Revised as of 11/04/2025 at 4:15pm - #10.d. title, staff report, and resolutions pages 64 - 68

REVISED AGENDA

Peninsula Corridor Joint Powers Board

Board of Directors Meeting

November 06, 2025, 9:00 am

Primary Location:
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue
San Carlos, CA 94070

Alternate Location:
San Bruno City Hall,
Conference Room 115, 570 Linden Ave,
San Bruno, CA 94066

Members of the public may participate remotely via Zoom at https://us06web.zoom.us/j/87581188408?pwd=OFNUYTVFdExlOXRkR2tQOENXQUhhUT09 or by entering Webinar ID: **875 8118 8408,** Passcode: **033088** in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press **#** when prompted for participant ID) for audio only. The video live stream will be available after the meeting at https://www.caltrain.com/video-board-directors

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Avenue, San Carlos, CA, 94070 or any other noticed location.

Public Comments: Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.caltrain.com/about-caltrain/meetings.

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

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

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

November 06, 2025 - Thursday 9:00 am

All items to which Government Code section 84308 applies have been marked with an asterisk.

A double asterisk indicates that one or more Directors of the JPB serve on the governing board of a public agency with which the JPB proposes to contract. Under Government code section 1091(a)((9), this relationship is considered to be a noninterest but it must be disclosed.

PART I OF MEETING (CALL TO ORDER): 9:00 am

1. Call to Order

2. Roll Call

3. Pledge of Allegiance / Safety Briefing

4. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances

5. Request to Change Order of Business

6. Public Comment for Items Not on the Agenda

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

PART II OF MEETING (CLOSED SESSION): 9:05 am estimated

7. Closed Session: Public Employee Performance Evaluation: General Counsel (Gov. Code § 54957(b)(1))

PART III OF MEETING (REGULAR SESSION): 9:40 am estimated

8. General Counsel Report – Report Out from Above Closed Session (Verbal)

9. Report of the Executive Director — Informational

10. Consent Calendar

    Members of the Board may request that an item under the Consent Calendar be considered separately.

    10.a. Approval of Meeting Minutes for October 9, 2025 — Motion

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

10.b. Adopt 2026 Meeting Calendar — Motion

10.c. Accept Statements of Revenues and Expenses for the Periods Ending June 30, 2025, and August 31, 2025 — Motion

10.d. Amend and Increase the Fiscal Year 2026 Capital Budget from $66,491,608 to $92,641,608 ~~$95,141,608 and the Fiscal Year 2027 Capital Budget from $23,026,000 to $25,526,000~~ — Resolution

10.e. Authorize Amendment 2 to Contract with Olson Remcho LLP for General Counsel and Other Legal Services* — Resolution

11. Adopt Proposed Fare Structure and Caltrain Charter Train, Bike Locker, and Parking Fee Document Changes — Resolution

12. Receive Results of the Annual Caltrain Customer Satisfaction Survey — Informational

13. Receive State and Federal Legislative Update — Informational

14. Reports (Verbal)

14.a. Report of the Citizens Advisory Committee — Informational

14.b. Report of the Chair — Informational

14.b.i. Appointment of JPB Representative to SB 63 Oversight Committee — Motion

14.c. Report of the Local Policy Maker Group (LPMG) — Informational

14.d. Report of the Transbay Joint Powers Authority (TJPA) — Informational

15. Correspondence

16. Board Member Requests

17. Date / Time / Location of Next Regular Meeting: Thursday, December 4, 2025 at 9:00 am.
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

18. Adjourn

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

Information for the Public

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. If you have questions on the agenda, please contact the JPB Secretary at 650.551.6108. Agendas are available on the Caltrain website at https://www.caltrain.com. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

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

Date and Time of Board and Committee Meetings

JPB Board of Directors: First Thursday of the month, 9:00 am; JPB Finance Committee: Two Mondays before the Board Meeting, 2:30 pm; JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30 pm. JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and Committees are available on the website.

Location of Meeting

Members of the Public may attend this meeting in person or remotely via Zoom. Should Zoom not be operational, please check online at https://www.caltrain.com/about-caltrain/meetings for any updates or further instruction.

Public Comment

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.caltrain.com/about-caltrain/meetings.

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

Accessible Public Meetings/Translation

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

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

Item #9.
11/6/2025

Executive Director's Monthly Report: October 2025

Executive Director Michelle Bouchard

Report prepared for November Board meeting; data current through September 2025.

Who We Are and What We Do

Caltrain's Mission: Caltrain is a customer-focused rail system offering safe, reliable, accessible, and sustainable transportation service that enhances quality of life for all.

Caltrain's Vision: To be a vital link in the statewide rail network by improving connectivity to other transit systems, contributing to the region's economic vitality, and partnering with local communities to ensure that diverse constituencies receive a world-class travel experience.

Caltrain's Core Values:

- ***Safety*** – First and Always.
- ***Excellence*** – In all that we do as a team.
- ***Resilience*** – Adapt to changing conditions and seize opportunities.
- ***Integrity*** – Stewards of public trust always doing what is right.
- ***Equity and Inclusion*** – Welcoming all makes a stronger Caltrain.
- ***Sustainability*** – Responsible today for the sake of tomorrow.

Caltrain

Table of Contents

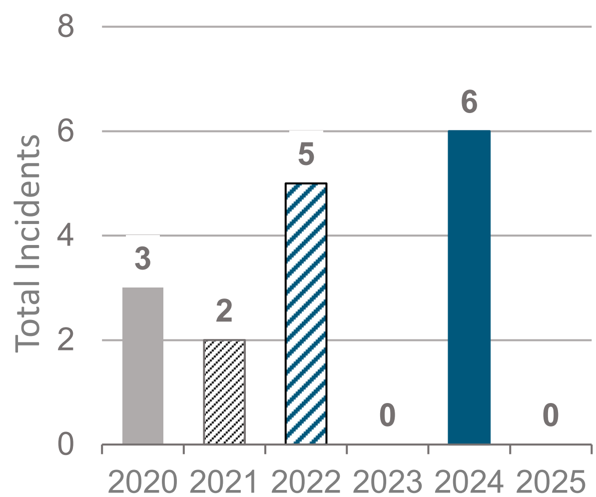
Safety Updates – Injuries and Accidents

Reportable Injury Trends

Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain's cumulative RIR for calendar year 2025 is 1.05.

Strains or sprains constitute the majority (56%) of reportable injuries for Caltrain's operators.

Reportable Rail Equipment Incidents



Reportable railroad accidents/incidents are divided into three groups: (1) Highway-Rail Grade Crossing; (2) Rail Equipment; (3) Death, Injury and Occupational Illness.

Reportable Rail Equipment Incidents from recent years peaked at 6 in 2024. There were no reportable incidents in 2023, and there have been no reportable incidents thus far in 2025.

Days without a Reportable Injury as of 10/1/2025

Department	Days Without Injury	Date of Last Injury
Dispatch	1,953	5/27/2020
Operations	20	9/11/2025
Maintenance of Equipment	87	7/6/2025
Maintenance of Way	65	7/28/2025
Other	1,953	5/27/2020

Safety Culture Engagement Efforts

Ongoing Safety Culture Transformation

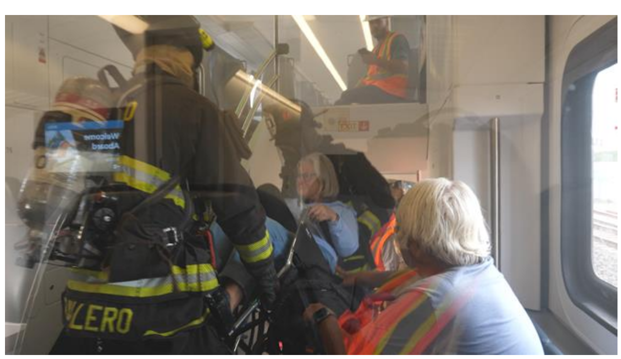
- Safety Champions continue to help create safety messaging, encourage safety concern reporting, model safe behaviors, and obtain feedback from peers. Safety Champions are moving forward with high impact projects to advance a strong culture of Safety.
- Chief Safety Officer issues regular correspondence to Caltrain employees about the importance of continuing to put Safety First and Always. Recent messages covered topics such as learning culture and safety moments.
- Caltrain continues a "Safety Leaders of the Quarter" recognition program to acknowledge and celebrate employees who are actively contributing to a positive safety culture. A new group of Safety Leaders (the fifth cohort thus far) was recognized in July 2025. Next Safety Leaders to be recognized in the upcoming All Hands Meeting.
- Caltrain staff significantly expanded the Rail Safety section of the agency's intranet including links to key resources such as the hazard reporting log.

Recent Engagement Activities

- Working with implementing ComplianceQuest for event reporting, hazard reporting, corrective action tracking, etc., Phase 1 user acceptance testing is ongoing, and Phase 2 is about to start.
- Caltrain organization-wide Safety Culture Survey completed, and results are being tabulated.
- SOC continuing with general monitoring. CCF MTOs and Power Supervisors have access for operational use. Transit PD and other Caltrain/TASI Managers and staff were also given access to be able to view live footage via a phone app. Latest access was given to some of the Guadalupe Bridge project staff to be able to monitor CCTV that is pointed at the project trailer near Diridon Diridon due to concerns of trespassers in the area. There are currently discussions to potentially extend the lease/ service of these towers to bridge the gap until the the Enterprise CCTV system comes online.

Safety Culture Engagement Efforts (cont'd)

- Part of a working group internally and with regional transit agency partners to discuss and help plan for 2026 Superbowl and FIFA events.
- Part of working group related to unhoused persons at SFO and how they may impact nearby transit services.
- Exploring mass notification communications tools such as ReadyOp for District use during major emergencies.
- The joint tabletop exercise with BART, SamTrans, and San Bruno Fire Dept. has been cancelled. Tabletop co-hosted by Caltrain, SamTrans and TSA is in early planning, tentatively scheduled for November. Regional tabletop hosted by MTC also in initial planning, tentatively scheduled for December.
- Awaiting CPUC approval to modify high risk grade crossings with solar markers and bollards. Installation at Broadway has already yielded a 100% elimination of track incursions.
- Continue to meet with technology companies to discuss GPS navigation safety enhancements for grade crossing areas. Notably, Google introduced an update that now verbally alerts map users when they approach a railroad crossing.
- Launched the internal "Why is Safety Important to Me?" campaign, encouraging employees to share a photo and story that highlights the importance of "Going Home Safely, Every Day." The campaign is featured on digital displays throughout administrative and operations offices.
- Safety Roadshows were a huge success – May 28 at CEMOF Maintenance Facility, Jun 25 at Menlo Park, July 30 at SFK 4th & King, and most recently Aug 27 at CEMOF. There is currently discussion on the next roadshow.
- Conducted a full-scale exercise at Redwood Junction on 8/16, with Redwood City FD, Menlo Park FD, Woodside FD, CERT volunteers, Transit PD and TASI. Simulated an on-board train fire and a high voltage step potential hazard outside the train (wire down).

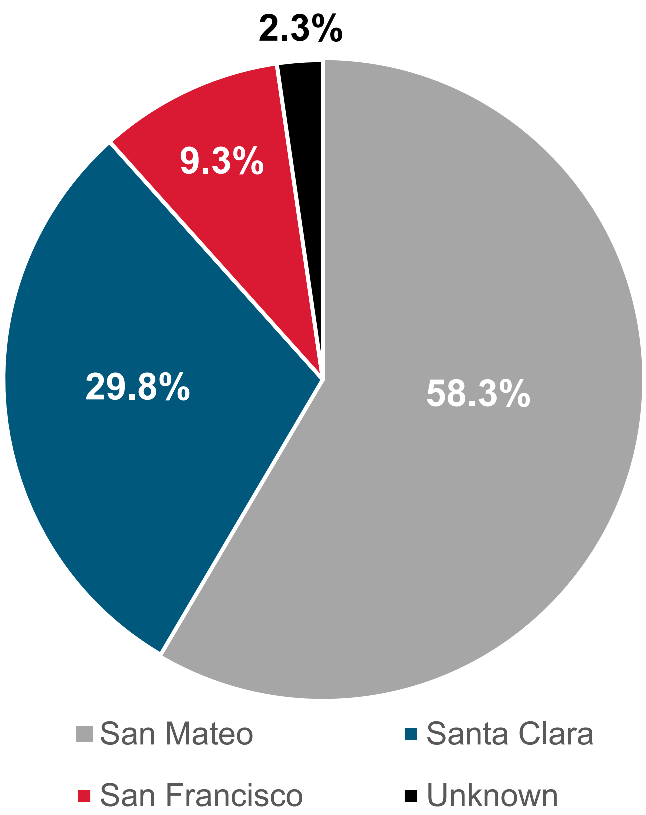


Caltrain

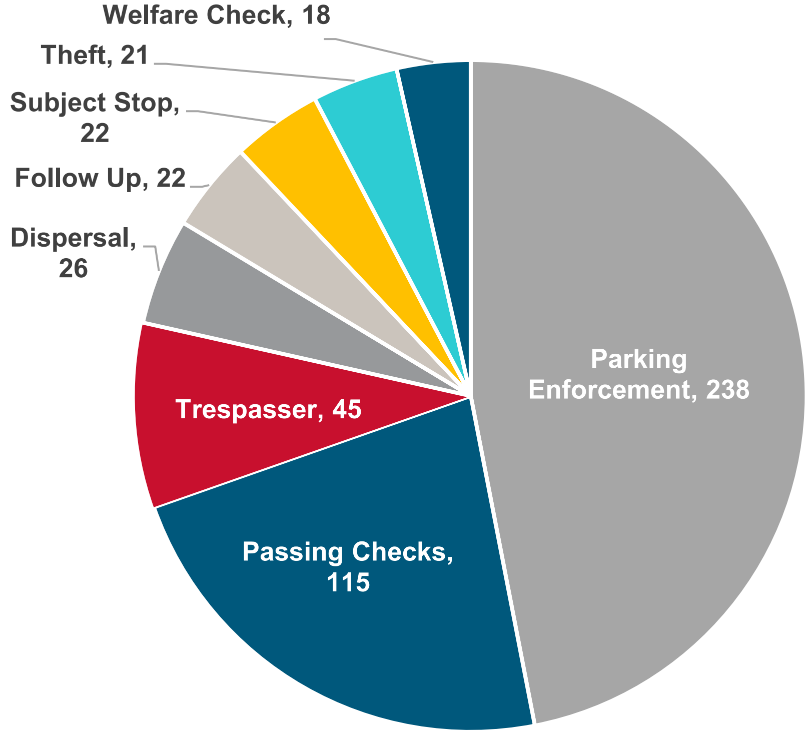
Security Update

The San Mateo County Sheriff's Office Transit Police Bureau is Caltrain's contracted law enforcement provider. The bureau is responsible for policing all Caltrain rail equipment, stations, rights-of-way and facilities throughout San Francisco, San Mateo, and Santa Clara counties.

Calls for Service by County September 2025



Number of Calls by Category September 2025[1]



<u>September 2025 Service Call Data</u>

Overall Average Response Time: **19:14**

Average Response Time for **Priority 1** Calls*: **17:09**

Average Response Time for **Priority 2** Calls**: **21:33**

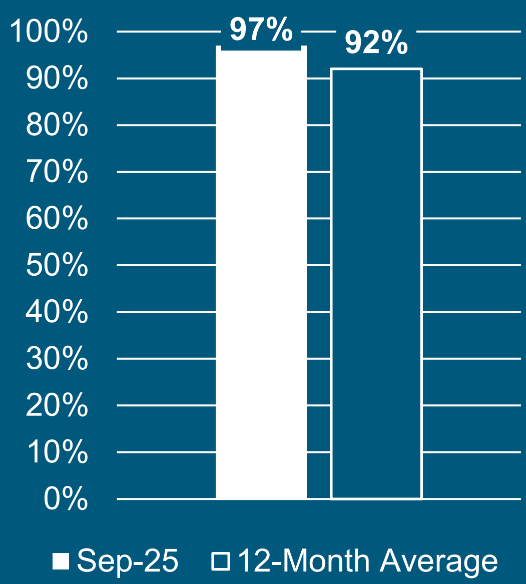
*Priority 1 Calls: *In Progress – Crimes Against Persons*

**Priority 2 Calls: *Just Occurred – Crimes Against Persons/In-Progress Property Crimes*

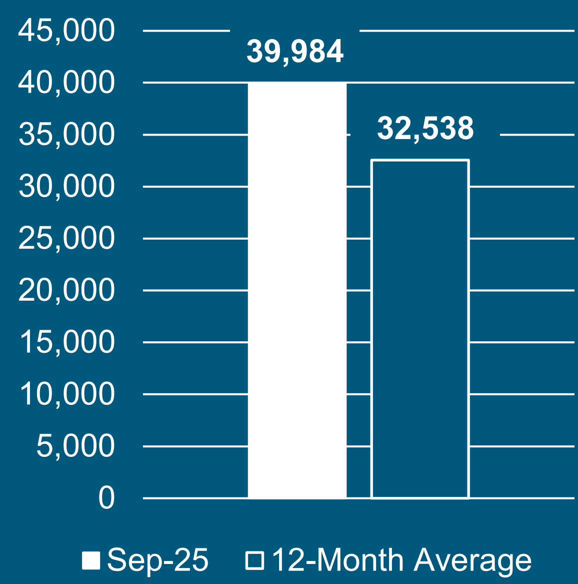
Footnote 1: Total calls for service totaled 694 in September across 18 categories. The pie chart shows the top 8 categories representing 507 calls or 73% of the total.

