they qualify. I am not convinced this is a large portion of the ridership you do or will have, but it is a "good thing" and could bring on additional ridership due to the discount. Pat James
10	7/29/19	Dear Sir/Madam, I am a daily caltrain commuter. I believe the zone wise tickets are extremely unfair way of pricing and should be eliminated. It makes no sense to implement such an unjust model where lot of people have to pay extremely high fares to travel just a few miles. The fare should be based on the number of stations traveled or based on distance. Not based of zones. Because for instance, if I depart at the end of one zone and want to get down at the the start of the next, I basically just travel 1 station but have to pay the price of 2 zones. For example, Menlo park to Redwood City is $12 (2 zones) for day pass which is around 4 miles apart while Sunnyvale to Millbrae is also $12 (2 zones) for day pass which is 27 miles apart. How is this justified? It is so unfair for the people who need to travel from just Menlo park to Redwood city. On top of already being an expensive and highly unfair ticket system, you want to raise the fare even more? You basically are discouraging people even more to take the public transport causing even more pressure on the environment which is already in a very bad shape. If you make the fare system just, more people will start taking caltrain. This way, it would be more affordable for the commuters and will also generate more money for caltrain. Simply increasing the fares every now and then will just discourage the people to take the train. This would clearly lead to an environmental impact, which I am sure you are aware of. Unless you don't care for the environment and are running just to make huge profits. Many people like myself, would be forced to stop commuting via caltrain. The facilities which Caltrain provides are pathetic. The parking fare is already steep, plus there are no buses around the cities which have a good network to take you to the train station. Spending so much money everyday plus figuring out a way to and fro from the station is a huge problem & hassle for

		people. At least make arrangements for people to reach the station in minimum amount of time. I am strongly against the fare increase and I would like the management to fix existing issues first. Sincerely, Amruta Yadwad.
11	7/30/19	Dear Caltrain Board of Directors, Thank you for the opportunity to allow for public comments regarding the proposed fare changes. It is of note that there have been multiple fare increases every other year or every year since 2009. Caltrain states: “The cost of operating and maintaining the service has increased due to the challenge of accommodating changing ridership demand and maintaining an aging diesel system in a state of good repair.“ Caltrain ridership has also increased over the past few years, and with the increase of ridership and fare values, Caltrain revenue also increased. The proposed fare changes include eliminating Caltrain Clipper Monthly Pass discounts. We are daily commuters with limited incomes that chose to use Caltrain to go to and from work. We recently experienced a Caltrain Clipper Monthly Pass fare increase. To eliminate the current reduced fare Monthly Pass would not only be penalizing to regular and frequent riders, but it would also force some of the regular customers to use other methods of transportation. There would not be an incentive to purchase multiple ride passes such as the existing Clipper Monthly Pass. Consequently, this will decrease ridership and reduce Caltrain revenue. Additionally, this would create a negative environmental impact for the Bay Area, something Caltrain, and regular customers would not support. It is true that Caltrain electrification is coming. Yet, it is not prudent to decrease customer base now, and project the decline into the future. There are various methods of transportation. A customer thoroughly dissatisfied with the service cost, will not be a returning customer. We urge you to not provide us with this option as the only option. One of Caltrain's main concerns is that ridership demand could drop. Raising the fares will accomplish that. It is also important to mention that the train cleanliness has not improved with the past fare increases. Some train cars have bad odors, at times, and we have experience excessive equipment noise. Looking at this trend, these issues will still remain with the new proposed fare increase. The result - a more expensive service with less value

		to the service. The aging diesel train system is not something that was just realized. The trains are by far not new, have been aging, and this has been the case for years. Previous planning and fare increases could possibly have taken care of that. The existing diesel system will only be necessary to maintain for a few more years, until Caltrain electrification is completed. While the current proposed fare increase, if implemented, will be in place for years to come, with a possibility of an additional increase in the future. Please do not continue the pattern of fare increases, continuing the trend that is not acceptable to us, and to other riders. As we are a big part of what makes Caltrain what it is, our choice could be to stop supporting Caltrain, because it is planning to penalize our continuous support. We respectfully request that you consider all existing alternatives and do not implement the proposed fare increases. Let's work together on making it a better system now, and start setting the right trends for the future. Thank you again for the opportunity for our voices to be heard. Respectfully, Local Caltrain Riders (Please confirm receipt of this email.)
12	7/31/19	Hello, Please find attached my comment letter for the proposed fare increases. Please ensure these comments become a part of the administrative record and keep me up to date on any updates. Thank you. Elias Rodriguez University of California, Berkeley | 2014 Bachelor of Arts, Legal Studies

Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos CA 94070

Hello Chairperson Giletti and Members of the Board,

My name is Elias Rodriguez a current resident of the San Francisco Bay Area (Bay Area) and rider of Caltrain. I strongly oppose the proposed measure to increase the fares for Caltrain passengers. At a time when residents of the Bay Area are feeling the impacts of climate change, publicly funded agencies should be increasing avenues for citizens to reduce greenhouse gas (GHG) emissions. Making mass transit available to low income riders is crucial for California and the Bay Area to achieve its GHG reduction goals. Californians are dependent on their GHG emitting vehicles and all transit agencies should make ditching these vehicles more accessible. Thus, I urge the members of the board to oppose the fare changes and make Caltrain more accessible to riders of all income levels.