Performance at a Glance

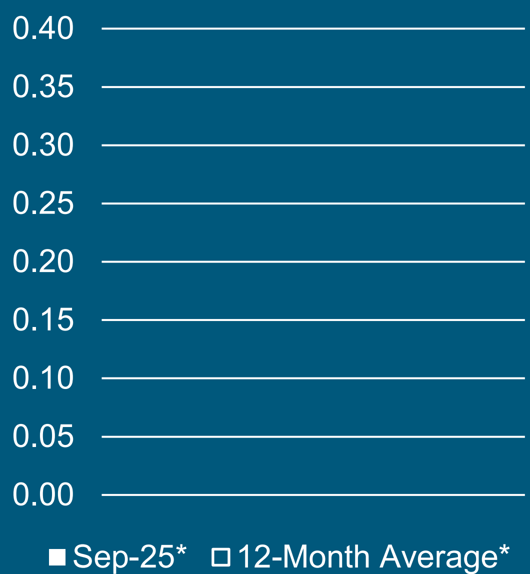
On-Time Performance
Percentage of trains arriving within six minutes of the scheduled time



Average Daily Ridership
Average estimated weekday ridership

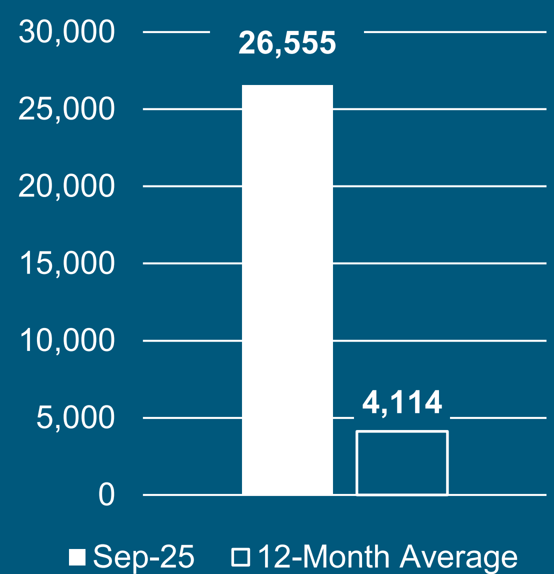


Farebox Recovery Ratio*
Ratio of fare revenue to operating costs



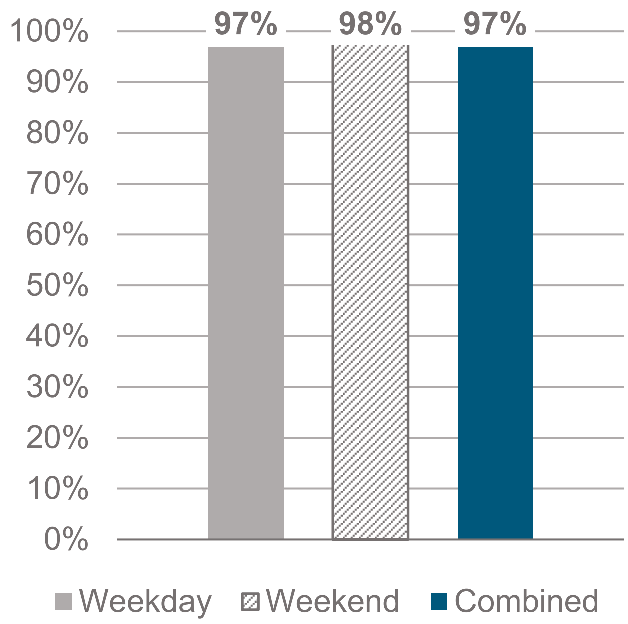
**Farebox Recovery Ratio is temporarily unavailable due to Fiscal Year End Close.*

Mean Distance Between Failures
Average miles travelled by locomotives before maintenance/repair is required



On-Time Performance

Performance This Month (Sep-25)

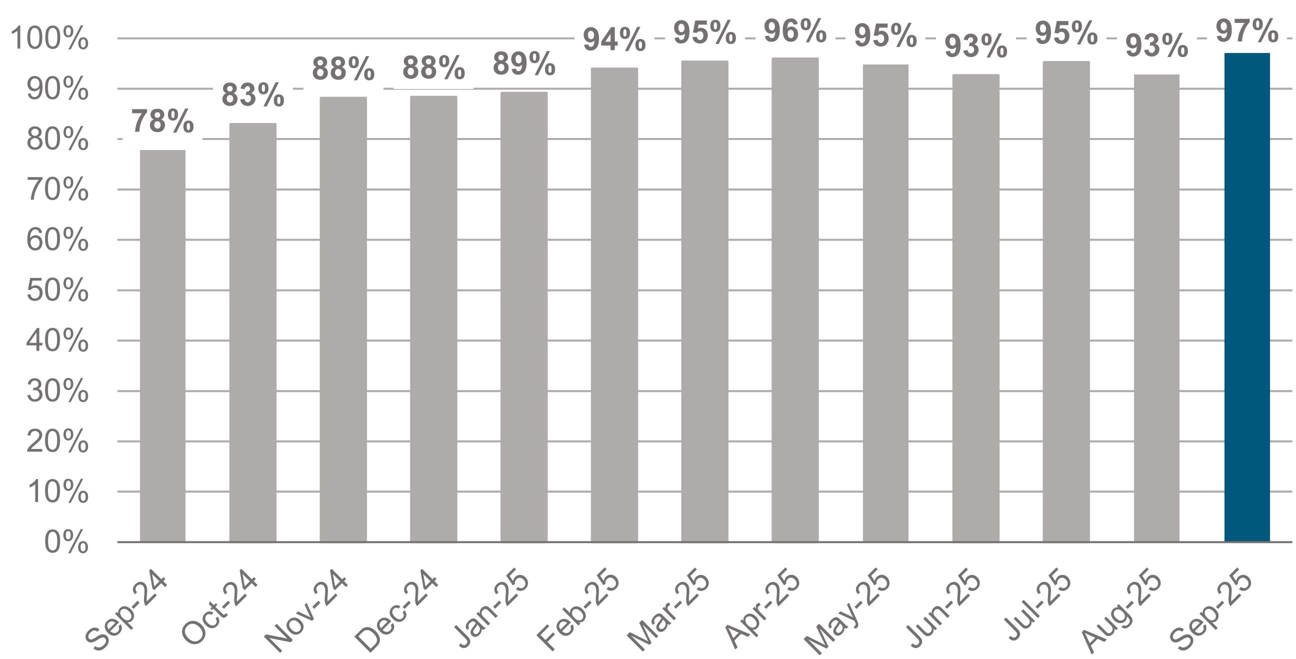


Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, Tamien, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of September was 97.1%; this resumes our achievement of the 95.0% goal after a gap since November 2021, primarily due to JPB Capital Projects.

Note that weekend OTP includes holidays.

Monthly On-Time Performance in the Past Year

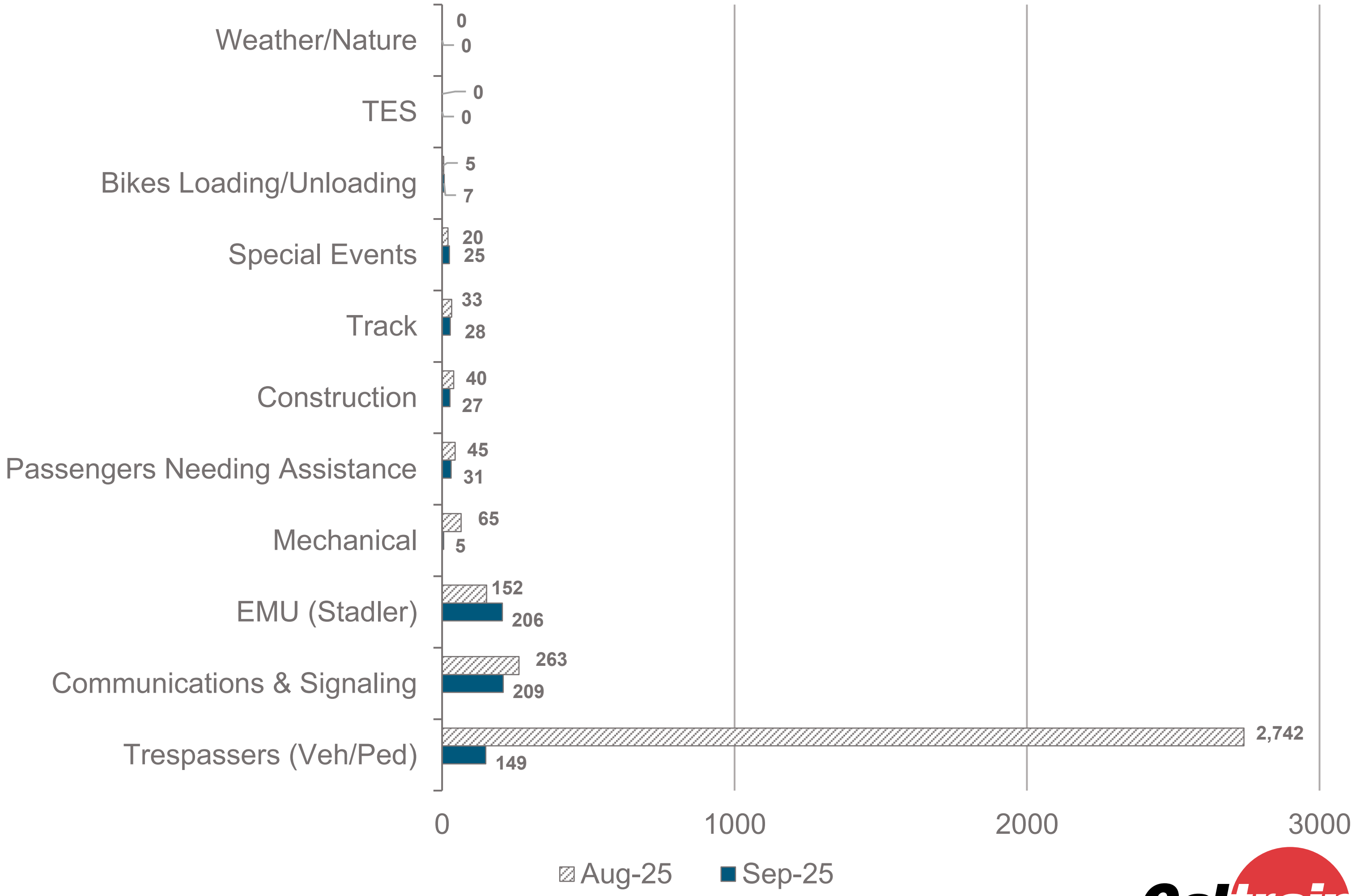


Delays and Cancellations

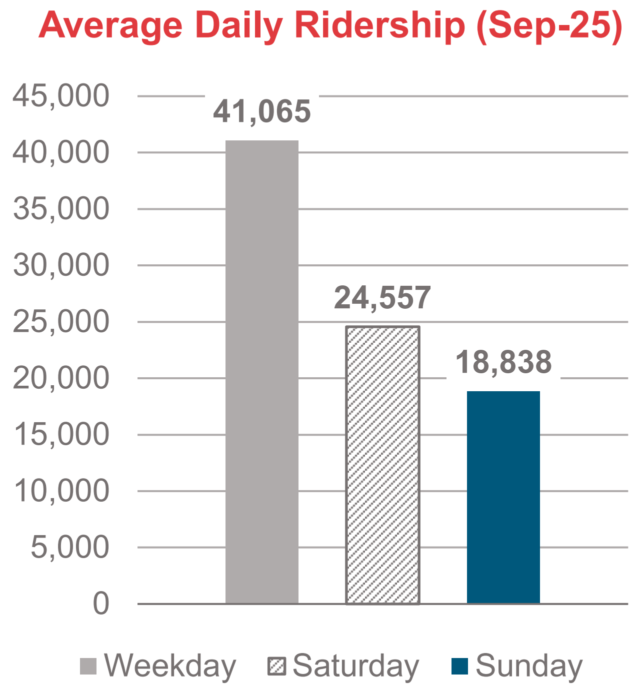
	Jul-25	Aug-25	Sep-25
Number of Late Trains	145	218	84
Average Minutes Late for Late Trains	21	27	14
Number of Cancelled Trains	10	10	7

Trains are considered late if they arrive at their end-line destination six minutes or more after the scheduled time. Average Minutes Late represents the average difference in actual arrival time from the scheduled arrival time for late trains. Cancelled Trains includes trains forced to terminate mid-run, as well as those that are annulled before they begin to operate.

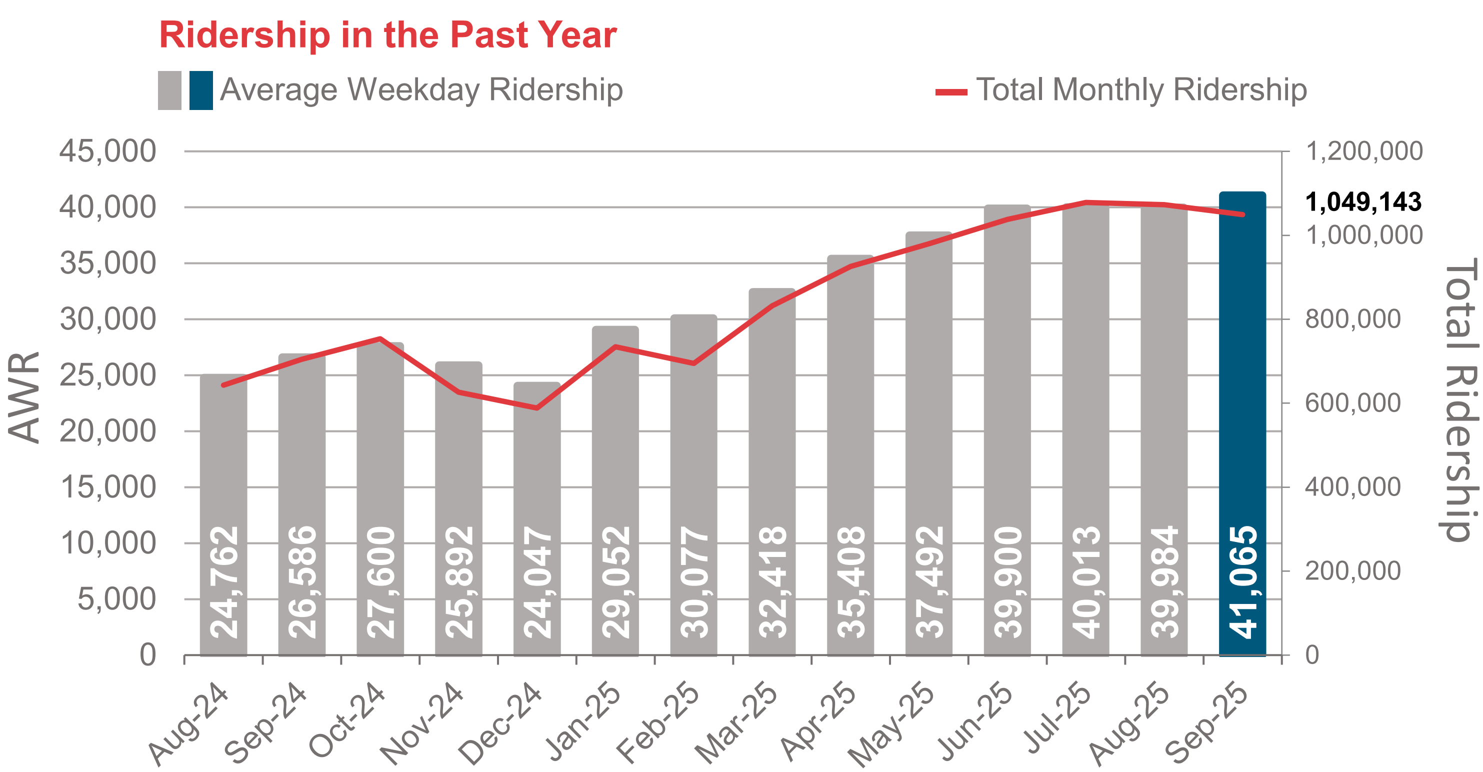
Reasons for Train Delays, by Minutes of Delay



Ridership and Revenue



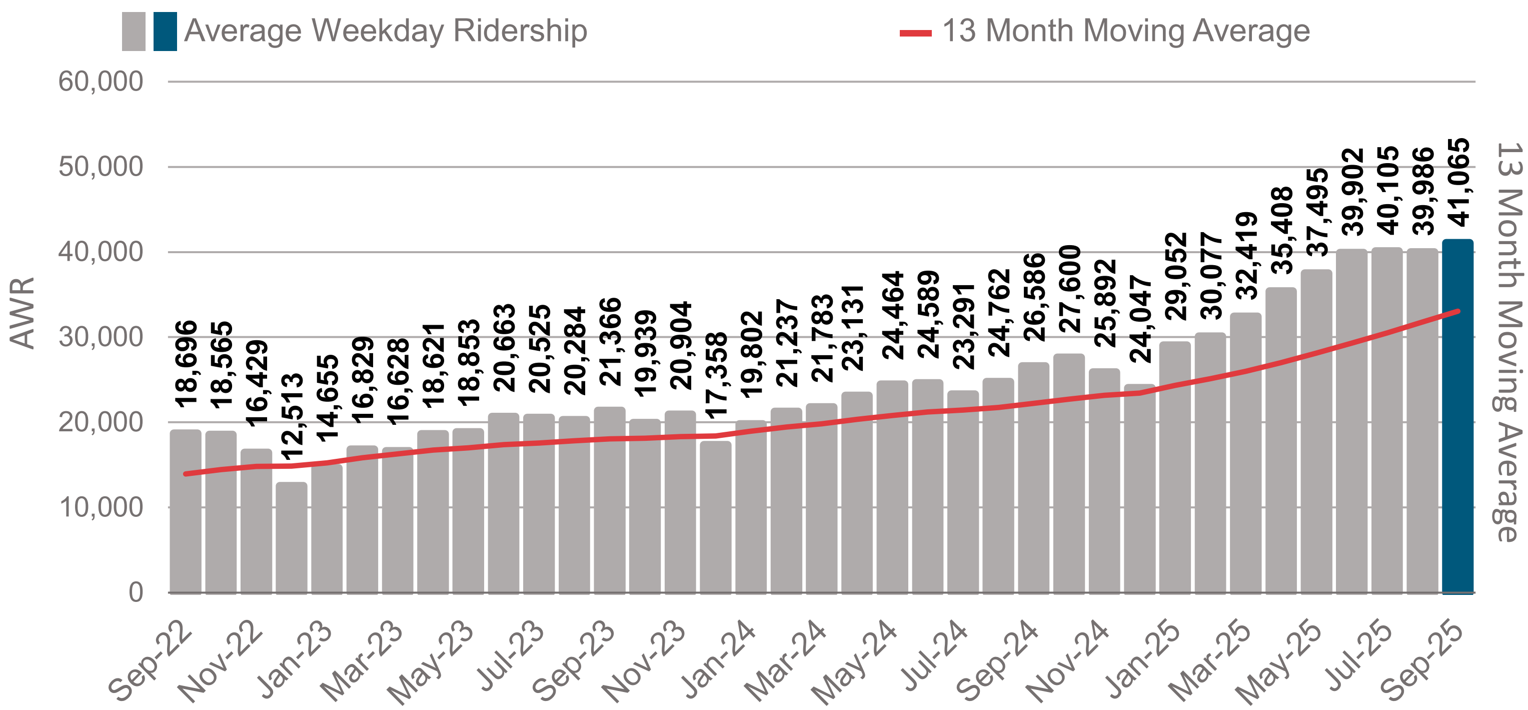
Average weekday ridership (AWR) increased by approximately 55% percent compared to September of last year as riders continue to return to the Caltrain system for increased work and leisure travel.



Since November 2023, Caltrain's ridership estimation model relies solely on fare media sales data.

Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average: Fiscal Year 2023 to Present



Year Over Year AWR Increase (September 2024 vs. September 2025): 55%

Ridership and Revenue

Special Service Ridership Report

San Francisco Station

- Total event-day ridership at San Francisco Station in September was 93,113, a 71.5% increase compared to 2024 (54,290).
  - In September 2025, there were 15 events (12 Giants regular season games and 3 Valkyries regular season games), compared to 14 in 2024.

22nd Street Station

- Total event-day ridership at 22nd Street Station in September was 2,003.
  - In September 2025 there were 2 events counted (2 days of the Portola Festival). There were no events counted in 2024.

Palo Alto Station

- Total event-day ridership at Palo Alto Station in September was 960, a 43.7% increase compared to 2024 (68,844).
  - In September 2025, there was 1 event (1 Stanford Football game), compared to 1 in 2024.

Stanford Station

- Total event-day ridership at Stanford Station in September was 365.
  - In September 2025 there was 1 event counted (1 Stanford Football game). There were no events counted in 2024.

Mountain View Station

- Total event-day ridership at Mountain View Station in September was 2,028, a 162.7% increase compared to 2024 (772).
  - In September 2025, there were 2 events (One 49ers preseason game and a Morgan Wallen concert) compared to 1 in 2024.

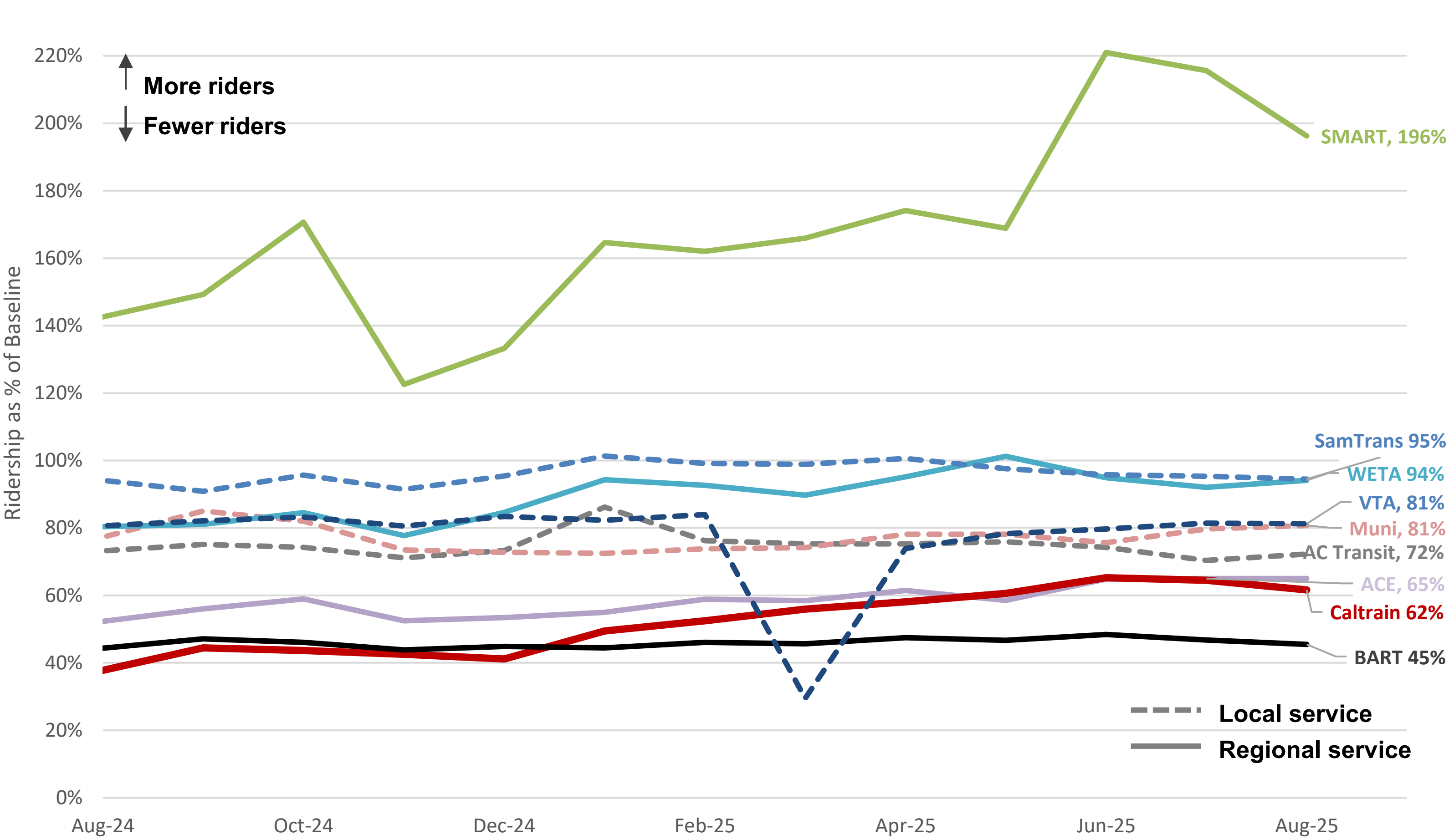
San Jose Diridon Station

- Total event-day ridership at San Jose Diridon Station in September was 2,916, a 1,566.3% increase compared to 2024 (175).
  - In September 2025 there were 2 events counted (One 49ers preseason game, and a Morgan Wallen concert), compared to 1 in 2024.

Public Transit Ridership Recovery in the Bay Area

The below chart estimates pandemic ridership recovery by comparing each month's total ridership to that of the same pre-pandemic month in 2019.

Total Monthly Ridership as a Share of Pre-Pandemic Levels
Percent of Same Month in 2019



Notes:
- As of August 2024, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
- Starting in November 2023, Caltrain ridership estimates use a fare media sales-based model. Prior to then, Caltrain ridership estimates were based on a combination of conductor counts & Clipper data.
- Ridership data for all other agencies retrieved from the National Transit Database.

Total Monthly Ridership Estimates (in thousands)

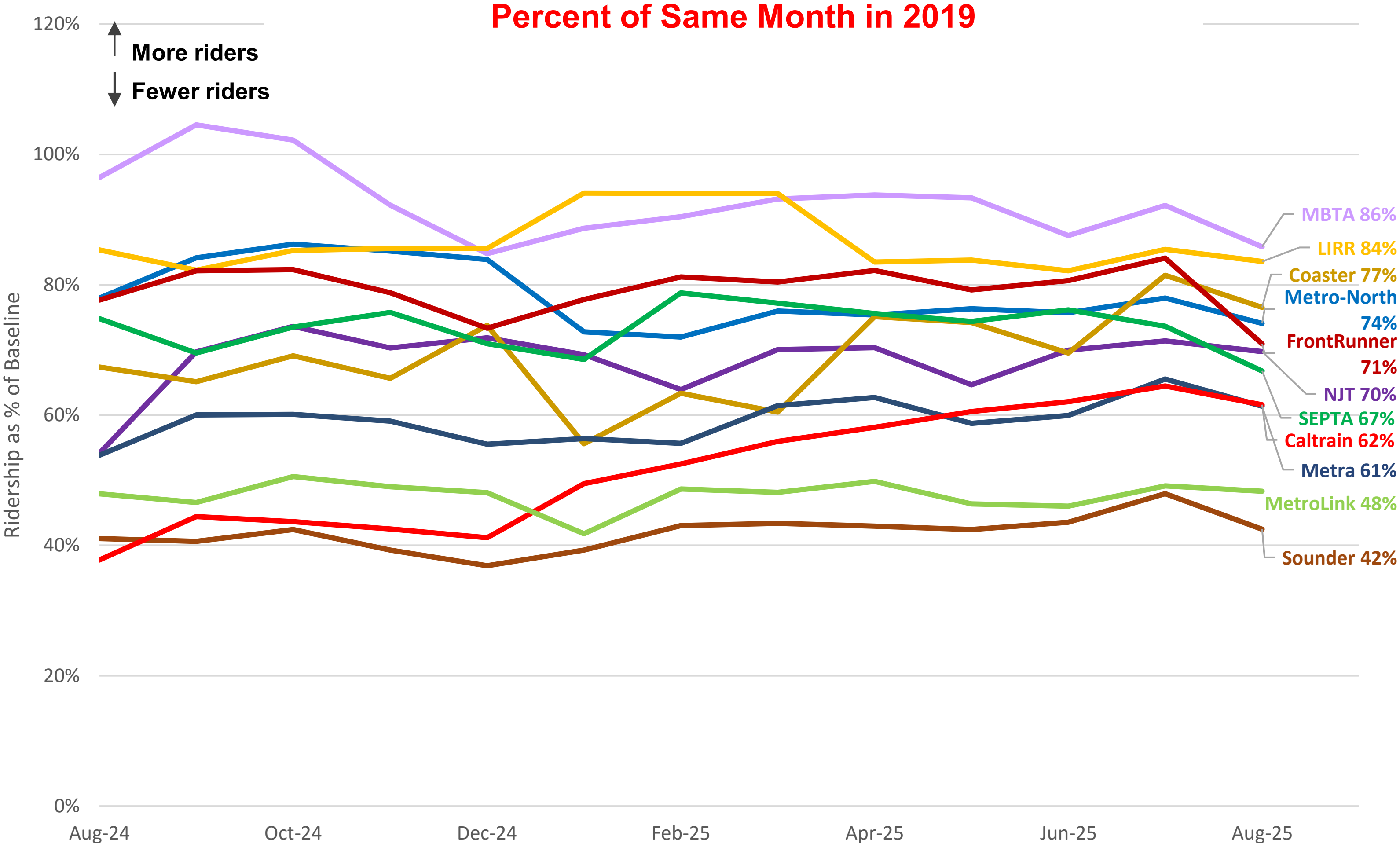
*ACE data for the month of August 2025 was not provided.

Transit Operator	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug
Muni	14,521	14,579	15,401	13,043	12,978	13,668	12,608	13,980	14,678	14,947	13,725	14,414	15,170
BART	4,963	5,085	5,349	4,373	4,289	4,597	4,464	4,807	5,244	5,172	5,170	5,089	5,093
AC Transit	3,498	3,678	3,923	3,229	3,118	3,788	3,173	3,502	3,575	3,579	3,022	3,079	3,452
VTA	2,519	2,595	2,871	2,427	2,379	2,420	2,250	908	2,250	2,465	2,273	2,368	2,539
SamTrans	948	962	1,0628	881	865	929	823	958	948	989	832	832	952
Caltrain	643	704	754	626	588	735	695	832	926	980	1,038	1,078	1,049
WETA	276	267	237	263	184	181	205	181	215	261	280	287	313
SMART	93	94	98	80	78	94	83	96	105	108	123	135	128
ACE	70	70	84	60	54	70	67	73	81	83	73	73	-*

Ridership Recovery for Similar Commuter Railroads

The below chart estimates pandemic ridership recovery by comparing each month's total ridership to that of the same pre-pandemic month in 2019.

Total Monthly Ridership as a Share of Pre-Pandemic Levels
Percent of Same Month in 2019



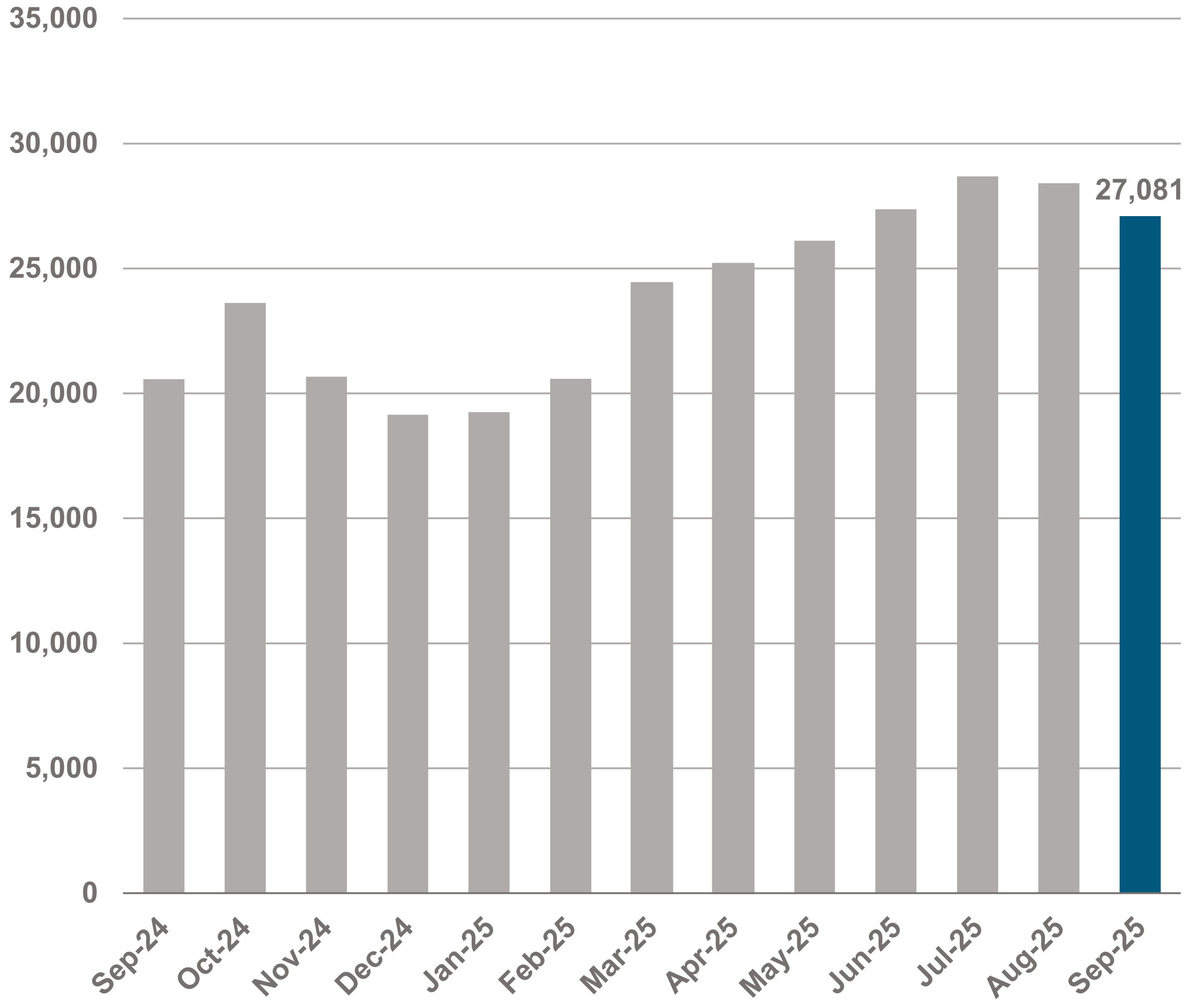
Notes:
- As of October 2025, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
- Ridership data for all agencies retrieved from the National Transit Database.

Total Monthly Ridership Estimates (in thousands)

Transit Operator	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun	25-Jul	25-Aug
LIRR	8,551	8,031	8,715	8,046	8,357	8,357	7,560	8,371	8,211	8,371	8,211	8,536	8,371
Metro-North	6,026	6,337	7,161	6,234	6,435	5,269	4,732	5,680	5,935	6,090	6,010	6,189	5,726
NJ Transit	4,102	5,393	5,873	5,306	5,382	4,766	4,383	5,173	5,274	4,971	5,355	5,463	5,285
Metra	2,989	3,104	3,431	2,791	2,511	2,671	2,547	3,046	3,332	3,165	3,322	3,632	3,406
MBTA	2,701	2,670	2,975	2,390	2,272	2,398	2,157	2,449	2,522	2,521	2,424	2,551	2,404
SEPTA	2,042	2,147	2,403	2,174	2,061	2,098	2,173	2,248	2,321	2,244	2,093	2,023	1,823
Caltrain	643	704	754	626	588	735	695	832	926	980	1,038	1,078	1,049
MetroLink	500	491	552	501	463	437	472	530	572	527	472	504	504
FrontRunner	352	388	415	337	301	338	326	351	355	337	327	341	322
Sounder	163	156	188	144	130	164	136	164	175	167	171	188	169
SD Coaster	90	74	77	62	62	58	58	67	88	91	104	122	102

Ridership and Revenue

Monthly BART Transfers at Millbrae in the Past Year

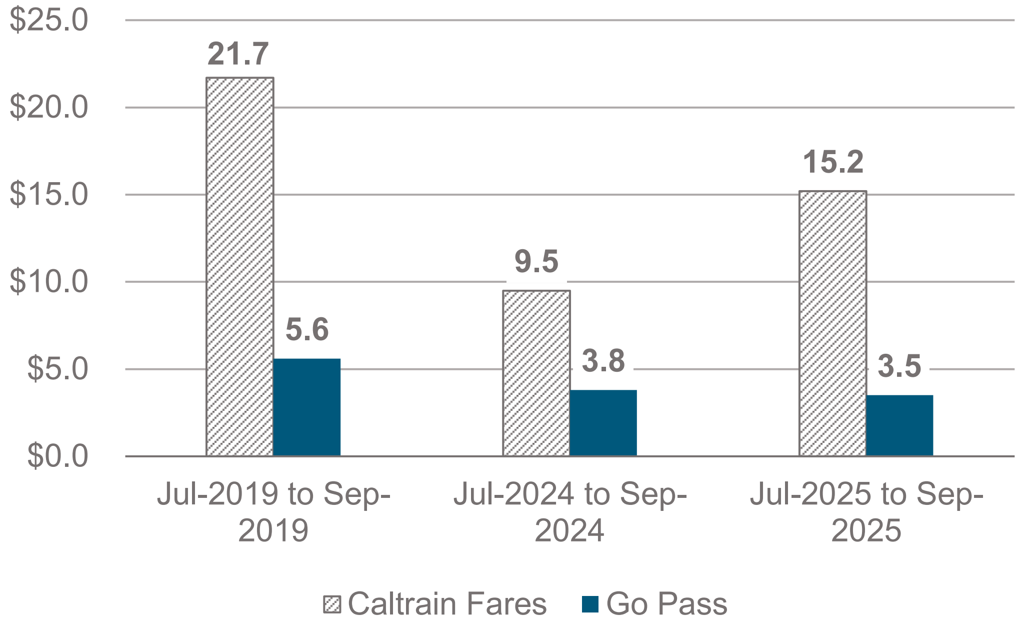


BART Transfers at Millbrae represents the total number of BART-to-Caltrain and Caltrain-to-BART transfers, as measured by Clipper Card data.

Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.

Ridership and Revenue

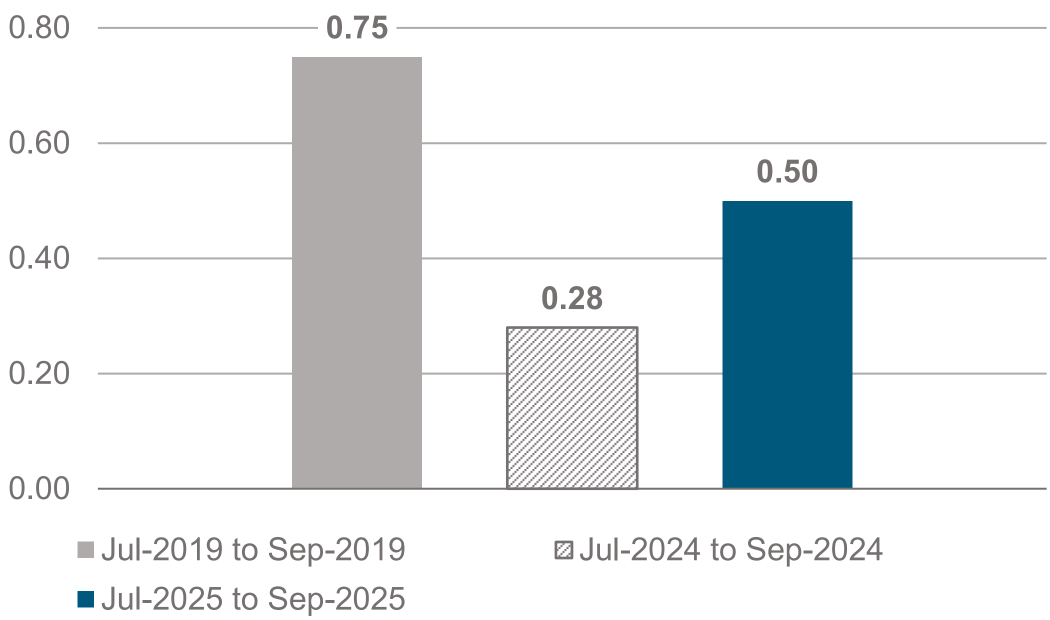
Total Fare Revenues ($M) - Past 3 Months Comparison



Fare revenue comes in the form of one-way tickets, daily or monthly passes ("Caltrain Fares"), and the Go Pass program.

Fare revenue is generally more stable than ridership due to many riders paying for monthly passes, which provide consistent revenue regardless of usage.

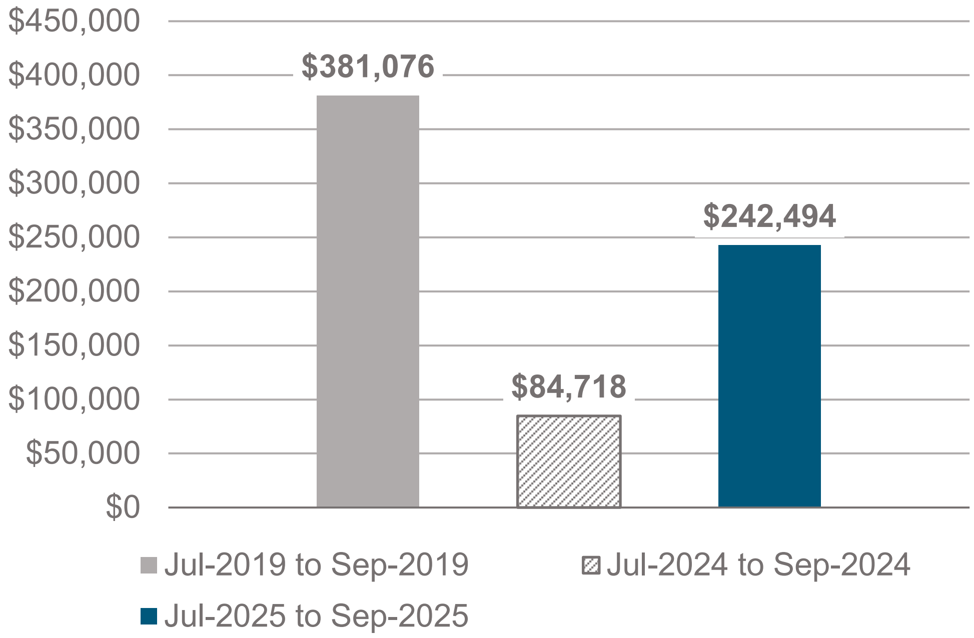
Farebox Recovery Ratio (3-Month Rolling Average)



Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.