1. *Caltrain is Currently Inaccessible to Low Income Riders and Increasing Fares Will Cause Greater Inaccessibility.*

Caltrain is currently inaccessible to low income riders. Not only is the cost to commute per hour ($5.67) on Caltrain more expensive than the price to live per hour in the South Bay Area ($2.97)[1] but the high fares make commuting via Caltrain out of the reach of low income residents. While the average income in the Bay Area is higher than the average income of California[2], the distribution of wealth is ever increasing.[3] Any fare increases would thus heavily burden low income communities. For instance, for some riders, the current proposed measure will increase the cost to travel per month by $330.[4] This 111% increase in monthly fares will

[1] Caltrain currently charges its customers $298 per month for a monthly pass from Zone 4 (Tamien, San Jose, College Park, Santa Clara, and Lawrence Stations) to Zone 1 (San Bruno, South San Francisco, Bayshore, 22nd Street, and 4th and King Stations). On average, Caltrain riders spend 2.5 hours per day riding from Zone 4 to Zone 1.# The cost per hour to ride Caltrain from Santa Clara to San Francisco County is thus $5.67. The current average price to rent a one bedroom apartment in Santa Clara County is $2,213.# The cost per hour to live in Santa Clara County is thus $2.97.

[2] https://www.census.gov/quickfacts/fact/table/santaclaracountycalifornia,CA/PST045218 (The average income in Santa Clara County is $106,761 while the average for California is $67,169).

[3] https://www.brookings.edu/research/the-urgency-to-achieve-an-inclusive-economy-in-the-bay-area/

[4] http://www.caltrain.com/Fares/farechart.html (The cost to travel from Zone 4 to Zone 1 will increase from $298 (current Clipper discount) to $660 (30 x two way fare)).

		have drastic impacts on low income riders and heavily discourage residents from choosing public transit. 2. *Caltrain's Proposed Statement is Contradictory.* In its public statement proposing fare changes, Caltrain states that the "cost of operating and maintaining the service has increased due to the challenge of accommodating changing ridership demand and maintaining an aging diesel system in a state of good repair." The statement further elaborates that "Caltrain does not currently receive dedicated funding to support its operations." These statements prove to be contradictory considering Caltrain received a $647 million dollar federal grant to electrify Caltrain infrastructure.[5] Thus, Caltrain should not factor in the cost of "an aging diesel system" if it receives funding to cover these costs. 3. *Caltrain Should, At a Minimum, Commit to Electrifying or Consider Other Ways to Make Mass Transit Available.* If the board members standby this contradictory statement, and continue with the fare increases, the Board should, at a minimum, commit to reducing GHG emissions in other ways and consider other methods to increase availability of mass transit. For instance, Caltrain must commit to electrifying its vehicle fleet, including shuttle buses. Caltrain must also commit to electrifying its buildings, including the complete exit from natural gas use. To address accessibility, Caltrain should consider providing transportation services on a sliding scale with monthly passes available upon proof of income. Subsidizing transportation costs for low income riders will not only narrow the wealth gap but will provide much needed access to transportation options that reduce GHG emissions. The Peninsula Corridor Joint Powers Board should thus oppose the proposed fare increases to not only contribute to GHG reduction efforts but make mass transit available to everyone. Sincerely, Elias Rodriguez Resident of the Bay Area, Rider of Caltrain [5]http://www.caltrain.com/about/MediaRelations/News_Archive/The_Following_Statement_is_attributed_to_Jim_Hartnett__General_Manager_and_CEO_of_Caltrain.html
13	7/31/19	I am offering the following comments on Caltrain fares.. Thank-You, Jeff Carter

Caltrain/JPB Public Hearing, Proposed Fare Changes, 1-August-2019

Comments from Jeff Carter **Revised 31-July-2019**

1) I am in support of Caltrain participating in MTCs means-based fare program and even taking it a step further to include the monthly pass.
2) I am in support of increasing the price of the Go-Pass, as long as it doesn't lead to a decrease in participating employers.
3) I understand the need for periodic fare increases; however, any fare increases should be implemented with a reduction of the current multiplier for the monthly pass, currently 30 times the one-way Clipper fare, the previous multiplier was 26,5, then 28 times the Clipper fare.
4) Caltrain should abandon the unfair and inequitable zone system and adopt station-to-station pricing. This could help low-income customers and boost ridership and revenue.

I go into more details on the above items throughout the rest of my comments.

I know all too well that Caltrain does not have a dedicated funding source and the constraints of the partner agencies. I have long been advocating for dedicated funding to Caltrain and the political climate has been at a snail's pace in taking this forward. Now thank-you to Senator Jerry Hill, a Caltrain funding measure is on the horizon.

Means-Based-Fare

Caltrain should participate in MTC's Means-Based-Fare program. I suggest that it be taken one step further to include the monthly pass. Granted, the high initial cost of monthly passes prevents low-income customers from purchasing the monthly, this could be solved by creating an accumulator program on the Clipper card. In other words, after the customer rides Caltrain 30 times (current monthly multiplier) at a 20% discount, then the rest of the rides for the given month will not be deducted from the Clipper card. Another option is to implement a 7-day (weekly) pass. The discount would be similar to the monthly, at one-quarter the price, this could be more affordable to low-income customers. The 7-day would also be a logical option for customers who take vacation, etc. The 7-day would differ from the monthly, in that it would be good for 7 consecutive days upon activation/first use and not be set to calendar weeks.