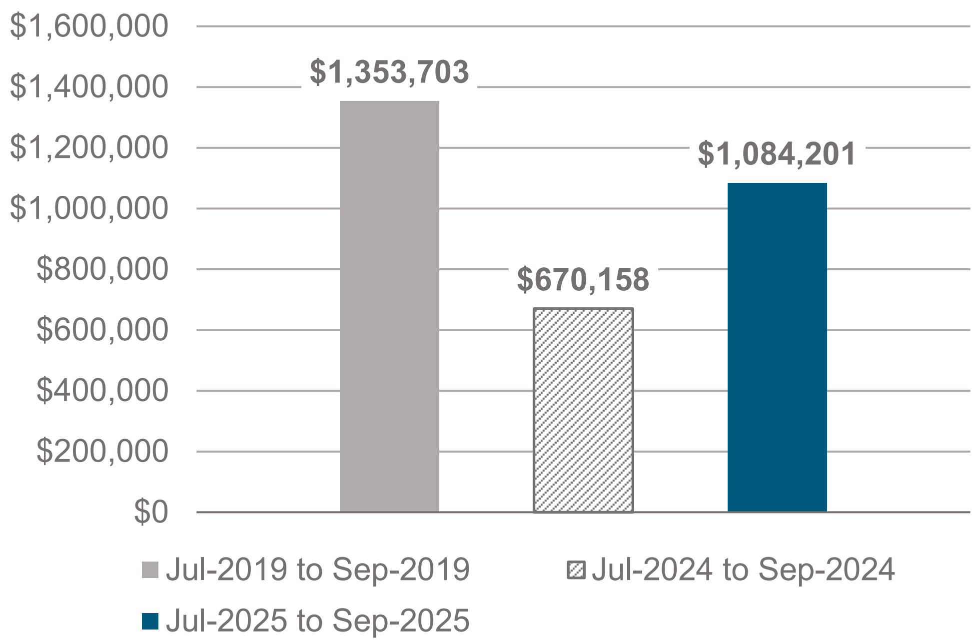
Ridership and Revenue

Advertising Revenue (3-Month Rolling Average)



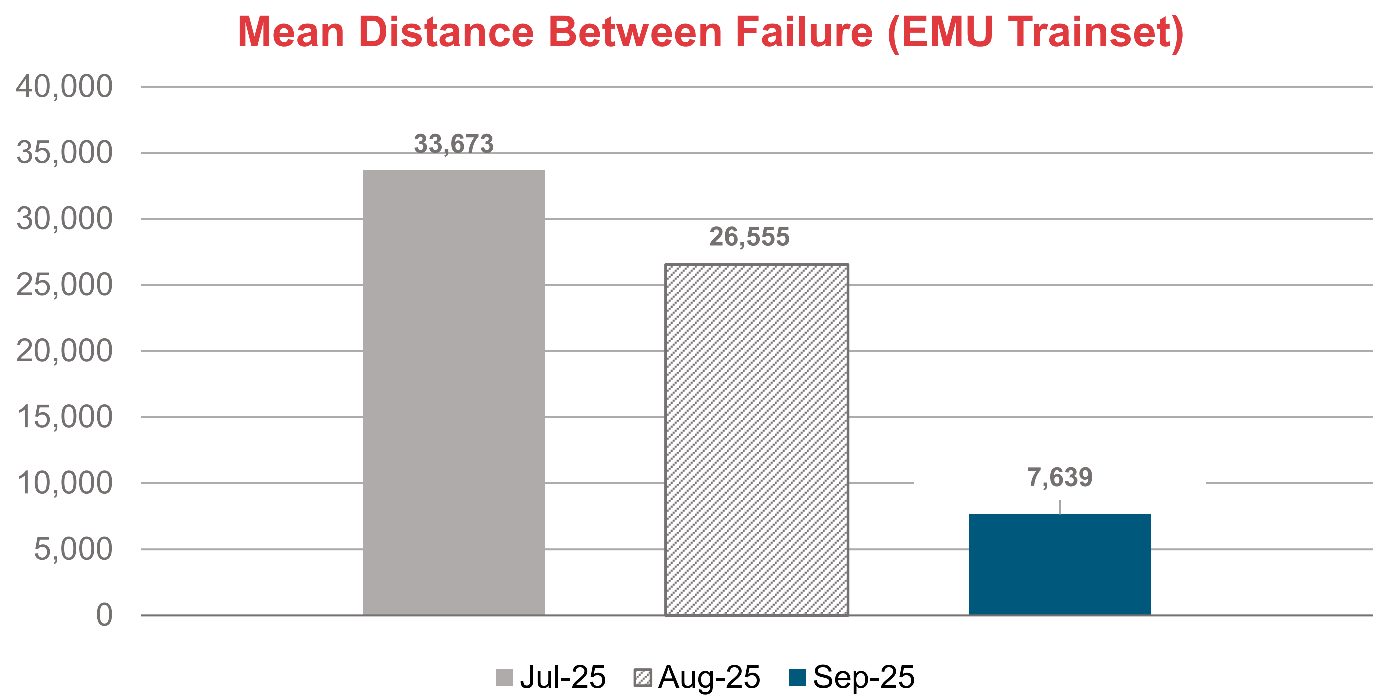
Advertising Revenue declined substantially for transit agencies throughout the country with the onset of the COVID-19 pandemic.

Parking Revenue (3-Month Rolling Average)



Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.

Maintenance Performance (EMU Fleet)

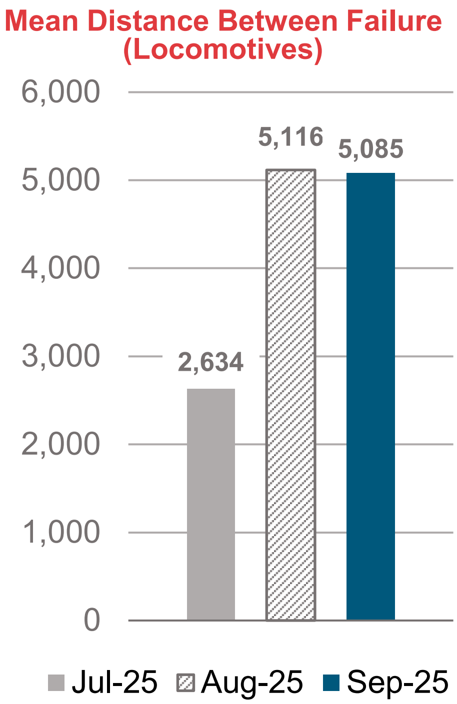


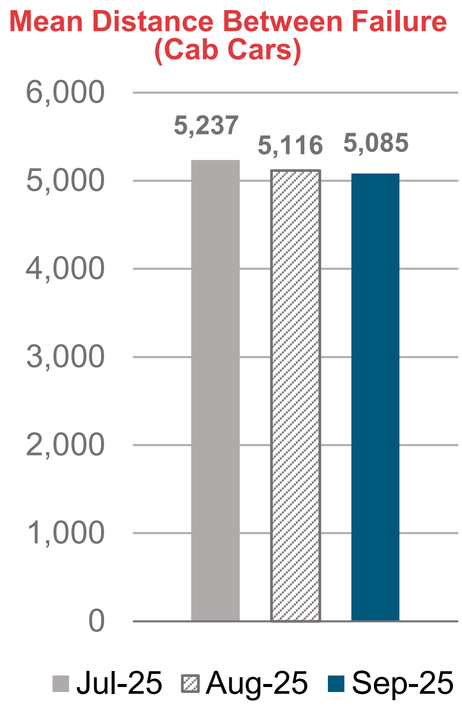
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

As of October 2025, the data shown is now determined by the total miles traveled by the entire train configuration divided by the number of failures.

The graph on this page represents MDBF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the following page.

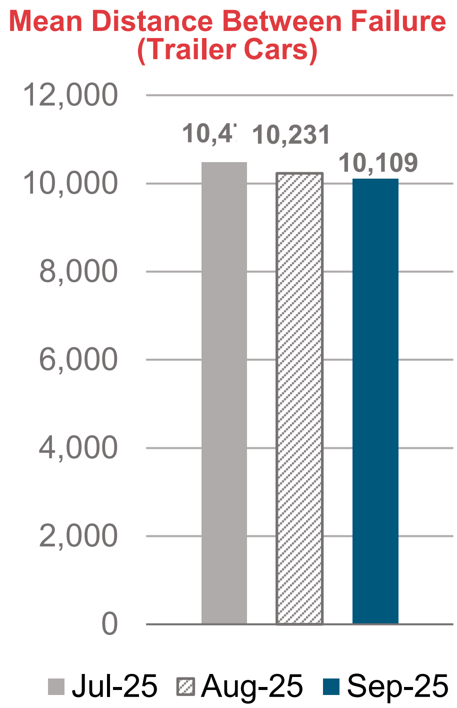
Maintenance Performance (Diesel Fleet)

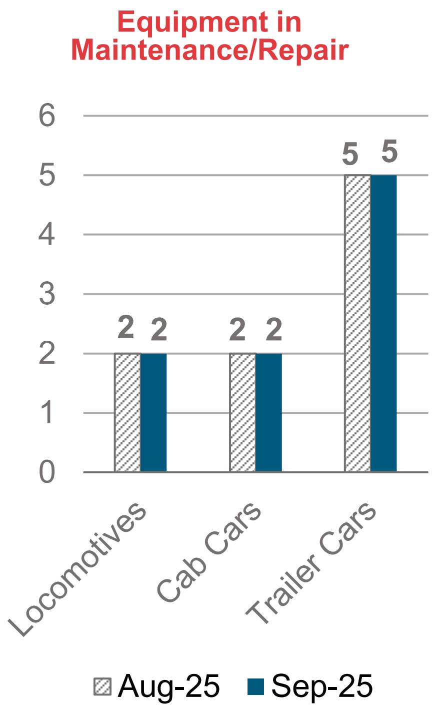




Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

The graph to the left represents MDBF for all diesel passenger locomotives in Caltrain's fleet. EMU data is on the previous page.

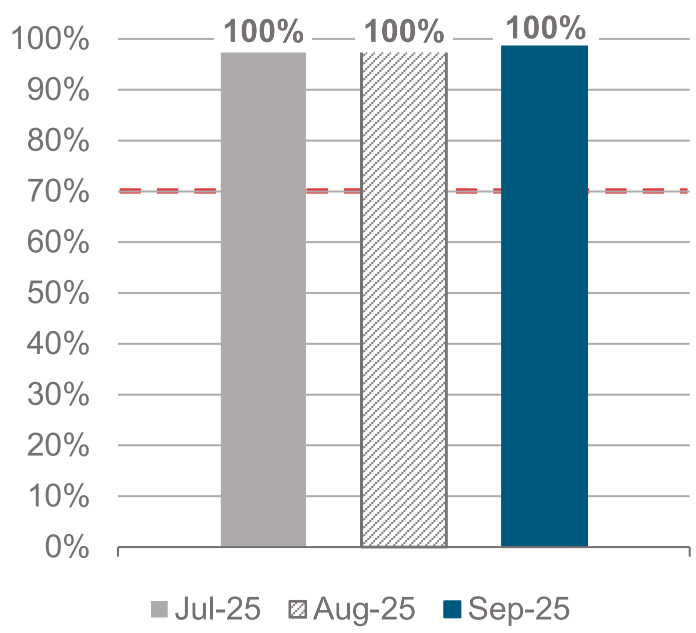




Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.

Maintenance Performance

Equipment Availability (EMUs)

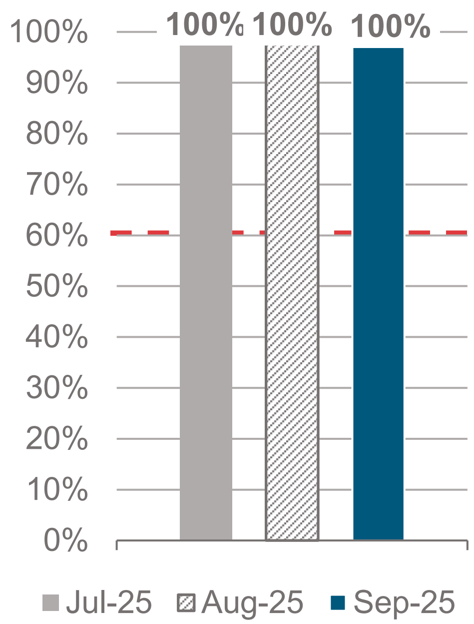


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

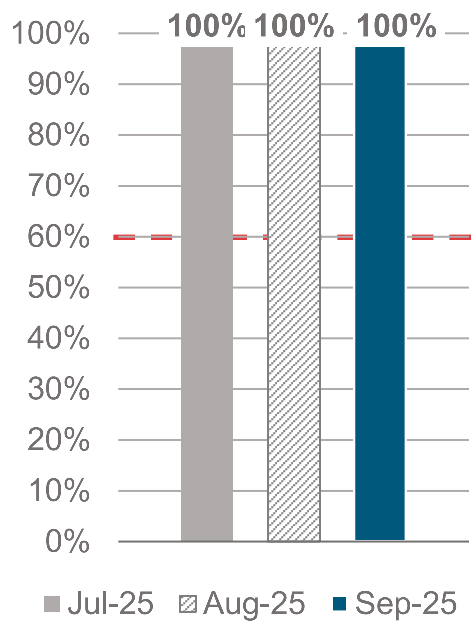
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

Post-electrification, Caltrain retains 41 Bombardier passenger cars and 9 diesel locomotives to operate South County service and maintain fleet resiliency.

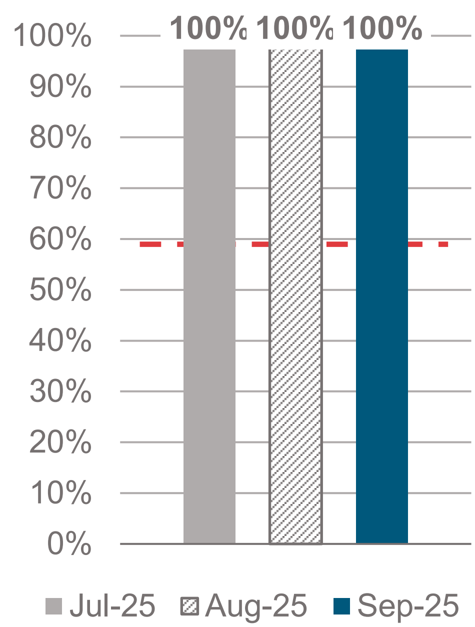
Equipment Availability (Diesel Locomotives)



Equipment Availability (Cab Cars)



Equipment Availability (Trailer Cars)



Note: The dotted red line (– – – –) on each graph represents the target line (i.e., the percentage of each equipment type required to run base service on an average weekday).

Service and Program Updates

Caltrain Celebrates First Anniversary of Electrified Service with Record Ridership, Cleaner Air and Faster Trains

Caltrain marked the first anniversary of its fully electrified service on September 22, celebrating a transformative year that has delivered record ridership growth, cleaner air for communities, and faster, more frequent service for riders throughout the Peninsula.

Since the launch of electrified service in September 2024, Caltrain has recorded a dramatic surge in ridership. Over fiscal year 2025, Caltrain carried 9.1 million passengers, up from 6.2 million in FY 2024.

“Electrification has completely transformed Caltrain,” said Michelle Bouchard, Caltrain Executive Director. “We’re delivering cleaner, faster, and more frequent service, and riders are responding in record numbers. This first year has shown what’s possible when we invest in sustainable rail, and we’re only just getting started.”

Caltrain celebrated this milestone for all of Transit Month, with passenger outreach efforts planned at San Francisco, Millbrae, Hillsdale, Redwood City, Palo Alto, Mountain View, Santa Clara and San Jose Diridon Stations for this week, offering opportunities for riders to receive Caltrain merchandise for speaking of their experiences onboard Caltrain. Additionally, Caltrain is releasing videos from elected officials, local leaders and riders sharing their support of Caltrain in honor of the anniversary.

“Today we celebrate one year of electrified Caltrain – using clean technology to connect more communities and economies throughout our state while laying crucial groundwork for high-speed rail,” said Governor Gavin Newsom, one of many elected officials that celebrated Caltrain’s anniversary. “I’m proud to back projects like this, showcasing California’s leadership in driving innovation in a way that is future-proof and accessible for all.”

Service and Program Updates (cont.)

California Legislature Passes Legislation Authorizing Ballot Measure to Address Bay Area Transit Emergency

The California Legislature passed legislation on September 13 authorizing a ballot measure to create a 14-year, sub-regional sales tax in five Bay Area counties to generate revenue to support Bay Area public transportation systems. Signed into law by Gov. Gavin Newsom, Senate Bill (SB) 63, introduced by State Senators Scott Wiener and Jesse Arreguín, will allow voters to decide on the revenue measure on the November 2026 ballot.

If voters qualify a measure for the ballot under SB 63 and a majority approve it, the measure will provide critical and stable operating funding for several Bay Area transit agencies, addressing fiscal shortfalls they continue to face after the pandemic. Caltrain would receive an average of about $75 million annually from the measure—a 7% allocation of the total funds generated—resulting in Caltrain’s operating deficit being fully funded.

SB 63 would:

- Authorize a sales tax in five counties in the Bay Area including the three counties that Caltrain operates in: San Francisco, San Mateo, and Santa Clara;
- Dedicate percentages of revenue in each of Caltrain’s counties to cover the railroad’s operations deficit, allowing for the preservation of Caltrain’s service level;
- Establish accountability measures and efficiency reviews to ensure that transit agencies are acting responsibly and appropriately with the funds they are receiving;
- Allow voters to decide the future of transit in the Bay Area, if the new district’s legislative body places a measure on the ballot, or if the voters circulate petitions to qualify a measure for the ballot.

Nearly two-thirds of respondents to a January poll in Santa Clara, San Francisco and San Mateo counties reported they would support a Caltrain funding measure, with support at 65% and 63%, respectively. A majority of voters polled in Santa Clara County also supported a Caltrain measure.

Communications and Marketing Update

Press Releases & Earned Media

Press Releases:

- Caltrain Celebrates the Anniversary of Electrification for Transit Month
- August Marks the Third Consecutive Month of +1M Riders on Caltrain
- Take Caltrain to the Stanford Cardinal home opener
- Earthquakes face LAFC at Levi's Stadium this Saturday
- California Legislature Passes Legislation Authorizing Ballot Measure to Address Bay Area Transit Emergency
- As Playoffs Start, Caltrain is Still Your Ride to the Valkyries
- Caltrain Serves up Train Service to Laver Cup
- Caltrain: Your Best Connection to the Portola Music Festival
- Caltrain is your winning ride to the Niners home opener
- Caltrain Celebrates First Anniversary of Electrified Service with Record Ridership, Cleaner Air and Faster Trains

Earned Media:

- $750 million deal to save Bay Area transit stalls - Axios
- California legislators move forward with plan to provide steady funding for High-Speed Rail - KTLA TV
- More money, less red tape. Here's CA high-speed rail's wish list for success - Fresno Bee
- BART reliability under scrutiny as another systemwide shutdown torpedoes morning commute - CBS
- Bay Area Transit Month comes as agencies face rising ridership, looming deficits - CBS
- Details released surrounding Redwood City Caltrain station homicide - KRON
- Gov. Newsom approves $750M loan for Bay Area public transit - ABC 7
- Palo Alto looks to add tunnels across tracks for cyclists, pedestrians - San Jose Spotlight
- Valkyries bringing Ballhalla to the SAP Center for Game 2 against Minnesota Lynx in WNBA playoffs - ABC 7
- SF rally held to save Bay Area public transit funding as agencies face huge deficit - ABC 7

Communications and Marketing Update

Digital Communications Activities

Caltrain Strategic Communications (Social and Media Relations)

Strategic Communications (Social):

- September marked the one-year anniversary of electrification for Caltrain.
    - A week-long video series was pushed with over 25 videos from local, state, and federal leaders celebrating the one-year anniversary.
    - Activations at eight stations occurred with staff gathering testimonials from riders, thanking them and asking their favorite aspects of electric service.
    - A sizzle reel, a short, fast-paced promotional video that showcased the project, was pushed highlighting the accomplishments of electrification over the past year.
- Communications staff partnered with the Golden State Valkyries to host a fully branded, Valkyries-themed train celebrating the team's inaugural playoff appearance. The entire train set was decorated to create an immersive experience for fans traveling to the game. Throughout the trip, staff engaged riders with trivia and distributed giveaway items provided by the Valkyries, including premium prizes such as signed team jerseys.
    - Caltrain Executive Director Michelle Bouchard, who was onboard the train, spoke to riders, and attended the game. Bay FC highlighted Transit Month at the event with special Caltrain signage.
- Ms. Bouchard participated in the Ride-Along & Happy Hour with Transit CEOs riding from San Francisco to San Rafael alongside other Bay Area transit leaders in celebration of Transit Month.