Go-Pass

At past Board Meetings, I have heard comments from a few in the public and one or two Board Members that it may be time to eliminate the Go-Pass. I don't think most people fully understand how the Go-Pass program works. The Go-Pass is a valuable fare product, in that it provides a good up-front source of

revenue to Caltrain, I don't know if all Go-Pass revenue is received in January (beginning of calendar year) or if it is spread over the year on a monthly basis. **The current price of the Go-Pass is $285, so if there are 70,000 eligible Go-Pass users, this gives Caltrain $19.9 K in revenue before anyone even uses the Go-Pass.**

The Go-Pass is an annual/yearly pass, allowing unlimited travel on Caltrain, that is bulk-purchased by employers (and residential properties and educational institutions). A Go-Pass must be purchased for all eligible users (full-time employees) at the worksite. So, if the site has 250 employees, the employer must purchase a Go-Pass for all 250 employees, even though only 25 may actually ride Caltrain. The Go-Pass is currently $285, so the cost to the employer is $71,250 ($285 x 250), for 25 actual Caltrain users. Go-Pass users are not required to pay for the Go-Pass, so they essentially ride for free as an employer provided (paid for) benefit. The number of Go-Passes that are distributed to participating companies, etc. is known by Caltrain and I believe is reported as "# of eligible employees" in the monthly performance report. What isn't known with great accuracy, is how many Go-Pass users are actually riding Caltrain, there are estimates based on surveys and a small number of participating companies in the Go-Pass on Clipper pilot program, which began in January 2018. However, I have yet to see any actual hard data regarding Go-Pass usage in the pilot program. As long as employers are willing to purchase higher-priced Go-Passes and new employers are added, Caltrain will see revenue increases.

What is not known is if Caltrain were to discontinue the Go-Pass program, how many of the users, would purchase full price monthly or single-trip tickets? This would be important to know. The loss of a guaranteed large revenue source would put a huge dent in Caltrain's budget.

Additionally, Caltrain should consider expanding the Go-Pass program to allow for part-time employees and service workers to participate, many of which may be classified as lower income workers. This may lead to increased revenue.

Fare Increases

Caltrain has one of the highest farebox recoveries in the country (about 70%). Revenue per passenger for Feb-through May 2019 is $5.94, revenue per passenger mile is $0.26, based on an average trip length of 23 miles. Note that the annual passenger count average weekday trip has been around 23 miles for many years. This is based on actual passenger activity on every weekday train, not an estimate based on survey data.

Beginning in February 2019, Caltrain has recalibrated the ridership estimation model, which has generally led to higher average weekday ridership and lower total monthly ridership, than under to old model. This increases the revenue per rider and revenue per passenger mile. See Table on page 6.

While there may be a need for periodic and predictable fare increases, Caltrain should address any fare increase with caution. Caltrain ridership has dropped off slightly in recent months. Many factors can be responsible, and some evidence indicates the recent fare changes in 2017 and 2018 share some of the responsibility. Crowded trains may be another factor, however, increasing fares without any increase in capacity only compounds the situation and can lead to further ridership and revenue declines. Yes, Caltrain doesn't have dedicated funding, this is something that should have been addressed 30 years ago. I have advocated for dedicated funding since the 1980's. Former CEO Mike Scanlon was also an advocate for dedicated funding source for Caltrain. Ridership and revenue have grown significantly in the last 15 years allowing partner agencies to become complacent and reduce their obligation to Caltrain, always citing their own budget shortfalls within each agencies local transit operations. **However, partner agencies have stepped up to the plate in the last year and increased Caltrain funding thanks to valiant efforts by the finance folks within the organization and Board Members**! Politics also plays a role here. Bay Area transit politics is ugly, there is little interest in the day-to-day funding of transit operations, yet great interests in building big fancy and often questionable transit projects.

Monthly Pass

One of the more imprudent things Caltrain has done was to trash the monthly pass by increasing the multiplier. To claim that the monthly was "too deeply discounted" without presenting any objective criteria, is purely subjective judgement. The monthly should be economical for the growing number of 4-days-per-week commuters, Caltrain has made it almost useless for them.

What is great about the monthly, is that Caltrain gets the revenue whether the customer makes 40 trips or makes 25 trips. The monthly performance statistics have shown a significant decrease (about 8%) in monthly pass sales over the last year, following the increase in multiplier from 28 to 30 times the one-way Clipper fare, in July 2018, and from 26.5 to 28 times the one-way clipper fare in October 2017.

Caltrain should restore a reasonable discount to the monthly pass. Many agencies set the multiplier at 28 times the one-way fare or less. Using a lame argument that partner agencies use 30, is just that lame!!! We are talking about two different animals here. Partner bus agencies typically have lower base fares that typically cover the entire agencies service area, not a trunk-line railroad that covers long distances and long passenger trips. The monthly pass is a loyalty instrument, it encourages people to use Caltrain for more than just commuting to/from work/school.

On several occasions, during board meetings/public hearings, I have asked Caltrain to provide data/analysis of monthly pass usage by the partner agencies and other "peers" that have high monthly multipliers; but Caltrain has yet to respond. From what I can tell, survey data indicates monthly pass usage is very low on such systems.

Single Ride Tickets/Clipper

The Clipper discount was implemented to create incentive for customers to move away from TVM paper tickets and extend the life of the TVMs. It is interesting that the sales of day-passes have declined significantly in the last year as shown in the monthly performance statistics. Is it possible that the clipper discount is preferred for round trips instead of the day-pass?

Clipper discount is $0.55 off the one-way TVM/paper fare; therefore, it is not a consistent discount throughout each zone, it is between 14.7% and 3.7% and an average of 7.3%, see table below:

Current Single Ride Fares and Clipper Discount

	1 Zone	2 Zone	3 Zone	4 Zone	5 Zone	6 Zone	
One-way	$3.75	$6.00	$8.25	$10.50	$12.75	$15.00	Average
Clipper	$3.20	$5.45	$7.70	$9.95	$12.20	$14.45	Clipper
Discount	$0.55	$0.55	$0.55	$0.55	$0.55	$0.55	Discount
% Discount	14.7%	9.2%	6.7%	5.2%	4.3%	3.7%	7.3%

One-way tickets were up significantly after the October 2017 fare changes, zone fare increase, monthly pass multiplier increase, and elimination of the 8-ride ticket. Now in recent months one-way tickets have dropped off sharply. The charts presented in the monthly performance statistics report does not break down Clipper vs. paper tickets. This would be interesting to know.

It does not make sense that Clipper cash value/one-way revenue per passenger mile is 29.6% lower than one-way TVM passenger mile $0.19 vs $0.27, when the maximum ($0.55) clipper discount is only 14.6% See table below:

Fare Changes Presentation Slide #13	
Revenue per Passenger Mile	
One-Way ticket	$0.27
Clipper Cash Value	$0.19
Difference	$0.08
% Difference	29.6%

The basis for this is apparently based on the October 2016 Triennial Survey and cited in the Caltrain Fare Study; rather than the 23 miles average trip distance developed out of the annual passenger counts. The Fare Study indicates Average trip distance of 25.11 miles for all fare products, (28.69 miles for TVM one-way and 25.70 for Clipper one-way) while the annual February Passenger count average trip distance is 22.9 miles, which is based on actual boardings / people travelling on the trains, so this should be statistically valid data, more so than an opt-in survey administered to about 7,000 Caltrain customers.

Average trip distance in the 2016 Annual Passenger Count was 22.8 miles.

Average trip distance in the 2017 Annual Passenger Count was 22.3 miles.

Average trip distance in the 2017 Annual Passenger Count was 22.9 miles.

It hovers around 23 miles every year. So why use the above (Triennial Survey) figures to calculate revenue per passenger mile?

It certainly is plausible that different ticket types may travel different distances, just as different trains bullets/locals have average trip distances. Without more statistically valid data, it's impossible to reasonably figure out. The October 2016 Triennial Survey is an opt-in survey administered to approximately 7,000 Caltrain customers, this type of survey naturally favors longer distance riders over shorter distance riders. The ideal solution is to dump the zones and implement station-to-station fares. This would provide reasonably accurate origin/destination ridership information on a daily basis.

Fare Policy

The Fare Policy goal: "Strive for consistency across fare products in the revenue generated per passenger and per passenger mile." is illogical, since the nature of some fare products is to offer discounts for bulk/multi-ride purchase of transportation. The Go-Pass and the monthly pass are such products and would inherently produce lower revenue per passenger and passenger mile. This helps to encourage sales of such passes, which can increase ridership and revenue. For example, if the one-ay revenue per rider is $6.25 and revenue per passenger mile is $0.27, a 25% discount would be $4.69 and $0.20, respectively.

Station-To-Station Pricing

Once again, I strongly urge Caltrain to abandon the unfair and inequitable zone system and implement station-to-station fare pricing. It makes no sense to charge a person the same $6.00 fare to go two miles (Millbrae-San Bruno @ $3.00/mile) as it does to go 25 miles (Redwood City-San Francisco 4th Street @$0.24/mile).

I have prepared a fare matrix that shows how easily it can be done… Which I will send separately.

Caltrain Revenue and Ridership Statistics January – May 2019

JPB Report Month	January 2019	February 2019	March 2019	April 2019	May 2019	Total	Total Feb-May
Average Weekday ridership	55,897	64,041	65,057	67,628	68,326	64,190	66,263
Weekdays	22	19	21	22	22	106	84
Total Weekday Ridership	1,229,734	1,216,779	1,366,197	1,487,816	1,503,172	6,804,119	5,566,092
Total Ridership	1,484,727	1,323,427	1,487,889	1,593,266	1,618,825	7,508,134	6,023,407
Total Weekend/ Holiday Ridership	254,993	106,648	121,692	105,450	115,653	704,436	449,443
Wkend/ Holidays	9	9	10	8	9	45	36
Average Sat, Sunday, Holiday Ridership	28,333	11,850	12,169	13,181	12,850	15,654	12,485
Total Fare Revenue	$7,764,277	$8,065,294	$8,103,016	$9,573,402	$10,017,921	$43,523,910	$35,759,633
Revenue/ Rider	$5.23	$6.09	$5.45	$6.01	$6.19	$5.80	$5.94
Ave Trip in Miles	23	23	23	23	23	23	23
Revenue Per PSGR Mi.	$0.23	$0.26	$0.24	$0.26	$0.27	$0.25	$0.26

Source: Caltrain Monthly Key Performance Statistics
Recalibrated ridership model in yellow

Comments received through the Board email

JPB BOARD MEETING

August 1, 2019

Correspondence Packet as of July 19, 2019 5:00 PM

From:	Simon Karpen
To:	
Subject:	changes@caltrain.com; Board (@caltrain.com)
Date:	Feedback on proposed fare increases

Good morning Caltrain board and fare committee -

Like many regular Caltrain commuters (about 4 days a week), I rely on a monthly pass. The monthly pass is actually a pretty marginal deal - it's convenient, but between travel, occasionally switching to BART, etc - I'm probably losing a bit of money vs just tagging on and off for every ride.

The proposed 13.6% increase in the cost of a monthly pass in a year (between removing clipper discount and the 50c base fare increase) means that I am much more likely to switch to paying per ride, which will likely result in a net reduction of revenue for Caltrain.

The 2022 increase in zone fare will further reduce the incentive for a monthly pass, as it will likely push the cost of a 3-zone monthly pass above the amount one can obtain in a pre-tax transit account.