Highlights:

- Rail Safety & Suicide Prevention Month
    - Weekly safety tips and polls throughout the month
- Giants – Dodgers Series
    - Driving is for Dodgers Fans Campaign (Part 2 video)
- Take Caltrain to Portola Music Festival
- Senate Bill 63 Messaging

Communications and Marketing Update

Digital Communications Activities (cont.)

Social Metrics: (Year to Year)

An impression is anytime our content (post, webpage, IG photo) is seen in a user's feed or browser. Engagement is any action taken, such as a click, like, retweet or comment.

SEPTEMBER 2025	SEPTEMBER 2024
Impressions: 1,138,177	Impressions: 2,338,374
Engagements: 37,798	Engagements: 92,613
Post Link Clicks: 5,281	Post Link Clicks: 6,009

Caltrain E-Newsletter Metrics

	SEPTEMBER 2025	AUGUST 2025
Subscribers	14,947	14,863
Open Rate	26.8%	27.2%
Click Rate	3.4%	4.1%

Communications and Marketing Update

Marketing Activities

Go Faster Campaign

- Go Caltrain – Always On Campaign: Ads continue to run across the regional digital landscape, from social media to popular websites and apps.
  - Web pageviews to Go-related pages: 39.5k (August: 60.5k)
  - YouTube Views: 103k (July: 123k)
  - 101/280 Billboard campaign ended.
- South County Promotion
  - Digital ads have been running in South County communities since late September, including customized ads for Gilroy and Morgan Hill. The Comms team has more plans for coasters, bus shelter and onboard VTA bus ads.
- GoPass Promotion
  - A LinkedIn campaign is promoting GoPass. A new GoPass Perks Member Benefits page has been published featuring giveaways and events to drive adoption and usage.
- Partnerships
  - Had great partnerships with Bay FC and Valkyries, including ticket bundles and event trains.
- Looking Ahead: South County printed promotions, refreshed digital ads “Go Places” imagery and messaging in final production, potential partnership with KQED.

Capital Projects Update

Project: Churchill Avenue Grade Crossing

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
The scope includes the widening of the sidewalk to accommodate heavy bike and pedestrian traffic from local schools; relocate the pedestrian crossing gates due to the widened sidewalk; install new pavement marking and markers for vehicular traffic at the Churchill Avenue grade crossing in Palo Alto. Implement a total of 17 seconds of advance signal preemption time.	Green	Green	Green	Green

Project Phase: Closeout

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	2,520	1,556	1,530	10/31/2025
Percentages	100.00%	61.7%	60.7%	

Project Highlights – Recent and Upcoming Work

September: Conducted final inspection and walk through with the CPUC, Caltrans and the city of Palo Alto. One item was identified and corrected.

October: Complete project closeout.

This will be the final report for this project.

Note: The Capital Projects information is current as of Sep 30, 2025, and is subject to change prior to the Nov 2025 Board meeting.

Statuses: Green – Green; Yellow – Yellow; Red – Red

Capital Projects Update

Project: San Mateo Grade Crossing Improvements

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
This project will design and implement safety improvements including quad gates or exit gates at the 4th and 5th Ave grade crossings in San Mateo. This project will make the two grade crossings safer for the train, motorist and pedestrians.	●	●	●	●

Project Phase: Closeout

Project Costs (in thousands of dollars)

	Current Budget	Committed to Date	Expended + Accruals	Estimated Completion
Totals	5,472	5,472	5,472	10/31/2025
Percentages	100.00%	100.00%	100.00%	

Project Highlights – Recent and Upcoming Work

September: Scheduled the final inspection and walk through with the CPUC and Caltrans for October.

October: Conduct Final Inspection with CPUC and Caltrans. Continue project closeout.

This will be the final report for this project.

Note: The Capital Projects information is current as of Sep 30, 2025, and is subject to change prior to the Nov 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red

Capital Projects Update

Project: San Francisquito Creek Bank Stabilization

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
Stabilize and protect the northern bank of the San Francisquito Creek to prevent erosion from undermining the northern abutment of Caltrain's existing San Francisquito Creek Bridge, the northern foundations of the Alma Street Bicycle Bridge owned by the City of Palo Alto, and an existing drainage outfall owned by the City of Menlo Park.	NA	NA	NA	NA

Project Phase: Construction

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	8,988	4,142	3,192	02/19/2027
Percentages	100.00%	46.1%	35.5%	

Project Highlights – Recent and Upcoming Work

September: Design: Final geotechnical memo incorporating August soil test results and updated slope stability analyses confirmed that sectional construction sequencing is no longer required. Boundary survey was completed; PE-stamped drawings circulated for final review. Environmental Compliance: Continued coordination to align the HMMP with contract and permit documents and to ensure compliance with regulatory requirements for advanced tree removal and trimming. Cities Coordination: Coordinated with cities on project status; received permits required for October tree removal. Procurement Preparation: Developed and reviewed the construction schedule, cost estimate, constructability review, and risk register. Advanced development of the staffing plan, risk-based contingency analysis, and a state grant application to support the total project cost estimate.

October: Environmental Compliance: Ensure the HMMP is fully consistent with the final design documents. Procurement Preparation: Finalize contract drawings and specifications; update independent construction cost estimate based on the latest unrestricted construction sequencing. Complete the staffing plan and contingency quantification to support the total project cost estimate and budget request. Submit state grant application for construction-phase funding. Prepare IFB package. Advanced Work: Complete tree removal and trimming in the staging area and along the access path before the end of the dry season to avoid bird-nesting–related construction delays.

Note: The project team is finalizing the total project cost estimate and preparing the construction contract IFB. The project's baseline schedule and budget will be established upon conclusion of the IFB process. An update on the total project cost and funding plan will be presented to the Board in the coming months.

Note: The Capital Projects information is current as of Sep 30, 2025, and is subject to change prior to the Nov 2025 Board meeting.

Statuses: The criteria for the status lights reporting are under re-evaluation, and no status lights are included in this month's report.

Capital Projects Update

Project: Mini-High Platforms

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
The project scope will include installation of the precast platforms and modifications as needed to the existing infrastructure as needed to accommodate the installation. Grounding and bonding will be required at all of the stations within the areas that will be electrified. Project will allow for more efficient ADA access to passenger vehicles for patrons decreasing dwell time thus improving service for all passengers and reducing operating costs.	Green	Green	Red	Red

Project Phase: Construction

Project Costs (in thousands of dollars)				Estimated Completion
	Current Budget	Committed to Date	Expended + Accruals	
Totals	7,271	6,415	5,210	08/24/2026
Percentages	100.00%	88.2%	71.7%	

Project Highlights – Recent and Upcoming Work

September: Progress continues on the Angotti & Reilly (A&R) settlement. In collaboration with TASI, preparations are underway for Mini-High platforms at Belmont and Tamien Stations under Work Directive Amendment #2 (WD Amd #2), with work scheduled to begin at the end of October. Work Directive Amendment #3 (WD Amd #3) has been negotiated and executed, and the schedule for this work is forthcoming. This amendment includes punchlist tasks at Bayshore, Burlingame, Hayward Park, California Ave, San Antonio, and Lawrence stations, handrail modifications at Belmont and Tamien, sign relocation at Belmont, and installation of 209 wheel stops at Hillsdale.
October: TASI will begin construction under WD Amd #2 at Belmont and Tamien Stations at the end of October. The schedule for WD Amd #3 is expected to be provided by TASI for review. Finalization of the Angotti & Reilly (A&R) settlement will continue. In addition, preliminary coordination will begin to assess the feasibility of advancing some or all of the Option 1 stations south of Tamien, including Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy, pending available funding and potential development of a future Work Directive (WD Amd #4).
Note: The project is advancing steadily, with ongoing efforts to finalize the Angotti & Reilly (A&R) settlement and deliver key work items with TASI under multiple Work Directives. Current priorities include completing all remaining work in the EMU section such as Belmont and Tamien, addressing punch list items from the former A&R contract and installing wheel stops at Hillsdale. Looking ahead, the potential to advance some or all of the five Option 1 stations south of Tamien remains under consideration, pending successful negotiations and approvals. Additional funding is needed to complete the installation of mini-highs in South County.

Note: The Capital Projects information is current as of Sep 30, 2025, and is subject to change prior to the Nov 2025 Board meeting.

Statuses: ● – Green ● – Yellow ● – Red

Capital Projects Update

Project: San Mateo Replacement Parking Track

Project Description	Status Summary			
	Safety	Schedule	Budget	Funding
The project involves the design and construction of an approximately 1,000-ft long parking track off MT-2 in the Caltrain ROW in the City of San Mateo, between 9th and 14th Avenues, to replace the old one in the Bay Meadows area that was removed to make way for the 25th Ave. Grade Separation Project. The project will also involve the construction of an access road from 9th Ave to 14th Avenue, a 12-foot tall concrete screen wall with creeping fig vegetation along Railroad Ave. and associated landscaping, irrigation and new water service. Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.	Green	Yellow	Green	Green

Project Phase: Closeout

Project Costs (in thousands of dollars)

	Current Budget	Committed to Date	Expended + Accruals	Estimated Completion
Totals	10,128	9,662	9,567	12/31/2025
Percentages	100.00%	95.4%	94.5%	

Project Highlights – Recent and Upcoming Work

September: Construction closeout continued. Maintenance MOU draft submitted to the city.

October: Construction closeout and turnover will continue. Maintenance MOU discussion with the city to reach agreements on the roles and responsibilities. A field visit with the City representatives is being planned to further clarify the roles and responsibilities.

Note: The coordination efforts for maintenance agreement, especially the agreement on the roles and responsibility is ongoing. Expected to be executed by the end of December 2025.

This will be the final report for this project.

Note: The Capital Projects information is current as of Sep 30, 2025, and is subject to change prior to the Nov 2025 Board meeting.

Statuses: – Green – Yellow – Red

Acknowledgments

This report is made possible by contributions from the following groups and individuals.

Caltrain Planning
Dahlia Chazan, Chief
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Communications
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Stephanie Torres, Social Media Specialist

Finance Administration
Bruce Thompson, Manager, Fare Program Operations
Don Esse, Senior Operations Financial Analyst
Dapri Hong, Budget Analyst III

Rail Administration / Rail Operations & Maintenance
Ted Burgwyn, Acting Chief Operating Officer
Henry Flores, Director, Rail Vehicle Maintenance
Graham Rogers, Project Manager SOGR
Jason Dayvault, Business Operations Project Manager
Reanna McGregor, Project Management Analyst (District Temp)

Rail Design & Construction
Sherry Bullock, Interim Chief
Jonathan Tillman. Director Capital Programs Management
Robert Cheung, Project Controls Deputy Director
Rui Zhang, Project Controls Analyst

Additional Support
Mike Meader, Caltrain Safety Chief
Elizabeth Araujo, TASI
Margie Godinez, TASI
Sarah Doggett, MTC
Victoria Moe, San Mateo County Sheriff's Office

Memorandum

TO: File

FROM: Michelle Bouchard, Executive Director

DATE: 10/31/2025

RE: Next Generation Clipper Customer Transition Plan for Caltrain

Background

At the October 2025 Clipper Executive Board (CEB) meeting, the CEB approved the launch of launching the Next Generation Clipper (C2) system with customer transition beginning on December 10, 2025. This marks a major milestone in the regional effort to modernize the Bay Area's fare payment system from the current card-based platform to an account-based system. The upgrade will deliver faster, more flexible, and more convenient fare payment options to riders across all participating transit agencies, including Caltrain.

Key Features

The new Clipper system will introduce several enhancements and new products:

- **Open Payment:** Riders will be able to tap a contactless bank card or mobile wallet directly on Clipper readers to pay for transit without needing a Clipper card. This feature applies only to Adult fares.
- **Regional Interagency Transfer Discounts:** Riders transferring between participating Bay Area transit agencies will automatically receive discounted fares, reducing barriers for multi-agency travel.
- **Managing multiple accounts:** Clipper's transition will enable families to manage multiple registered Clipper cards through the Clipper app.
- **Instant Funds Load:** Customers can add value to their Clipper accounts online or through the mobile app, with funds available instantly for use.

With this transition, Caltrain will introduce changes to the monthly pass. The key differences are summarized below:

Feature	Current Caltrain Monthly Pass	Next Generation Clipper Caltrain Monthly Pass
Pricing Rule	Based on origin and destination zones.	Based on the total number of zones traveled.
Tapping Rule	Tap once at the beginning of the month; no need to tap for the rest of the month. No minimum fare requirement for riding with a monthly pass.	Must tap on and off each trip. Missed tap-offs trigger a max zone charge billed on top of the pass. Riders with a negative balance can't board, even with a valid pass. Missed tap-ons may show as invalid and result in citations.
Zone Upgrade	Zone upgrade tickets are available via Ticket Vending Machines (TVMs) or Caltrain mobile app.	Zone upgrades will be automatically calculated and applied within the Clipper system upon tapping.
Youth Monthly Pass	Varies by zone, ranging from $38.40 to $158.40	Flat fare of $24 for all zones.

Challenges and Mitigation Plans

1. **Card Clash for Open Payment:**
   When riders carry more than one Clipper cards or contactless bank cards or have multiple cards in mobile wallet, accidental double-tapping or payment processing error may occur.

   Mitigation: Regional and local communications campaigns will emphasize clear rider education, including removing card from wallet when tapping, using the same card at dual-tap operators, and turning on Express Transit on Apple devices to ensure charging on the correct mobile card.

2. **Two Parallel Systems with Different Fare Rules**
   Operating C1 and C2 systems simultaneously during the customer transition may cause confusion among riders. Customers will only be able to purchase fare products and follow fare rules based on their assigned system. For example, only customers who have migrated to the C2 system will have the interagency transfer discounts. However, it will be difficult for customers to determine whether they have been transitioned.

   Mitigation: Caltrain will implement a phased transition, starting with the soft launch for customers to migrate to the new systems with no change to riding behaviors; then hard launch to formally introduce the C2-specific new products to the public after an approximately two to three months' transition period.

3. **New Caltrain Monthly Pass Business Rules Changes**
   In the Next Generation Clipper system, the new number-of-zones monthly pass requires passengers to tap on and off for each trip. If they fail to do so, fare inspection devices will flag their pass as “NOT VALID”. This requires conductors to take an extra step to verify whether the customers have a valid pass product. Additionally, any unpaired tap-on and tap-off will trigger a maximum zone upgrade charge for monthly pass users which may cause negative card balance and prevent customers from riding Caltrain even though they have valid passes. Due to the parallel operation of both systems, passengers may not realize whether they've been transitioned, which can cause confusion and accidental penalties.

   Mitigation: Caltrain will implement a temporary fare inspection process adjustment, including proactive refunds for impacted Monthly Pass users and targeted outreach (details below).

Launch Approach

In May 2025, staff reported to the Board about the mitigation plan for the Next Generation Clipper customer transition. Launching Next Generation Clipper at Caltrain will be implemented into two phases.

1. **Soft Launch (December 2025)**
   The customer transition begins on December 10, 2025. During this phase, existing Clipper users will be transitioned to the Next Generation Clipper system at the backend. MTC anticipates the transition period will be about three months, although this estimate is subject to change.

   To minimize customer confusion, Caltrain monthly pass users will be advised to continue their current tapping behavior until the transition is fully complete. The following temporary measures will be implemented during MTC’s transition period and for up to two months after its full completion:

– **Temporary Suspension of Fare Enforcement for Monthly Pass Holders**
  – Conductors will be trained on manually verifying monthly passes.
  – No citations will be issued if a valid pass is present despite showing as “NOT VALID” due to a missed tap.

– **Proactive Refund of Zone-Upgrade Charges**
  – Fare Operations will collaborate with MTC and Cubic to proactively refund improper zone upgrade charges caused by missed taps.

– **Youth Monthly Pass Fare Adjustment**

– Fare Operations will collaborate with MTC and Cubic to proactively refund Youth Monthly Pass holders for the fare difference between the current and new pricing (excluding third-party or Clipper Direct purchased passes).

An extension beyond the MTC's anticipated transition period is warranted if any of the following conditions occur:

1. The implementation of the new monthly pass configuration for TVMs under the Next Generation Clipper system is not completed prior to the conclusion of the customer transition period.
2. Passenger behavior data collected during the transition period indicates non-conformance with expected patterns, thereby necessitating additional time for customer outreach and education.
3. Any unforeseen technical, operational, or policy-related factors arise that materially impact the transition timeline or customer experience.

2. **Hard Launch (Post-Transition)**
   Once the customer migration is complete, Caltrain will formally announce new features, including the new Caltrain number of zone monthly pass and discounted interagency transfers.

Peninsula Corridor Joint Powers Board
Mountain View City Hall, Council Chambers
500 Castro Street, Mountain View, CA 94041

Board of Directors
DRAFT Minutes of October 9, 2025

Members Present:	Margaret Abe-Koga, Pat Burt, David J. Canepa, Shamann Walton, Monique Zmuda, Steve Heminger (Chair)
Members Present via Teleconference:	Rico E. Medina (Vice Chair)
Members Absent:	David Cohen, Jeff Gee
Staff Present:	J. Baker, M. Bouchard, C. Fromson, J. Harrison, M. Jones, N. Kramer (SamTrans), L. Lumina-Hsu, G. Rogers, D. Ryan, M. Tseng

1. **Call to Order**
   Chair Heminger called the meeting to order at 9:31 am.

2. **Roll Call**
   Margaret Tseng, JPB Secretary, called the roll and confirmed a Board quorum was present.

3. **Pledge of Allegiance / Safety Briefing**
   Chair Heminger led the Pledge of Allegiance and delivered the safety briefing.

4. **Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances**
   Chair Heminger noted Director Medina invoked Assembly Bill (AB) 2449 and is attending the meeting remotely.

5. **Request to Change Order of Business** – There were none.

6. **Public Comment for Items Not on the Agenda**
   Jeff Carter commented on ridership levels.

   Roland commented on ridership levels and holding a Board meeting in Mountain View.

   Aleta Dupree, Teams Folds, Skirt Folds, commented on train schedule, air conditioning, Clipper 2, and Board meetings held at different locations.

7. Proclamation of Appreciation for Monique Zmuda *- Approved by Resolution No. 2025-47*

Chair Steve Heminger announced Monique Zmuda will be stepping down from the Board of Directors. The Directors thanked Director Zmuda for her service and work on the Board including creating the committee system, working with the City and County of San Francisco, participating and chairing the Finance Committee, and working on governance.

Motion/Second: Heminger/Walton
Ayes: Abe-Koga, Burt, Canepa, Walton, Zmuda, Medina, Heminger
Noes: None
Absent: Cohen, Gee

Public Comment

Jeff Carter thanked Director Zmuda for her service and Finance Committee leadership.