Also, BART is going Clipper-only and Caltrain should follow. The TVMs are legacy infrastructure and a significant waste of taxpayer funds even at the current 55c surcharge - removing the surcharge just results in a further subsidy to those who insist on using an antiquated method of purchasing a ticket.

Please consider the elasticity of monthly pass purchasing in your planning!

JPB BOARD MEETING

August 1, 2019

Correspondence Packet as of July 31, 2019

From:	Susan Setterholm
To:	Board (@caltrain.com)
Cc:	friends@friendsofcaltrain.com
Subject:	

Please extend discount GoPass ridership to contract workers and collections of service workers.

This will increase equity and decrease auto ridership.

Susan Setterholm
SF. 94109

From:	Kristal C
To:	Board (@caltrain.com)
Cc:	friends@friendsofcaltrain.com
Subject:	Go Pass -

Hi,

I like to ride Caltrain for work, recreation and socializing. Unfortunately, it is not financial possible for my friends and other colleagues.

Fares have been rising a lot in the past 5 years. It hurts groups different along the Peninsula to Gilroy. I think it is perfect opportunity to change the Go Pass program. Because it is very exclusive and does not provide options for employers. For instance:

1. Major employers are not allowed to purchase Go Passes for workers at the site who are employees of contract service providers. Many major employers utilize contract vendors for services such as food service, janitorial, and facilities maintenance, as well as other long-term contract workers in their core business.

2. A growing number of Transportation Management Associations provide transportation services such as last-mile shuttles, transit passes, and planning assistance to employees and residents in a focused operating area. Although TMAs may provide central administration for transportation benefits, they are not currently allowed to administer Go Passes to people at a collection of smaller sites within their operating area.

I want to see a diverse ridership on Caltrain and changing policies such as: expanding Go Pass to transportation management associations and contractors.

Thanks,

Kristal Caidoy

From: Adina Levin
To:
Subject: Board (@caltrain.com)
Date:

Fare hearing - opportunity to increase revenue, ridership, and equitable access

---

Honorable Board Members,

As you take input on changes to fares, we urge you to consider a proposal that would increase revenue, increase ridership instead of decreasing ridership, and would improve equitable access to Caltrain. Attached please find a letter from a set of business, labor, commute management, transit advocacy and sustainability groups urging you to support this approach to expand the Go Pass program to cover contractors on site at major employers, and workers covered by Transportation Management Associations.

Thank you for your consideration,

- Adina
Adina Levin
Friends of Caltrain
https://greencaltrain.com
650-646-4344

July 31, 2019

Honorable Members of the Peninsula Corridor Joint Powers Board and Staff,

As Caltrain updates its Go Pass program, this creates an opportunity to increase ridership and revenue, while improving equitable access to transit.

We were pleased to see that at last week's Finance Committee meeting, the CFO and Committee Chair supported exploring this proposal and urge the board to support.

The undersigned organizations, representing employers, transportation demand management service providers, and advocacy organizations supporting transit, the environment, and lower-income workers, urge the Caltrain board to update the Go Pass to allow major employers and Transportation Management Associations (TMAs) to provide coverage to contract workers and employees of collections of small service businesses.

Under the rules of the current Go Pass program, the bulk-discount passes may be purchased by a major employer for that employer's workers.

In the area that Caltrain serves, there are common situations that have been excluded by the program's current rules.

1) Many major employers utilize contract vendors for services such as food service, janitorial, and facilities maintenance who commute regularly to the site. However, these contract workers are not allowed to be covered by the Go Pass program.

2) A growing number of TMAs provide transportation services such as last-mile shuttles, transit passes, and planning assistance to employees and residents in a focused operating area. Although TMAs may provide central administration for transportation benefits, they are not currently allowed to administer Go Passes for workers in the collection of smaller businesses within their operating area.

Changing the rules to overcome these limitations would be a powerful tool to improve equitable access to Caltrain. The food service and janitorial workers on the campuses of major corporations, and the restaurant and retail workers in downtown and mixed-use transit-oriented development areas typically have lower incomes and are priced out of access to Caltrain.

The outcome is a situation where Caltrain gives its most favorable pricing to full-time employees of major corporations, while lower income workers disproportionately drive. Data from Palo Alto's TMA shows that workers at larger tech companies in downtown Palo Alto have a drive-alone rate under 30%, while low-income service workers drove at a rate over 80% before they started transit pass discount programs. PATMA has demonstrated demand - they created a pilot program offering discount transit passes, and Caltrain has been the most popular service in the pilot by far, helping over 300 workers chose alternatives to driving.

Contract workers are a significant portion of the commuting workforce. Major employers have a high percentage of contract workers on site. "Contingent labor accounts for 40 to 50 percent of the workers at most technology firms, according to estimates by OnContracting, a site that helps people find tech contracting positions."

https://www.nytimes.com/2019/05/28/technology/google-temp-workers.html I In the North Bayshore area, about 20% of workers are contracted service providers, as reported in 2017. Similarly, in

Because the Go Pass would remain centrally administered by a major employer or TMA, Caltrain's cost structure would remain the same.

Increasing revenue and ridership - instead of decreasing ridership

Caltrain is currently considering another fare increase on individual riders. Unfortunately, recent staff analysis suggests that Caltrain's most recent fare increase on individuals is resulting in decreased ridership, as customers purchase fewer monthly passes, and instead purchase individual rides, less frequently. This results in greater traffic congestion and more stressful commutes - the opposite of the goals of employers, cities, and advocates of

By making contractors and Transportation Management Associations eligible for Go Pass, Caltrain could increase revenue significantly, reducing or eliminating the need to increase fares for individual riders.