Roland thanked Director Zmuda for her service.

Aleta Dupree thanked Director Zmuda for her service

8. Report of the Executive Director

Michelle Bouchard, Executive Director, provided the presentation that included the following:

- Safety Blitz with transit police and staff at some major crossings
- $1 million funding from Santa Clara Valley Transportation Authority (VTA) for safety enhancements
- On-time performance (OTP) 97.2 percent; OTP and ridership levels showed gain over one year of electrified service
- Recent failures with electric multiple units (EMU) trains; braking system issues prioritized to remedy and return back in service; public communications on train delays and cancellations; four trains out of service, currently operating without spare
- One year of Caltrain electrification celebrated with local, State, and Federal leaders, and station activations thanking riders
- Hosted Japanese and Germany delegation; biannual Caltrain updates to member agencies
- Guadalupe Bridge commenced dry season construction and achieved first critical milestone
- Tamien bus shuttles analysis showed weekend ridership low; weekday ridership is peaked during commute; working with VTA to reduce bus bridge service by November 1; retain peak period bus bridge and public communications on VTA Diridon connections options

- Peninsula Clean Energy (PCE) and San Jose Clean Energy (SJCE) approved net billing for regenerative braking; Caltrain to receive compensation approximately $1-2 million per year

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:
- Ridership and revenue growth
- Safety and security measures; Apple participation to address maps wayfinding
- Stadler contract includes provisions for damages; train sets under warranty

<u>Public Comment</u>
Jeff Carter commented on regenerative braking compensation and budget.

Aleta Dupree, Team Folds, commented on regenerative braking compensation.

Roland commented on regenerative braking compensation and EMU braking issues,

9. **Consent Calendar**
   - **9.a. Approval of Meeting Minutes for September 4, 2025**
   - **9.b. Accept Statement of Revenues and Expenses for the Period Ended July 31, 2025**
   - **9.c. Authorize Executive Director to Enter into a Lease Agreement with CKA Architects at Menlo Park Depot*** – *Approved by Resolution No. 2025-48*
   - **9.d. Award a Contract to Loomis Armored US, LLC for Armored Car Revenue Collection Services for a Total Not-To-Exceed Amount of $3 Million for a Five-Year Base Term with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $1.3 Million*** – *Approved by Resolution No. 2025-49*

The Board Members had a robust discussion, and staff provided further clarification in response to the following Board comments and questions regarding the following:
- Policies reconciliation
- Station activation importance to cities
- Sole-source contracts
- Cash, cashless, and open payment systems analysis

Motion/Second: Burt/Zmuda
Ayes: Abe-Koga, Burt, Canepa, Walton, Zmuda, Medina, Heminger
Noes: None
Absent: Cohen, Gee

Public Comment
Aleta Dupree, Team Folds, commented on open payment system on Bay Area Rapid Transit (BART) and Clipper 2, and spoke in support of Caltrain reducing cash and encouraging use of Clipper.

10. Receive Update on Rail Operator Re-Bid Process and Authorization to Negotiate Two-Year Extension of Existing Contract, with Federal Transit Administration Concurrence
Graham Rogers, Project Manager, State of Good Repair, provided the presentation that included the following:

- Contract value and future contract costs projected to exceed $200 million by Fiscal Year 2034 (FY34)
- Rail operations is most significant expense driver for the agency
- Extend solicitation timeline by two years so agency have clearer financial picture before issuing procurement and asking bidders to develop proposals; clarify on scope of services
- Benefits: sufficient time for transition period between contracts; Massachusetts Bay Transportation Authority (MBTA) commuter rail system's current procurement for operations and maintenance
- Adjust approach as-needed based on outcome of Senate Bill (SB) 63 - regional funding measure

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions regarding extending the current contract and future contract negotiations.

Motion/Second: Walton/Abe-Koga
Ayes: Abe-Koga, Burt, Canepa, Walton, Zmuda, Medina, Heminger
Noes: None
Absent: Cohen, Gee

Public Comment
Roland commented on contract elements and number of conductors.

11. Adopt Revised Long-Range Service Vision - *Approved by Resolution No. 2025-50*

Melissa Jones, Deputy Director, Caltrain Policy Development, provided the presentation that included the following:

- Adjust policy direction and core service vision is maximum future rail service level on corridor; eliminate language for to plan for expanded growth
- Updated policy improves functionality; reduces costs; increases plans and projects feasibility; reduces complexity for planning and design efforts; allows for new opportunities for JPB property uses in nearer-term
- Plan for Caltrain's next decade to guide nearer-term service and financial decision-making

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Factor in plan for downside, minimum service levels JPB can afford
- Pre-pandemic Vision Plan assumptions; current adjustments to consider costs, funding for service and projects, service levels, grade separations, crossings, local population and workforce growth
- Capital costs to achieve optimal service levels and grade separations
- Contractual relationship and service level obligations with California High-Speed Rail (CHSR)
- Engagement with CHSR on Diridon station development

Motion/Second: Abe-Koga/Burt
Ayes: Abe-Koga, Burt, Canepa, Walton, Zmuda, Medina, Heminger
Noes: None
Absent: Cohen, Gee

<u>Public Comment</u>
Jeff Carter commented on train service levels, grade separations and grade crossing, and gate downtime.

Aleta Dupree, Team Folds, commented on CHSR, train service level frequency, and rail signal optimization.

Roland commented on CHSR and train rider capacity.

Item 13 was heard before Item 12.

12. Receive State and Federal Legislative Update and Adopt Principles for Projects Under the Updated Cap-and-Invest Program

Jason Baker, Director of Government and Communication Affairs, and Devon Ryan, Government Affairs Officer, provided the presentation that included the following:

- Federal government shut down - no substantial impacts on Caltrain
- October 12 – last day for Governor Newsom to sign bills
- SB 30 passed – resale and transfer of diesel-powered track equipment
- SB 79 passed – housing at transit-oriented development areas
- Supported bills passed: SB 71 (California Environmental Quality Act (CEQA) exemptions), Assembly Bill (AB) 294 (employee safety), AB 476 (metal theft)
- SB 63 passed – efficiency review requirement; phased requirements by transit operators

Cap-and-Invest

- State $750 million bridge loan for Bay Area transit agencies
- Cap-and-Invest agreement reached with three tiers for funding allocation
- Tier 2 includes $125 million in FY26-27 for a transit pass program; the program has to be defined and how funds will be distributed which will include SB 125
- Tier 3 includes Low Carbon Transit Operations Program (LCTOP) which Caltrain currently receives $2.5 million per year, factored into fiscal deficit
- Cap-and-Invest Program needs to meet $4.2 billion every year to fund everything; if it comes in lower, Tier 3 allocations will be reduced
- No specific funding for HSR bookend projects however refined principles for bookend projects for Board for when discussed

Motion/Second: Burt/Abe-Koga
Ayes: Abe-Koga, Burt, Canepa, Walton, Zmuda, Medina, Heminger
Noes: None
Absent: Cohen, Gee

13. Receive Update on Classification and Compensation Study

Nathaniel Kramer, Chief People Officer, San Mateo County Transit District (SamTrans), provided the presentation that included the following:

- Of 117 classifications, 46 had top-of-scale salaries below the market median, while 58 were above, based on comparisons with peer agencies
- Pay band adjustments and consideration of performance award opportunities
- Organizational health: career pathways (ladders); natural attrition; review pay scales every two years for adjustments if necessary
- Attract new employees and retain current employees: move employees through scale; consider performance award opportunities

- JPB's cost impacts of implementing staff recommendations: $3.91 million over next 5 years

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Caltrain dependence on consultant support
- Requested SamTrans Human Resources to continue working with Caltrain staff to recognize unique positions
- Ability to attract and retain employees; Executive Director's ability to change or ask for position modifications unique to Caltrain; ability for JPB to approve higher salaries or other benefits
- Board's influence over JPB personnel and policies, budgetary impacts
- Board authorized Chair to draft a letter to SamTrans Board to convey appreciation with recommendations

Motion by Director Walton to authorize Chair Heminger to send a letter on behalf of the JPB Board to the SamTrans Board of Directors with regards to unique Caltrain positions, salary ranges, and recruitment as part of the SamTrans Board's consideration of staff recommendations regarding classification and compensation. Second by Director Abe-Koga.

Ayes: Abe-Koga, Burt, Canepa, Walton, Zmuda, Medina, Heminger
Noes: None
Absent: Cohen, Gee

14. Receive Update Regarding Proposed Fare Structure Changes

Ms. Jones provided the presentation that included the following:

- Upcoming Public Meeting at Citizens Advisory Committee and Public Hearing at Finance Committee (includes Title VI analysis)
- Implementation would begin January 1; extend fare increases to FY30; remove Clipper discount
- Fare increases keep up with inflation and incremental revenue increases

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Low-income rider consideration; equity programs such as Clipper START, PassForward program, and $1 Youth Fare program
- Zone-based fares compared to distance-based fares

Public Comment

Aleta Dupree, Team Folds, commented on engagement process, fare collection, and Clipper 2.

Jeff Carter commented on yearly fare increases, point-to-point based fares, monthly pass, and Clipper 2.0.

Director Walton left the meeting at 12:02pm.

Director Canepa left the meeting at 12:03pm.

15. Reports

15.a. Report of the Citizens Advisory Committee – Deferred.

15.b. Report of the Chair – Chair Heminger stated there was no report.

15.c. Report of the Local Policy Maker Group (LPMG) - Deferred.

15.d. Report of the Transbay Joint Powers Authority (TJPA) – Director Burt stated there was no report.

16. Correspondence – Available online.

17. Board Member Requests – There were none.

18. Date/Time/Location of Next Regular Meeting: Thursday, November 6, 2025 at 9:00 am at via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

19. Adjourn – The meeting adjourned at 12:04 pm.

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Margaret Tseng, JPB Secretary
For:	November 2025 JPB Board of Directors Meeting
Subject:	**Adopt 2026 Meeting Calendar**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action
Staff recommend the Board approve the attached meeting calendar for 2026.

Discussion
The Board of Directors' regular meetings are scheduled for the first Thursday of each month at 9:00 am, with the exception of January where the meeting is on the second Thursday due to the New Year's Day holiday.

Budget Impact
There is no impact on the budget.

Prepared By: Margaret Tseng JPB Secretary 10/14/2025

Peninsula Corridor Joint Powers Board
Board of Directors
2026 Meeting Calendar

First Thursday of the Month* – 9:00 AM
January 8*
February 5
March 5
April 2
May 7
June 4
July Recess – ***No Meeting***
August 6
September 3
October 1
November 5
December 3

*Regular meetings are scheduled the first Thursday of the month at 9:00 am unless otherwise noted.

Meetings are conducted in-person at Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA, or noticed location, and remotely via Zoom. Dates or location may be subject to change. Beginning July 2026 or later, meetings will be conducted in-person at 166 Rollins Avenue, Millbrae, CA 94030. Any changes to the July 2026 meeting will be posted in advance in compliance to the Brown Act.

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Kate Jordan Steiner, Chief Financial Officer
For:	November 2025 JPB Board of Directors Meeting
Subject:	**Accept Statement of Revenues and Expenses for the Period Ending June 30, 2025**

☒ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff proposes that the Finance Committee accepts and enters into the record the Statement of Revenues and Expenses, and supplemental information for the period ending June 30, 2025.

Discussion

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through June 30, 2025. The attachment provides a comparison of current year-to-date (YTD) actuals to the YTD budget, including dollar and percentage variances.

Total Revenues:

As of June 30, 2025, total revenues were $207.5 million, compared to the adopted budget of $208.7 million, resulting in an unfavorable variance of $1.3 million (0.6 percent).

The primary drivers of the unfavorable variance include:

- **Low Carbon Fuel Standard (LCFS)/Low Carbon Transit Operations Program (LCTOP)/ State Rail Assistance (SRA), Rail Operator Service, etc.:** ($11.6 million) unfavorable to budget (79.8 percent), primarily due to timing delays in LCFS and SRA revenue recognition. While the LCTOP grant has been received, LCFS and SRA funds are pending verification and administrative processing.
    - **State Rail Assistance (SRA):** ($6.9 million) unfavorable (95.7 percent), driven by delayed State Rail Assistance (SRA), partially offset by $0.3 million of FY24 revenues booked in FY25. Per a July 2025 letter from the California State Transportation Agency, $7.2 million in SRA revenue will be recorded in FY26.

    - **Low Carbon Fuel Standard (LCFS):** ($4.7 million) unfavorable (100.0 percent) as credits remain pending processing, with no revenue recorded in FY25 and now anticipated in FY26.

- **Operating Grants**: ($1.0 million) unfavorable (8.4 percent), due to overall statewide decreases in State Transit Assistance (STA) funding for transit operators compared to initial budget estimates.

- **Go Pass**: ($1.0 million) unfavorable (6.0 percent), due to reduced program participation.

The shortfalls were partially offset by favorable performance in:

- **Caltrain Fare Revenue:** $6.5 million favorable (17.7 percent), driven by stronger ridership post full electrification and higher-than-expected fare collection.

- **Measure RR:** $2.4 million favorable (2.0 percent), driven by artificial intelligence (AI) related growth in Santa Clara County.

- **Other Income (Investment Earnings)**: $2.2 million favorable (55.1 percent), reflecting $1.7 million above budget interest income mainly due to higher-than-expected interest rates and investment balances, and $0.5 million above budget advertising revenue driven by the strong ridership post-electrification.

- **Parking Revenue:** $1.1 million favorable (53.0 percent), reflecting strong ridership following full electrification.

Total Expenses:
As of June 30, 2025, total expenses were $229.2 million, compared to the adopted budget of $238.1 million, resulting in a favorable variance of $8.7 million (3.7 percent).

Key favorable variances include:

- **Rail Operator Service:** $3.2 million favorable to budget (2.6 percent), reflecting $3.3 million in reduced expenses due to year-end adjustment for actual parts inventory usage.

- **Facilities and Equipment Maintenance:** $2.7 million favorable (27.1 percent), due to cost savings across contract services.

- **Professional Services**: $2.0 million favorable (15.4 percent), driven by reduced consulting fees.

Offsetting these savings:

- **Insurance**: ($0.9 million) unfavorable (7.4 percent), with additional insurance expense recorded in June, shifting the variance from favorable to unfavorable.

- **Fuel and Lubricants:** ($0.3 million) unfavorable (9.3 percent), driven by higher diesel consumption for yard operations than expected following downward budget revision post electrification.

Other Information:
JPB prepares its monthly financial statements using the modified accrual basis, recognizing only material revenues and expenses. Full accrual adjustments are made at fiscal year-end.

Budget Impact

Acceptance of the month of June 2025 Statement of Revenues and Expenses has no budget impact.

Prepared By:	Li Saunders	Accountant II	10/15/2025
	Danny Susantin	Financial Reporting, Manager	10/15/2025

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR 2025
AS OF JUNE 2025

Preliminary

(In Thousands)

	YEAR-TO-DATE JULY TO JUNE				ANNUAL
	BUDGET	ACTUAL	$ VARIANCE	% VARIANCE	BUDGET
REVENUE					
OPERATIONS:					
Caltrain Fares	$ 36,682	$ 43,163	$ 6,481	17.7%	$ 36,682
Go Pass	16,400	15,417	(983)	(6.0%)	16,400
Parking Revenue	2,103	3,217	1,114	53.0%	2,103
Rental Income	1,500	1,529	29	1.9%	1,500
Other Income	4,015	6,227	2,212	55.1%	4,015
TOTAL OPERATING REVENUE	**60,700**	**69,552**	**8,852**	**14.6%**	**60,700**
CONTRIBUTIONS:					
Operating Grants	11,942	10,944	(999)	(8.4%)	11,942
Measure RR	120,610	123,058	2,448	2.0%	120,610
Member Agency (VTA - Gilroy)	987	987	-	0.0%	987
LCFS, LCTOP/SRA	14,489	2,926	(11,563)	(79.8%)	14,489
TOTAL CONTRIBUTED REVENUE	**148,028**	**137,914**	**(10,114)**	**(6.8%)**	**148,028**
GRAND TOTAL REVENUE	**$ 208,728**	**$ 207,466**	**$ (1,262)**	**(0.6%)**	**$ 208,728**

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR 2025
AS OF JUNE 2025

(In Thousands)

Preliminary

	YEAR-TO-DATE JULY TO JUNE				ANNUAL
	BUDGET	ACTUAL	$ VARIANCE	% VARIANCE	BUDGET
EXPENSE					
DIRECT EXPENSE:					
Rail Operator Service*	$ 123,381	$ 120,202	3,179	2.6%	$ 123,381
OCS/TPS Maintenance	8,099	7,651	448	5.5%	8,099
Security Services	9,042	8,450	592	6.5%	9,042
Shuttle Services	80	69	11	14.1%	80
Fuel and Lubricants**	3,562	3,893	(332)	(9.3%)	3,562
Electric Charges for Power Traction	11,774	11,503	271	2.3%	11,774
Timetables and Tickets	95	53	42	44.1%	95
Insurance	11,800	12,670	(870)	(7.4%)	11,800
Claims, Payments, and Reserves	3,274	2,766	507	15.5%	3,274
Facilities and Equipment Maintenance	10,116	7,376	2,741	27.1%	10,116
Utilities	3,526	3,422	104	3.0%	3,526
Maint & Services-Bldg & Other	1,875	2,188	(313)	(16.7%)	1,875
TOTAL DIRECT EXPENSE	**186,624**	**180,244**	**6,380**	**3.4%**	**186,624**
ADMINISTRATIVE EXPENSE					
Wages and Benefits	20,453	20,512	(59)	(0.3%)	20,453
Managing Agency Admin OH Cost	4,289	3,950	339	7.9%	4,289
Board of Directors	20	21	(1)	(2.7%)	20
Professional Services	12,940	10,943	1,997	15.4%	12,940
Communications and Marketing	630	549	81	12.8%	630
Other Expenses and Services****	5,179	4,768	410	7.9%	5,179
TOTAL ADMINISTRATIVE EXPENSE	**43,510**	**40,742**	**2,768**	**6.4%**	**43,510**
TOTAL OPERATING EXPENSE	**230,135**	**220,986**	**9,149**	**4.0%**	**230,135**
Governance	240	22	218	90.8%	240
Debt Service Expense	**7,763**	**8,204**	**(440)**	**(5.7%)**	**7,763**
GRAND TOTAL EXPENSE	**$ 238,138**	**$ 229,212**	**$ 8,708**	**3.7%**	**$ 238,138**
Projected Contribution to Reserve	**6,812**				6,812
NET SURPLUS / (DEFICIT)	**$ (36,222)**	**$ (21,746)**	**$ 14,477**	**40.0%**	**(36,222)**
Draw from Measure RR Reserve for PCEP	36,222				36,222
ADJUSTED NET SURPLUS / (DEFICIT)	**-**	**$ (21,746)**	**$ 14,477**	**0.0%**	**-**
Reserve, Beginning Balance * **					**26,879**
Projected Contribution to Reserve					**6,812**
Claims, Payments, and Reserve					
Reserve, Ending Balance					**33,691**

***Rail Operator Service expenses were reduced by $3,321k to reflect actual parts inventory usage.**
**** Fuel and Lubricants costs were increased by a realized loss of $44k from the fuel hedge progr**
***** The reserve is part of the FY24 Unrestricted Balance.**
****** Payment of $4,093k related to a breach of lease contract is excluded from operating expenses, as it is associated with the capital disposition of locomotives and railcars.**

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF JUNE 30, 2025

		TYPE	INTEREST RATE	Balance 6/30/2025
Unrestricted:				
Local Agency Investment Fund (LAIF)	*	Liquid Cash	4.269%	397,497
California Asset Mgmt Program (CAMP)		Liquid Cash	4.400%	13,962,024
County Pool		Liquid Cash	3.983%	613,757
Bank Accounts		Liquid Cash	4.253%	98,215,874
Unrestricted Total:				**113,189,152**
Restricted				
Bank Accounts	**	Liquid Cash	4.039%	**131,806,801**
Total Restricted + Unrestricted				**$ 244,995,952**

* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

** Prepaid Grant funds for Homeland Security, PTMISEA and LCTOP projects, and funds reserved for debt repayment.
The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995).
The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.