If this program change increased coverage by 20%, this could add 3,000,000 or more in annual revenue.

	Estimate
GoPass Riders	15,000
GoPass Revenue	15%
Total revenue	150,000,000
GoPass revenue	$ 22,500,000
Additional revenue	$ 4,500,000

Overcoming historic limitations

A previous limitation to the feasibility of this concept is that historically, Caltrain has relied on employee identification badges as the distribution mechanism for the Go Pass. Recently, Caltrain has been piloting the migration of Go Pass to use Clipper. Security risk would not be

Another historical limitation was that the GoPass was priced very substantially below the price for individual customers, creating a risk that greatly expanding GoPass use would reduce Caltrain's farebox recovery. In recent years, Caltrain has increased the price of the GoPass so that revenue would be more proportional.

Expand Go Pass to Transportation Management Associations and Contractors

Now that Caltrain has made adjustments to its GoPass program, the time is right to expand the program to allow major employers and TMAs to have the option to provide coverage to contract workers and employees of collections of small service businesses.

This expansion would increase Caltrain's revenue and ridership, while increasing access to sustainable transportation to lower-income workers in the Peninsula corridor, and helping to take thousands of additional cars off the road, alleviating traffic congestion and pollution.

We urge you to take this beneficial step at this time.

Thank you for your consideration.
Adina



Adina Levin, Executive Director
Friends of Caltrain
https://greencaltrain.com

Jason Baker
Vice President, Transportation, Housing, and Community Development
Silicon Valley Leadership Group
https://svlg.org

John Ford, Executive Director
Commute.org
http://commute.org

Chris Lepe, Regional Policy Director
TransForm
http://transformca.org

Diane Bailey, Executive Director
Menlo Spark
http://menlospark.org

Bob Allen, Director of Policy and Advocacy Campaigns
Urban Habitat
http://urbanhabitat.org

Aboubacar Ndiaye, Research & Policy Associate

Working Partnerships

Fahad Qurashi, South Bay Director
TechEquity Collaborative
https://techequitycollaborative.org

From: Robert Neff
To: Board (@caltrain.com)
Cc: friends@friendsofcaltrain.com
Subject:

Dear CalTrainBoard,

Please consider extending the GoPass program beyond employers and their direct employees, to include benefits for contract workers who work for major employers, and to workers who can be affiliated with local TMA organizations. This is a way to extend discounts to all workers, and a wider range of income levels, not just to the full time regular

employees of larger companies who have signed up. I benefit from a commuter check program, while contract workers at my site do not have

--

-- Robert Neff

Gregory Rice
260 King Street #751
San Francisco, CA 94107

07/31/19 AM10:25 EXEC

July 28, 2019

Caltrain District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006
San Carlos, CA 94070

RE: Caltrain Proposed Fare Increases

Dear Caltrain District Secretary,

These comments are in regard to Caltrain's proposed fare changes to be discussed at its August 1, 2019 meeting. I have been riding Caltrain for over ten years.

I am in favor of applying appropriate fares that provide quality Caltrain service now and to prepare it for the future. However, the fare changes as proposed are inappropriate for the following reasons:

- Fare increases lack of sufficient justification. Insufficient specifics are provided highlighting why each fare increase is required. Overall the fare increase appears to be opportunistic capitalizing on the popularity of Caltrain.

  No justification is provided for the removal of discounts for Clipper cards, despite that Clipper cards reduce costs to Caltrain. Similarly, no justification is provided for the base fare increases, nor an explanation how this will impact the monthly pass discount. There is also no indication these fare increases will be used to introduce critical services to Caltrain that riders have requested for years such as wi-fi and Quiet Cars. Many other leading transit agencies have provided these services for years. If other transit agencies can provide these services, Caltrain can also. Moreover, there is no indication funds will be used to remove the poorly configured, overly-crowded opposite-seating arrangements on the newer trains.

- Caltrain has historically exhibited poor judgement in the spending of funds it has received from past increased fares, and in fairly allocating fare increases to cost drivers. This includes a history of appropriating fare increases collected by all to benefit a small group of vocal special interests rather than to benefit the majority of riders. Caltrain has also made poor decisions purchasing new equipment which deliver a poorer rider experience than older equipment, primarily due to poor seating configuration, and is unwilling to change it. Caltrain is also unnecessarily expending resources to move the conveniently-located Hillsdale station to a new station in the middle of nowhere, making it inconvenient if not impossible to riders to walk to Hillsdale Mall, and

requiring longer "last-mile" commutes from the train station to work locations. Finally, Caltrain continues to allocate resources to perform daily work requiring "single tracking" during commute hours which causes riders to potentially miss connecting shuttles. The lack of concern for riders is not acceptable.

- Caltrain has also failed to be responsive to customer requests for no-cost implementation of Quiet Cars, and has been overtly dismissive of the idea, despite happily expending resources to openly encourage the use of alcohol on trains which further degrades the rider experience.

For the reasons above I oppose the fare increase decisions, and ask Caltrain to better manage its operations first so that any increase in funds is used wisely and genuinely benefits riders.

Quiet Cars

If fare increases are instituted they must be equitably matched with improvements in the rider experience. Specifically, if Caltrain is to increase fares, then Quiet Cars must be offered where cell phone conversations, personal conversations, audible music and videos, squawking headphones, and similar types of nuisances are prohibited.

This low-cost, common sense improvement will enable riders to work on the train productively and plan their time on the train accordingly. This will also ensure the extra time riders spend on the overall train commute, which can be over 100% longer door-to-door compared to driving, is offset with better rider productivity.