Item #10.c.
11/6/2025

Peninsula Corridor Joint Powers Board
Staff Report

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer

For: November 2025 JPB Board of Directors Meeting

Subject: **Accept Statement of Revenues and Expenses for the Period Ending August 31, 2025**

☒ Finance Committee Recommendation
☐ Technology, Operations, Planning, and Safety Committee Recommendation
☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff propose that the Finance Committee accepts and enters into the record the Statement of Revenues and Expenses, and supplemental information for the period ending August 31, 2025.

Discussion

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through August 31, 2025. The attachment provides a comparison of current year-to-date (YTD) actuals to the YTD budget, including dollar and percentage variances.

Total Revenues:

As of August 31, 2025, total revenues were $34.5 million compared to $31.6 million in the adopted budget, resulting in a favorable variance of $2.9 million (9.2 percent).

The favorable revenue variance was primarily driven by the following:

- **Caltrain Fare Revenue:** $2.5 million (31.8 percent) favorable to budget. The favorable variance is mostly driven by strong Clipper sales partially offset by lower than budget Ticket Vending Machine revenue. This reflects (1) a continued recovery in ridership, which reached 63.0 percent of pre-pandemic levels in August (or 66.8 percent year over year); and (2) Clipper as the favored mode of purchase.

- **Other Income:** $0.6 million (181.9 percent) favorable to budget. The favorable variance is primarily driven by the insurance refund for the FY25 insurance premium payment due to the transfer of Rolling Stock to Peru that prompted a decrease in the insured value, and insurance legal defense reimbursements.

- **Interest Revenue:** $0.3 million (85.9 percent) favorable to budget. The favorable variance is mainly due to favorable account balances and higher than anticipated interest rates.

The favorable revenue variance was partially offset by the following:

- **Low Carbon Fuel Standard (LCFS) Revenue:** $0.4 million (34.1 percent) unfavorable to budget. The unfavorable variance is due to timing difference since LCFS Revenue is recognized when cash is received and anticipated to be resolved in Q1.

Total Expenses:
As of August 31, 2025, total expenses were $37.9 million compared to $42.2 million in the adopted budget, resulting in a favorable variance of $4.2 million (10.0 percent).

The favorable expense variance was primarily driven by the following:

- **Professional & Contracted Services**: $1.4 million (87.1 percent) favorable to budget. The variance is largely due to the timing of invoices and processing activity. These items are expected to align closer to budget as remaining invoices are received and processed in subsequent quarters.

- **Insurance & Risk Management:** $1.1 million (36.6 percent) favorable to budget. The variance is primarily due to timing difference. Actuals for Claims Expense is expected to be resolved by year end while Insurance Premium Amortization is expected to resolve in September.

- **Maintenance & Facilities**: $0.6 million (20.2 percent) favorable to budget. The variance is mainly due to timing difference in Other Contract Services and Building Maintenance. It is expected that expenditure will increase in subsequent periods as invoices are received and processed.

- **Wages & Benefits**: $0.4 million (7.6 percent) favorable to budget. The variance is mainly due to less hours being charged to Caltrain Operating by the Shared Services staff.

- **Administrative & Office Expenses**: $0.2 million (26.5 percent) favorable to budget. The variance is driven by timing difference from Software Maintenance. Expenditures are expected to increase as invoices are received and processed by Q2.

- **Managing Agency Administrative Overhead Cost**: $0.3 million (32.7 percent) favorable to budget. The variance is due to a lower rate applied for August (1.82 percent) than what was budgeted (2.29 percent). FY26 internal cost allocation plan is still in progress; hence the FY25 rate of 1.82 percent is still being used. Once approved, a true-up will be implemented.

The favorable expense variance was partially offset by the following:

- **Electric Charges for Power Traction:** $0.4 million (14.6 percent) unfavorable to budget. The unfavorable variance is due to under accrued FY25 expenses being recorded in FY26.

Other Information:
JPB accounts for revenue and expense on a modified accrual basis (only material revenues and expenses are accrued) on the monthly financial statement. As such, the current year's actual and the budget may show noticeable variances due to the timing of expenses.

Budget Impact
Acceptance of the month of August 2025 Statement of Revenues and Expenses has no budget impact.

Prepared By:	Zoey Jiang	Budget Analyst III	10/13/2025
	Claudette Valbuena	Budget Manager	10/13/2025

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR
AS OF AUGUST 31, 2025

(In Thousands)

	YEAR-TO-DATE AUGUST				ANNUAL
	BUDGET	ACTUAL	$ VARIANCE	% VARIANCE	BUDGET
SOURCES					
OPERATING REVENUE:					
Caltrain Fares	7,712	10,164	2,452	31.8%	45,302
Go Pass	2,469	2,320	(150)	(6.1%)	15,200
Parking Revenue	633	706	73	11.5%	3,207
Rental Income	269	259	(10)	(3.6%)	1,612
Interest Revenue	400	744	344	85.9%	2,441
Other Income	316	891	575	181.9%	1,895
TOTAL OPERATING REVENUE	**11,799**	**15,084**	**3,284**	**27.8%**	**69,657**
CONTRIBUTED REVENUE:					
Operating Grants	-	-	-	0.0%	35,702
Measure RR	18,681	18,681	-	0.0%	119,500
Member Agency (VTA - Gilroy)	-	-	-	0.0%	3,318
Operating Grants (STA)-LCFS	1,106	728	(378)	(34.1%)	6,633
Operating Grants (STA)-LCTOP	-	-	-	0.0%	2,500
Operating Grants (STA)-SRA	-	-	-	0.0%	5,900
LCFS, LCTOP/SRA	1,106	728	(378)	(34.1%)	15,033
TOTAL CONTRIBUTED REVENUE	**19,786**	**19,409**	**(378)**	**(1.9%)**	**173,553**
TOTAL SOURCES	**31,585**	**34,492**	**2,907**	**9.2%**	**243,210**

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR
AS OF AUGUST 31, 2025

(In Thousands)

	YEAR-TO-DATE AUGUST				ANNUAL
	BUDGET	ACTUAL	$ VARIANCE	% VARIANCE	BUDGET
USES					
DIRECT OPERATING EXPENSE:					
Rail Operations	21,377	21,344	33	0.2%	128,517
Maintenance & Facilities	2,808	2,239	568	20.2%	16,846
Security & Safety	1,544	1,467	77	5.0%	9,833
Fuel & Lubricants	197	221	(24)	(12.3%)	1,179
Electric Charges for Power Traction	2,791	3,199	(408)	(14.6%)	16,747
Insurance & Risk Management	3,124	1,980	1,145	36.6%	18,745
Revenue Collection & Customer Service	321	211	111	34.4%	1,928
Utilities & Telecommunications	620	612	8	1.2%	3,718
TOTAL DIRECT OPERATING EXPENSE	**32,782**	**31,273**	**1,509**	**4.6%**	**197,514**
ADMINISTRATIVE & OVERHEAD EXPENSE					
Wages & Benefits	5,128	4,737	391	7.6%	22,910
Professional & Contracted Services	1,657	214	1,442	87.1%	9,970
Legal Services	438	303	135	30.8%	2,627
Other Financing Expense	169	107	62	36.6%	1,013
Administrative & Office Expense	924	680	245	26.5%	5,546
Board of Directors	22	2	20	91.8%	129
Communications & Marketing	96	12	84	87.6%	577
Training & Employee Development	38	5	33	86.7%	227
TOTAL ADMIN & OVERHEAD EXPENSES	**8,471**	**6,059**	**2,412**	**28.5%**	**42,998**
MANAGING AGENCY ADMIN OH COST					
Managing Agency Admin OH Cost	915	616	299	32.7%	5,488
TOTAL OPERATING EXPENSE	**42,167**	**37,947**	**4,220**	**10.0%**	**245,999**
DEBT SERVICE EXPENSE	-	-	-	0.0%	13,033
TOTAL USES	**42,167**	**37,947**	**4,220**	**10.0%**	**259,032**
NET SURPLUS / (DEFICIT)	**(10,582)**	**(3,455)**	**7,127**	**67.3%**	**(15,822)**
Draw from Measure RR Reserve for PCEP					30,022
Measure RR for Capital (SOGR)					(14,200)
ADJUSTED NET SURPLUS / (DEFICIT)	**(10,582)**	**(3,455)**	**7,127**	**67.3%**	**-**
Reserve, Beginning Balance					**26,879**
Projected Contribution to Reserve					**-**
Claims, Payments, and Reserve					
Reserve, Ending Balance					**26,879**

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF August 31, 2025

TYPE OF SECURITY		INTEREST RATE	MARKET RATE 8/31/2025
Local Agency Investment Fund (LAIF) *(Unrestricted)*	*	4.258%	401,852
California Asset Mgmt Program (CAMP) *(Unrestricted)*		4.400%	14,066,753
County Pool *(Unrestricted)*		3.926%	619,960
Other *(Unrestricted)*		4.201%	84,334,069
Other *(Restricted)*	**	3.999%	124,347,381
			$ 223,770,015

* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

** Prepaid Grant funds for Homeland Security, PTMISEA and LCTOP projects, and funds reserved for debt repayment.
The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995).
The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.

MODIFIED FOLLOWING 10.27.25 FINANCE COMMITTEE MEETING

Peninsula Corridor Joint Powers Board
Staff Report

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer

For: November 2025 JPB Board of Directors Meeting

Subject: **Amend and Increase the Fiscal Year 2026 Capital Budget from $66,491,608 to ~~$95,141,608~~ $92,641,608 ~~and the Fiscal Year 2027 Capital Budget from $23,026,000 to $25,526,000~~**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) amend the Fiscal Year 2026 (FY26) Capital Budget in the amount of $32,661,458, from $66,491,608 to ~~$95,141,608~~ $92,641,608 ~~and the FY27 Capital Budget in the amount of $2,500,000, from $23,026,000 to $25,526,000.~~

Discussion

Staff proposes:

- An amendment to the FY26 Capital Budget to include:
  - ~~$22.5~~ $20 million in member contributions for the Guadalupe River Bridges Replacement Project.
  - $0.95 million in Santa Clara Valley Transportation Authority (VTA) Measure B funding for the Grade Crossing Safety Enhancement Program.
  - $5.2 million for the disposal of the legacy diesel fleet, fully reimbursed by recipient.
- ~~And an amendment to the FY27 Capital Budget to include:~~
  - ~~$2.5 million in member contributions from San Francisco County Transportation Authority (SFCTA) for the Guadalupe River Bridges Replacement Project.~~

MODIFIED FOLLOWING 10.27.25 FINANCE COMMITTEE MEETING

Guadalupe River Bridges Replacement

Project delays have affected both schedule and cost for the Guadalupe River Bridges Replacement. The revised estimate increases the project budget by $107.69 million, bringing the total cost to $171.39 million. At the June 2025 Board Meeting, staff recommended adopting the new project budget and adding $67.69 million to cover increased construction costs for the project.

Since then, Caltrain resumed construction to extend and replace the two bridges over the Guadalupe River. Staff have worked with the VTA, SFCTA and San Mateo County Transportation Authority (SMCTA) to secure $30 million toward the remaining $40 million needed to complete construction. Both VTA and SMCTA are contributing $10 million each, representing their FY26 and FY27 member contributions, provided as a single allocation in FY26. Discussions with SFCTA are ongoing. ~~SFCTA is contributing $2.5 million per year over the next four years toward the project, with $5 million included in this amendment.~~

Staff will continue to work with the three member agencies and return to the Board to request another capital budget amendment once the remaining ~~$10~~ $20 million is secured.

Palo Alto Four (4) At-grade Crossings Safety Enhancements ("Rapid Deployment Improvements")

This project includes the delivery of at-grade crossing safety enhancements at four vehicular at-grade railroad crossings including Palo Alto Avenue, Churchill Avenue, East Meadow Drive, and Charleston Road. The safety enhancements are included in the Corridor Crossing Strategy. These enhancements are funded by the VTA and being delivered by Caltrain.

Disposal of Legacy Diesel Fleet

Caltrain donated 90 retired gallery cars and 19 diesel locomotives to the Municipality of Lima. Caltrain is estimated to expend $5.2 million to cover the cost of getting the surplus equipment ready for the transfer and will be fully reimbursed for these expenses.

Budget Impact

The funding for this budget amendment is described in Table 1 below. The proposed amendment increases the FY26 Capital Budget from $66,491,608 to ~~$95,141,608~~ $92,641,608 ~~and the FY27 Capital Budget from $23,026,000 to $25,526,000.~~

MODIFIED FOLLOWING 10.27.25 FINANCE COMMITTEE MEETING

Table 1. Funding Sources of the Capital Budget Amendment

Project	Source	FY26 Capital Budget Amendment Request	FY27 Capital Budget Amendment Request
Guadalupe River Bridges Replacement	~~SFCTA~~	~~$2.50M~~	~~$2.50M~~
	SMCTA – *subject to SMCTA board action (11/6/2025)*	$10.00M	-
	VTA	$10.00M	-
Palo Alto Four (4) At-grade Crossings Safety Enhancements	VTA	$0.95M	-
Disposal of Legacy Diesel Fleet	Municipality of Lima	$5.20M	-
Total Budget Amendment		**~~$28.65M~~ $26.15M**	**~~$2.50M~~**

Prepared By: Oscar Quintanilla Lopez Director of Budgets and Financial Analysis 10/16/2025

Lyne-Marie Bouvet Principal Planner, Capital Improvement Plan 10/16/2025

MODIFIED FOLLOWING 10.27.25 FINANCE COMMITTEE MEETING

Resolution No. 2025-

Board of Directors, Peninsula Corridor Joint Powers Board
State of California

* * *

Amend and Increase the Fiscal Year 2026 Capital Budget from $66,491,608 to $92,641,608 ~~and the Fiscal Year 2027 Capital Budget from $23,026,000 to $25,526,000~~

Whereas, pursuant to Resolution No. 2025-29 adopted on June 5, 2025, the Peninsula Corridor Joint Powers Board (JPB) adopted the Fiscal Year 2026 (FY26) Capital Budget for a total authorized budget of $34,831,992 and the Fiscal Year 2027 (FY27) Capital Budget for a total authorized budget of $23,026,000; and

Whereas, pursuant to Resolution No. 2025-45 adopted on September 4, 2025, the Peninsula Corridor Joint Powers Board (JPB) authorized amendment 1 to Caltrain's FY26 Capital Budget, increasing the total adopted Capital Budget to $66,491,608; and

Whereas, in June 2025, staff presented a revised budget, schedule, and funding plan for the Guadalupe Bridge Replacement project; and

Whereas, staff has identified ~~$25,000,000~~ $20,000,000 of the $107,691,005 required to fully fund the project from Caltrain Member Agency capital contributions~~, consisting of $22,500,000 in FY26 and $2,500,000 in FY27~~.

Whereas, the Santa Clara Valley Transportation Authority (VTA) has agreed to provide $950,000 in Measure B funds for FY26 to support grade crossing safety enhancements at four at-grade crossings in Palo Alto.

MODIFIED FOLLOWING 10.27.25 FINANCE COMMITTEE MEETING

Whereas, the JPB adopted Resolutions Nos. 2024-04 and 2024-52 to dispose of surplus fleet, including 90 retired gallery cars and 19 diesel locomotives that were transferred to the Municipality of Lima.

Whereas, Caltrain is being reimbursed for the cost of preparing and conditioning the gallery cars and the locomotives for the transfer.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes an amendment to Caltrain's FY26 Capital Budget from $66,491,608 to ~~$95,141,608~~$92,641,608 ~~and the Caltrain's FY27 Capital Budget from $23,026,000 to $25,526,000~~.

Regularly passed and adopted this 6th day of November 2025 by the following vote:

Ayes:

Noes:

Absent:

____
Chair, Peninsula Corridor Joint Powers Board

Attest:

____
JPB Secretary

FY2026 CAPITAL BUDGET AMENDMENT 2

Attachment B
Amendment 2
November 2025

Project Identification				FY26 Funding Source (in millions)												
	Project #	CIP Priority	Project Name	FY2026 ADOPTED CAPITAL BUDGET	Amendment 1	Amendment 2	FY2026 AMENDED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded
I. Mandates and Compliance																
1	100912	Mandate	Storm Water Management Program[9]	.401			.401	.000	.000	.000	.000	.000	.000	.000	.401	.000
			Subtotal	**.401**	**.000**	**.000**	**.401**									
II. Maintain Core Services																
Projects																
2	100762	High	San Francisquito Creek Bridge Bank Stabilization[9]	.400			.400	.000	.000	.000	.000	.000	.000	.000	.400	.000
3	100696	High	Fiber Optic Permanent Repair[1]	1.500			1.500	.000	.000	.000	.000	.000	.000	.000	1.500	.000
4	100913	High	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements	1.500			1.500	.300	.000	.000	1.200	.000	.000	.000	.000	.000
5	100914	High	Headquarters Relocation – Furnitures, Fixtures, IT and Moving Cost[2]	3.583			3.583	.000	.000	.000	.000	.000	.000	.000	3.583	.000
18	002113	High	Guadalupe River Bridges Replacement[11]	.000		22.500	22.500	2.500	10.000	10.000	.000	.000	.000	.000	.000	.000
Recurring Programs																
6	100915	High	SOGR Program - Stations	1.000			1.000	.000	.000	.000	.800	.200	.000	.000	.000	.000
7	100429	High	SOGR Program - MOW Tracks[3]	6.252			6.252	1.000	.000	.000	5.000	.000	.000	.000	.252	.000
8	100435	High	SOGR Program - CEMOF	2.000			2.000	.200	.000	.000	1.600	.000	.000	.200	.000	.000
9	100779	High	SOGR Program - Track Equipment	1.800			1.800	1.000	.000	.000	.000	.800	.000	.000	.000	.000
10	100428	High	SOGR Program - Bridges and Structures	1.715			1.715	.000	.000	.000	1.372	.343	.000	.000	.000	.000
11	100695	High	SOGR Program - ROW and ROW Fencing	1.500			1.500	.000	.000	.000	1.000	.400	.000	.100	.000	.000
			Subtotal	**21.250**	**.000**	**22.500**	**43.750**									
III. Provide a Safe and Secure Railroad																
19	*NEW*	High	Grade Crossing Safety Enhancement[12]			.950	.950	.000	.000	.000	.000	.000	.000	.000	.950	.000
			Subtotal	**.000**	**.000**	**.950**	**.950**									
IV. Enhance Service and Customer Experience																
12	100916	High	Platform Improvements for Bike Loading (All Stations)[9]	.080			.080	.000	.000	.000	.000	.000	.000	.000	.080	.000
			Subtotal	**.080**	**.000**	**.000**	**.080**									
V. Deliver the Long-Range Service Vision																
13	100570	High	Redwood City Four-Track Station and Grade Separation [4]	.250			.250	.000	.000	.000	.000	.000	.000	.000	.250	.000
			Subtotal	**.250**	**.000**	**.000**	**.250**									
VI. Contribute to the Region's Economic Vitality																
14	100568	n/a	Diridon Station - Environmental Clearance[5][10]	2.000	31.660		33.660	.000	.000	.000	.000	.000	.000	.000	33.660	.000
15	100687	n/a	DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center[6]	5.531			5.531	.000	.000	.000	.000	.000	.000	.000	5.531	.000
			Subtotal	**7.531**	**31.660**	**.000**	**39.190**									
VII. Partner with Local Jurisdictions																
16	100482	n/a	Rengstorff Avenue Grade Separation[7]	4.000			4.000	.000	.000	.000	.000	.000	.000	.000	4.000	.000
			Subtotal	**4.000**	**.000**	**.000**	**4.000**									
VIII. Capital Contingency Funds																
17	002121 002122 002124	n/a	Capital Contingency Funds[8]	1.320			1.320	.000	.000	.000	.000	.000	.000	.000	.000	1.320
			Subtotal	**1.320**	**.000**	**.000**	**1.320**									
IX. Recollectible																
20	100928	n/a	Disposal of Legacy Diesel Fleet[13]	.000		5.200	5.200	.000	.000	.000	.000	.000	.000	.000	5.200	.000
			Subtotal	**.000**	**.000**	**5.200**	**5.200**									
			Total	**34.832**	**31.660**	**28.650**	**95.142**	**5.000**	**10.000**	**10.000**	**10.972**	**1.743**	**.000**	**.300**	**55.806**	**1.320**