Quiet cars also reduce riders' exposure to thoughtlessness and new thinking which believes it's always acceptable to disrupt an otherwise quiet environment of riders and call someone to talk about anything. This disturbs others' peace, concentration and productivity, typically who were there first.

Caltrain has responded dismissively towards requests for Quiet Cars in the past, citing various reasons that make little sense, indicating outright resistance and insensitivity to this clear need. Instead, Caltrain aligns itself with special interests such as the biker's coalition and alcohol users, investing much attention, time and money to satisfy them while neglecting its much broader constituency. If Caltrain can invest significant time and resources to satisfy a minority of special interests, it can also invest a much lesser degree of resources to make a simple low-cost change designating one car as a Quiet Car for a larger constituency with a desire to use their time on the train constructively and productively.

In the past Caltrain has communicated unconvincing reasons why Quiet Cars aren't possible, again, showcasing needless outright resistance. Somehow reasons frequently come back to the need to satisfy bike riders, as if bike riders are the only constituency of importance, and that all other riders are naturally unimportant. In fact, on one occasion, in response to my request for Quiet Cars, Caltrian focused almost its entire response on the importance of bike riders, neglecting even to address my request. It's as if Caltrain is obsessed with bike riders and has lost focus on its larger mission and fare-paying constituency. The two issues – bike riders and Quiet Cars - are mutually exclusive, and both

needs can be met. Caltrain's responsibility is to provide proportionate levels of service to all riders, not favor a small contingent of vocal, sometimes disruptive riders at the expense of everyone else.

Caltrain has also indicated Quiet Cars aren't possible because "trains are already too crowded". This makes no sense and is a weak excuse. There is no need to add additional cars to provide Quiet Cars. Simply designate one existing car as the Quiet Car. (The first car behind the engine is the typical designated Quiet Car for other transit agencies.) If there were a need to add cars, it's because many existing riders will flock to the Quiet Car (see link to Amtrak article below). As Caltrain conductors frequently announce, cell phone conversations are Caltrain's number one complaint. Agreed. Let's do something about it and solve the problem using the thoughtful, proven, common-sense solutions riders have proposed for some time, as Caltrain has failed to provide alternative effective solutions.

Allegations that "conductors already have too much to do so we can't add more rules" are also weak. First, conductors are already responsible for enforcing many rules on the train, and do so only selectively. This includes enforcing (or lack of enforcing) the conductor announcement for cell phone users to "keep voices low". Conductors will selectively enforce Quiet Car rules just as they selectively enforce most other rules. That doesn't stop the current rules from existing. Nor should it stop Quiet Cars.

Secondly, if conductors are already overburdened with rules to enforce, then Caltrain wouldn't allow alcohol use on trains – and then institute times when alcohol is and isn't permitted. Instead, Caltrain would simply ban alcohol, like almost every other transit agency does. This would also save money by eliminating the need to hire Sheriff deputies during times of peak alcohol use. Yet Caltrain does nothing about this.

Many transit agencies provide Quiet Cars today, and have for years. These agencies are not constrained by the objections Caltrain raises as reasons why Quiet Cars can't be offered. These successful offerings are popular, needed and work fine. Here are links to many transit services that have instituted Quiet Cars:

- Amtrak:
  - http://www.amtrak.com/onboard-the-train-quiet-car
  - http://fortune.com/2014/09/17/amtrak-quiet-car/
- New Jersey Transit: http://www.njtransit.com/sa/sa_servlet.srv?hdnPageAction=CustomerNoticeTo&NoticeId=2247 (note comments that this is a "popular service")
- New York Metropolitan Transportation Authority: http://web.mta.info/mnr/html/quiet_cars.html

Thank you for considering my feedback and request.

Sincerely,

Gregory Rice

cc: Ms. Gillian Gillett, Chair, Caltrain Board of Directors
Ms. Cheryl Brinkman, San Francisco MBTA Board of Directors
Mr. Shamann Walton, San Francisco Board of Supervisors
Mr. Matt Haney, San Francisco Board of Supervisors

From:	Virginia Smedberg
To:	Board (@caltrain.com) Friends of Caltrain
Cc:	Caltrain and GoPass
Subject:	

Dear Board Members:

I'm writing to ask you to please expand the GoPass program to cover contractors and workers whose benefits are covered by a transportation management association. This would improve access to Caltrain for many lower-income workers. It would also increase revenue for Caltrain, and increase ridership. By contrast, raising fares on individuals is decreasing ridership and making the system even less accessible to moderate-income people. We (you and I both) want more people on the train instead of in cars. Data from Palo Alto's TMA shows that workers at larger tech companies in downtown Palo Alto have a drive-alone rate under 30%, while low-income service workers drove at a rate over 80% before they started transit pass discount programs. PATMA has demonstrated demand for Caltrain – they created a program offering discount transit passes helping over 300 workers choose alternatives to driving, and Caltrain has been the most popular service by far.

That sounds like a winning possibility to me!

Sincerely,
Virginia Smedberg
Palo Alto CA

JPB BOARD MEETING

September 5, 2019

Correspondence Packet as of August 2, 2019

From:	Jame-Ane Ervin
To:	Board (@caltrain.com)
Cc:	friends@friendsofcaltrain.com
Subject:	Go Pass program redesign

Hello Caltrain Board,

I've spend essentially all of my career working in small companies. While the potential for learning and career growth is great, benefits are never as good as they would be in a larger organization.

Most people work for small companies, and more and more of our residents are also contractors at companies of various sizes. Our traffic/congestion/climate challenges don't care what type of work contract you have, and our transportation demand programs shouldn't either.

The ability to access Go Passes and other Caltrain discount programs should not be limited to those people who are fortunate enough to be employed at a large

--
"Is it the beginning, the end or the intermission?"
mobile: 510.459.7620
voice: 510.269.4420
website: www.jameane.com

From: Will Leben
To:
Subject: Board (@caltrain.com)
Date: Expand Go Pass program

Please consider expanding the Go Pass program to allow other, smaller groups to qualify. As a beneficiary of my employer's Go Pass program, I stopped using my car to get to work decades ago and learned the benefits of using Caltrain, and I continue to use it today.

I hope you'll make this measure one of those you adopt in your continuing efforts to boost Caltrain's ridership, an increasingly important resource to our traffic-choked area.

Will Leben
Professor Emeritus

From:	Helena B
To:	Board (@caltrain.com)
Cc:	friends@friendsofcaltrain.com
Subject:	

Dear Caltrain Board,

It is neither right nor sensible for high income tech workers and Stanford staff to have access to subsidized Caltrain service while low income contract or service workers are excluded.

If contractors and Transportation Management Associations were made eligible for Go Pass, Caltrain could increase revenue significantly--$4.5 million dollars by one study's estimate, and the cost to implement the transition is minimal now that GoPass can be distributed to Clipper Cards.

I currently take Caltrain 2 days a week to care for my disabled parent, and the cost adds up, and am grateful that an expansion of go-pass to contract and service workers would also reduce or eliminate the need to increase fares for individual riders like me.

Public transit cannot be an elite benefit. It needs to serve the public. Especially now, with the dangers of increasing air pollution and climate-change fueled disasters.

Please do the right thing and expand Go Pass.

--Helena Birecki
Caltrain rider from San Francisco

From: Brian Matthews
To:
Subject: Board (@caltrain.com)
Date: Fare increases

I am writing to ask you not to raise the fares yet again. I understand the funding challenges Caltrain must meet, but you have been consistently raising fares. I travel from Belmont to San Jose every weekday and, to this point, it has been worth it to not drive. But the more you increase the fares, the less likely I will be able to take the train.

You charge an exorbitant amount for monthly parking even while the lot in Belmont is nearly empty.

And I have to honestly say the service you provide is less than ideal. I can't use wifi to work during my commute, many of the seats are uncomfortable, and far too often trains have been delayed or tracks switched at the last minute, or air conditioning has been out.

I don't see the justification for raising fares yet again. You are gouging the public when you should be providing a service. I want to continue taking the train and support public transportation. But I need you to justify this proposed increase. I do not have an unlimited supply of money to support a service that should not be making money off the ridership.

Board Member Stone is responsive and I appreciate that. The last time I contacted the Board I received no response. That further soured me on Caltrain. As a constituent using the service you control, I would like a response that explains your position on this proposed increase. And, if you support it, I would like a justification.

Brian Matthews

Re: the elimination of the eligible discount fare on Caltrain for seniors, disabled, and passengers younger than 18.

As part of Caltrain's long-range proposal to run eight trains per direction per hour with all day express service every 15 minutes, and increased off-peak and weekend hours, Caltrain has called for the elimination of the eligible discount fare for seniors, disabled, and passengers younger than 18.

My presence here today on July 30th 2019 in Redwood City is a direct result of former Palo Alto Councilmember Greg Schmid's letter to the editor of the San Francisco Chronicle of July 24, 2019 (page 9-hardcopy) titled "Businesses Must Pay"

Businesses must pay

In "Into the well, deeper" (Editorial, July 22), you describe a substantial tax increase that would go to fund long-term Bay Area transportation needs. But you explicitly state that the $100 billion will come from sales taxes (to be added to an already long string of other taxes that fund our transportation needs: gas taxes, other sales taxes, parcel taxes and vehicle license fees). One simple problem.

All of these taxes take a larger share of the money from moderate and lower income households than from the well-to-do. And businesses — the beneficiaries of transporting more people from further away to their new job centers — pay little or nothing.

It's time to develop a transportation plan in which those who benefit the most from improved transit across long distances — expanding businesses — will either pay the majority of the funding or distribute businesses more equitably across the Bay Area.

Greg Schmid, Palo Alto

During the past five years, office developers and high-tech firms from San Francisco, San Bruno, Redwood City, Mt. View, Sunnyvale, Santa Clara, San Jose, and other environs have gobbled-up enormous quantities of land and office buildings along the Caltrain corridor. An expanded Caltrain will shuttle their workers to and from their jobs. For these businesses, it is a wonderful investment because lower and middle-income taxpayers will actually pay through increased transit fares, increased sales taxes, and other fees and licenses to subsidize the speculative financial investments along the Caltrain corridor of some of the richest companies on the planet, and further increase their value. It is long-past time to charge those who most benefit from transportation improvements to pay for these same transportation improvements.

with regard to the actual elimination of the eligible discount fare, does the joint powers board wish to mirror the housing crisis in the Bay Area of displacement and dispersal by instituting a two-tier system of transportation with lower-income riders using the bus system (Muni, Santrans, and V.T.A.) because of onerous Caltrain fares?

Example. Eliminating the eligible discount fare for 2 zones monthly would mean an increase from $78 monthly to $163.50 per month, which is over an 100% increase! This is an eye-popping increase of $1,020 per year. Caltrain does propose using M.T.C. guidelines to offer a 20% discount for low-income riders (and who wouldn't be thrilled to have to fill-out a special extra application to qualify for this means-based discount?) Therefore, the Caltrain monthly fare increase would only be 80% per month and a ~~monthly~~ yearly fare increase of under $1,000. Who wouldn't be thrilled by this?

Abe Binder

Mountain View