FY2026 CAPITAL BUDGET AMENDMENT 2

Attachment B
Amendment 2
November 2025

Project Identification			FY26 Funding Source (in millions)												
Project #	CIP Priority	Project Name	FY2026 ADOPTED CAPITAL BUDGET	Amendment 1	Amendment 2	FY2026 AMENDED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded

Notes:

[1] *Funded by settlement agreement for the repair of the Fiber Optic.*
[2] *Other sources of funding includes $1,109,710 of project saving from project 100565 funded by the General Capital Funds and $2,473,581 of project cost saving in the Contingency Fund.*
[3] *Funding for $252,000 is project savings from prior years' San Francisco County Transportation Authority (SFCTA) allocation*
[4] *Funded by an agreement with the City of Redwood City*
[5] *Funded by an agreement with the Valley Transportation Authority (VTA) Measure B*
[6] *Funded by an agreement with the Transbay Joint Power Authority (TJPA)*
[7] *Funded by an agreement with the City of Mountain View.*
[8] *Funding for the Contingency funds have yet to be finalized.*
[9] *Funding is from prior years' San Mateo Country Transportation Authority (SMCTA) allocation released during the TIRCP bond proceeds fund swap*
[10] *Increased by $31,659,616, $4 million from Measure B agreeement with VTA and $27,659,616 from Regional Measure 3 agreement with VTA*
[11] *The SMCTA and VTA contributions represent two years of member funding.*
[12] *Funded by an agreement with VTA Measure B*
[13] *Funded by the Municipality of Lima, Peru.*

FY2027 CAPITAL BUDGET AMENDMENT 1

Project Identification				FY27 Funding Source (in millions)											
	Project #	CIP Priority	Project Name	FY2027 ADOPTED CAPITAL BUDGET	Amendment 1	FY2027 AMENDED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded
I. Mandates and Compliance															
1	100912	Mandate	Storm Water Management Program	.570		.570	.000	.000	.000	.270	.000	.000	.300	.000	.000
			Subtotal	**.570**	**.000**	**.570**									
II. Maintain Core Services															
Projects															
2	100696	High	Fiber Optic Permanent Repair	1.350		1.350	.350	.000	.000	1.000	.000	.000	.000	.000	.000
3	100913	High	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements	1.500		1.500	.300	.000	.000	1.200	.000	.000	.000	.000	.000
4	100427	High	San Francisquito Creek Bridge Replacement	3.375		3.375	.000	.000	.000	2.700	.675	.000	.000	.000	.000
5	100919	Medium	Control Center Power Resiliency - *UPS Procurement*	.625		.625	.000	.000	.000	.500	.125	.000	.000	.000	.000
14	002113	High	Guadalupe River Bridges Replacement	.000	2.500	2.500	2.500	.000	.000	.000	.000	.000	.000	.000	.000
Recurring Programs															
6	100915	High	SOGR Program - Stations	1.875		1.875	.375	.000	.000	1.500	.000	.000	.000	.000	.000
7	100429	High	SOGR Program - MOW Tracks	6.250		6.250	1.250	.000	.000	5.000	.000	.000	.000	.000	.000
8	100428	High	SOGR Program - Bridges and Structures	1.750		1.750	.000	.000	.000	1.400	.350	.000	.000	.000	.000
9	100695	High	SOGR Program - ROW and ROW Fencing	1.286		1.286	.000	.000	.000	1.036	.250	.000	.000	.000	.000
10	100920	High	SOGR Program - Communication/System Technologies	.625		.625	.125	.000	.000	.500	.000	.000	.000	.000	.000
11	100727	High	SOGR Program - Signal	.500		.500	.100	.000	.000	.400	.000	.000	.000	.000	.000
			Subtotal	**19.136**	**2.500**	**21.636**									
III. Provide a Safe and Secure Railroad															
			None												
			Subtotal	**.000**	**.000**	**.000**									
IV. Enhance Service and Customer Experience															
			None												
			Subtotal	**.000**	**.000**	**.000**									
V. Deliver the Long-Range Service Vision															
			None												
			Subtotal	**.000**	**.000**	**.000**									
VI. Contribute to the Region's Economic Vitality															
12	100917	n/a	Diridon Station - Environmental Clearance [1]	2.000		2.000	.000	.000	.000	.000	.000	.000	.000	2.000	.000
			Subtotal	**2.000**	**.000**	**2.000**									
VII. Partner with Local Jurisdictions															
			None												
			Subtotal	**.000**	**.000**	**.000**									
VIII. Capital Contingency Funds															
13	002121 002122 002124	n/a	Capital Contingency Funds	1.320		1.320	.000	.000	.000	.000	.000	.000	.000	.000	1.320
			Subtotal	**1.320**	**.000**	**1.320**									
			Total	**23.026**	**2.500**	**25.526**	5.000	.000	.000	15.506	1.400	.000	.300	2.000	1.320

[1] Funded by an agreement with the Valley Transportation Authority (VTA) Measure B

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Casey Fromson, Chief of Staff
For:	November 2025 JPB Board of Directors Meeting
Subject:	**Authorize Amendment 2 to Contract with Olson Remcho LLP for General Counsel and Other Legal Services***

☒ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB):

1. Authorize Amendment No. 2 to Agreement 21-J-P-020 for General Counsel and Other Legal Services to:

    a. Extend the contract for an additional five years from May 10, 2026, to May 9, 2031.

    b. Increase the capacity amount by $14,000,000, from $12,000,000 to a new not-to-exceed amount of $25,000,000.

2. Authorize the Executive Director or designee to execute the contract amendment with Olson Remcho LLP in a form approved by legal counsel.

Discussion

In August 2020, the Board adopted Resolution 2020-42, requiring the appointment of an independent counsel by January 31, 2021, consistent with the 1996 Joint Powers Agreement. To fulfill this requirement, an Ad Hoc Committee was established to oversee the selection process. Following the committee’s direction, staff issued a Request for Proposals (RFP) in December 2020 for general legal counsel services for a term not to exceed ten (10) years.

In May 2021, the JPB awarded the contract to Olson Remcho LLP, which had previously served as special counsel. The firm provides comprehensive legal services, including advising the Board on governance matters, managing legal services, and coordinating with outside counsel on various legal issues. The original agreement provided for a three-year base term with two one-year options, as well as a capacity increase approved in April 2024. The proposed amendment would extend the agreement for an additional five years through May 2031, thereby achieving the ten-year service term contemplated in the original RFP. The extension at this time would also ensure that there is sufficient capacity for the legal team to continue to provide support to Caltrain and the Board.

Extending the contract with Olson Remcho LLP is recommended to ensure continuity, stability, and consistency in the delivery of legal services. One of the key objectives of the original selection process was to "ensure the integrity, quality, and continuity of legal support for the JPB's programs and operations." Olson Remcho has successfully met these objectives since assuming the role of General Counsel in May 2021. Continuing their engagement avoids the disruption, cost, and learning curve associated with transitioning to a new firm, ensuring uninterrupted legal support for the Board and staff.

Olson Remcho's responsibilities include oversight and coordination of other specialized legal services in areas such as construction law, environmental compliance, federal and state grant requirements, litigation, and public and private finance. The proposed capacity increase is necessary to cover anticipated costs associated with these services over the extended term, particularly as the JPB undertakes new capital projects and navigates increasingly complex legal and regulatory requirements.

Budget Impact

Staff previously conducted a value and pricing analysis of Olson Remcho's proposed fee structure and determined that the firm's rates are consistent with market rates and comparable to fees charged to similar public agencies. Olson Remcho's rates remain fair and reasonable.

Sufficient funding for this contract is available in the current adopted operating budget and will be included in future operating budgets.

Under the initial five-year term, the average annual expenditure was approximately $2,400,000 ($12,000,000 total). Staff recommends increasing the average annual capacity to $2,800,000, reflecting an increase of $400,000 per year, for a total of $14,000,000 over the proposed five-year extension. The Board would continue to receive quarterly updates on legal expenditures moving forward.

Prepared By:	Adam Elsibai	Contract Administrator	10/08/2025

Resolution No. 2025-

Board of Directors, Peninsula Corridor Joint Powers Board
State of California

* * *

Authorize Amendment 2 to Contract with Olson Remcho LLP for General Counsel and Other Legal Services

Whereas, pursuant to Resolution No. 2024-27, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) authorized the Amendment 1 to Contract 21-J-P-020 to add $1,000,000 of capacity to the base contract and an additional $500,000 to each of the two one-year option terms; and

Whereas, pursuant to Resolution No. 2021-27, the Board of the JPB awarded a contract to Olson Remcho LLP to provide General Counsel and Other Legal Services for a three-year term for a total contract amount of $6,000,000; and authorized up to two, additional one-year option terms for an additional not-to-exceed total of $2,000,000 per option term, if deemed in the best interest of the JPB and approved by the Board; and

Whereas, staff recommends that the Board authorize an amendment to increase the not-to-exceed contract capacity amount by $14,000,000, from $12,000,000 to $26,000,000, and extend the contract term for an additional five-year term.

Now, Therefore, Be It Resolved that the Board the JPB hereby authorizes the execution of Amendment 2 to Contract 21-J-P-020 adding $14,000,000 of capacity to the contract and extension of the contract for an additional five-year term; and

Be It Further Resolved that the Board the JPB authorizes the Executive Director, or designee, to take any other actions necessary to give effect to the resolution.

Regularly passed and adopted this 6th day of November, 2025 by the following vote:

Ayes:

Noes:

Absent:

____
Chair, Peninsula Corridor Joint Powers Board

Attest:

____
JPB Secretary

Peninsula Corridor Joint Powers Board
Staff Report

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer

For: November JPB Board of Directors Meeting

Subject: **Adopt Proposed Fare Structure and Caltrain Charter Train, Bike Locker, and Parking Fee Document Changes**

☒ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommends that the Peninsula Corridor Joint Powers Board (Board) adopt three updated documents.

1. A Pre-Clipper Next Generation Fare Structure, effective 1/1/2026 (Attachment 1).

2. A Post-Clipper Next Generation Fare Structure, effective upon the Metropolitan Transportation Commission's execution of Clipper Next Generation (Attachment 2).

3. A Caltrain Charter Train, Bike Locker, and Parking Fee Document effective upon Board approval (11/7/2025) (Attachment 3).

The documents include the following changes:

- Removal of the Clipper Discount from the base fare ($0.55), effective 1/1/2026
- A zone upgrade increase of $0.25, effective 1/1/2027
- An increase to the base fare of $0.25, effective 1/1/2028
- A zone upgrade increase of $0.25, effective 1/1/2029
- An increase to the base fare of $0.25, effective 1/1/2030
- Delegating authority to the executive director to set Charter Train rates

Discussion

In May 2025, the Board held a special budget workshop that included extensive discussion about Caltrain's financial challenges, including its projected average annual deficit of $75 million over the next ten years. The discussion also focused on Caltrain's fares, and the Board concluded the workshop with a request for staff to return with recommended changes to Caltrain's Fare Structure that would increase revenue.

Caltrain's existing Fare Structure includes a schedule of price increases that were adopted in 2023:

- 7/1/25 (FY26) – Increase of $0.25 to Base Fare (already implemented)
- 7/1/26 (FY27) – Increase of $0.25 to Zone Upgrade Fare
- 7/1/27 (FY28) – Increase of $0.25 to Base Fare

Caltrain staff have undertaken a study to analyze and develop a recommended Fare Structure with an updated schedule of fare increases. The analysis was guided by four primary goals:

1. Given Caltrain's projected deficit and ongoing uncertainty surrounding future economic conditions, federal funding, and travel behavior, recommended fare changes should strive to increase fare revenue.

2. After increasing fare revenue, recommended fare changes should also strive to increase ridership.

3. While it is important for Caltrain to consider the potential impact of proposed fare changes to ridership and revenue, the agency should also strive to ensure the system is accessible to passengers at a broad range of income levels.

4. Lastly, Caltrain's fare changes should support the agency's efforts to advance a potential regional funding measure.

The outcome from this study is a recommendation for Caltrain to increase its fares gradually over the next five years and to implement the change on January 1 of each year, as follows in Table 1.

Table 1 – Recommended Changes to Fare Structure

Timing	Proposed Change	Change in Adult Pricing
FY26 –1/1/26	Remove Clipper Discount from Base Fare ($0.55 discount)	$3.45 to $4.00
FY27 1/1/27	Zone Upgrade increases by $0.25	$2.25 to $2.50
FY28 – 1/1/28	Base Fare increases by $0.25[1]	$4.00 to $4.25
FY29 – 1/1/29	Zone Upgrade increases by $0.25[1]	$2.50 to $2.75
FY30 – 1/1/30	Base Fare increases by $0.25	$4.25 to $4.50

For additional information on the price changes, please see the appendices. Appendix 1 shows the schedule of fare changes (Clipper prices) for the existing Fare Structure prices (adopted in 2023) as well as the recommended Fare Structure prices (to be proposed for adoption in 2025); and Appendix 2 shows the 1-, 3-, and 6-Zone fare prices (Clipper) for the existing Fare Structure prices (adopted in 2023) as well as the recommended Fare Structure prices (to be proposed for adoption in 2025).

These recommended changes are expected to achieve the above goals set out in the study. These recommendations are generally consistent with Caltrain's Fare Policy[2], which sets high-level goals for the agency to achieve through its fare-related decision-making, as well as the agency's Strategic Financial Plan and FY26 Operating Budget.

These proposed changes are expected to contribute to the agency's ongoing financial health by providing additional operating revenue. Additionally, the proposed changes closely match projected inflation and ensure that Caltrain's fares are increased in a predictable, gradual, consistent manner. By aligning Clipper and Ticket Vending Machine (TVM) fares, the resulting Fare Structure price chart will be greatly simplified, bringing improved legibility and enhanced customer experience. Caltrain remains committed to making sure that its service is accessible to all customers by providing fare options; this includes continuing to participate in Clipper START (the region's low-income fare discount program), providing $1 Youth fares, and administering Pass Forward (Caltrain's equity program to provide a Go Pass to qualified riders via a partnership with community serving organizations).

In addition to the Fare Structure document changes, staff recommend the delegation of authority to the Executive Director, or designee, to set Charter Train rates. Caltrain has

[1] Increase only applies to Full Fares due to rounding rules for discounted fares (Eligible Discount, Clipper START, and Youth fares).
[2] Caltrain Fare Policy: https://www.caltrain.com/media/1609/download?inline

chartered trains in the past for special events, including sporting events, whereby sponsors of these trains must pay Caltrain to operate the trains at a fixed-rate. The Board last updated the rate Caltrain charges for Charter Trains in 2001 pursuant to Resolution 2001-124. Caltrain has had minimal Charter Train activity under the existing fixed-rate structure, and granting flexibility in pricing is intended to support efforts to build this service as a revenue source. This delegation will be accompanied by safeguards to ensure transparency and accountability. The Executive Director will provide bi-annual reports to the Board on Charter Train pricing activity. In setting rates, the Executive Director will aim to ensure prices recover the full cost of service including direct staff time, train operations, and associated indirect expenses. Prices must also reflect the customer's specific service/event needs and support the agency's financial and revenue generation objectives.

Staff presented the Fare Structure recommendations as informational items to the JPB Finance Committee on September 29, 2025, to the Board on October 9, 2025, and the Citizens Advisory Committee on October 15, 2025. Notices for this public hearing have been provided as required by law.

Under Title VI of the Civil Rights Act of 1964, Caltrain is required to perform a Title VI Equity Analysis in conjunction with fare changes to assess whether the changes would result in disparate impacts or disproportionate burdens on minority and low-income populations. Based on the overall benefits of the proposed fare program, there is no finding of disparate impact or disproportionate burden on minority and low-income populations. A draft of the Title VI Equity Analysis report evaluating the impacts of the fare proposals is attached as Appendix 3 in the Supplemental Reading File. All public comments received will be added to the final Title VI analysis after the Citizens Advisory Committee meeting on October 15, 2025, and public hearing on October 27, 2025.

Budget Impact

The budget impact is expected to be positive; however, full impact is unknown due to uncertainty with riders' price elasticity of demand, future ridership trends, and economic conditions.

Prepared By:	Melissa Jones	Deputy Director, Caltrain Policy Development	10/15/2025
	Bruce Thompson	Manager of Fare Programs	10/15/2025
	Wendy Lau	Deputy Director, Office of Civil Rights	10/15/2025

Appendix 1: Existing Fare Structure (adopted 2023) vs. Recommended Fare Structure Schedule of Fare Changes (Clipper Prices)

*Note: Clipper prices shown throughout. The schedule of increases for the Existing Fare Structure ends in FY28 (7/1/27).

Table Appendix 2A

Existing, 2023 Adopted Fare Structure		**7/1/25**	**7/1/26**	**7/1/27**	**7/1/28**	**7/1/29**	**7/1/30**
Maintain current schedule of already-adopted increases through FY28, to change on July 1 each year	Base Fare	**$3.45** ***+$0.25***	$3.45	**$3.70** ***+$0.25***	$3.70	$3.70	$3.70
	Zone Upgrade	$2.25	**$2.50** ***+$0.25***	$2.50	$2.50	$2.50	$2.50

Table Appendix 2B

Recommended Fare Structure for Adoption		**7/1/25**	**1/1/26**	**1/1/27**	**1/1/28**	**1/1/29**	**1/1/30**
Extend increases through FY30; change prices on January 1 each year. Remove Clipper Discount, 2x Zone Fare Increase, 2x Base Fare Increase	Base Fare	**$3.45**	$4.00 ***+$0.55***	$4.00	**$4.25** ***+$0.25***	$4.25	**$4.50** ***+$0.25***
	Zone Upgrade	$2.25	$2.25	**$2.50** ***+$0.25***	$2.50	$2.75 ***+$0.25***	$2.75

Appendix 2: Existing vs. Recommended Fare Changes 1-, 3-, and 6-Zone Fare Prices (Clipper Prices)

*Note: Clipper prices shown throughout. The schedule of increases for the Existing Fare Structure ends in FY28 (7/1/27).

Table Appendix 2A

Existing, 2023 Adopted Fare Structure	Zones	7/1/25	7/1/26	7/1/27	7/1/28	7/1/29	7/1/30
Maintain current schedule of already-adopted increases through FY28, to change on July 1 each year	1-Zone	**$3.45**	**$3.45**	**$3.70**	$3.70	$3.70	$3.70
	3-Zone	**$7.95**	**$8.45**	**$8.70**	$8.70	$8.70	$8.70
	6-Zone	**$14.70**	**$15.95**	**$16.20**	$16.20	$16.20	$16.20

Table Appendix 2B

Recommended Fare Structure for Adoption	Zones	7/1/25	1/1/26	1/1/27	1/1/28	1/1/29	1/1/30
Extend increases through FY30; change prices on January 1 each year. Remove Clipper Discount, 2x Zone Fare Increase, 2x Base Fare Increase	1-Zone	$3.45	**$4.00**	$4.00	**$4.25**	$4.25	**$4.50**
	3-Zone	$7.95	**$8.50**	**$9.00**	**$9.25**	**$9.75**	**$10.00**
	6-Zone	$14.70	**$15.25**	**$16.50**	**$16.75**	**$18.00**	**$18.25**

Resolution No. 2025-

Board of Directors, Peninsula Corridor Joint Powers Board
State of California

* * *

Adopting Revised Fare Structure and Caltrain Charter Train, Bike, Locker and Parking Fee Document

Whereas, in May 2025, the Peninsula Corridor Joint Powers Board (Board) held a special budget workshop that included extensive discussion about Caltrain's financial challenges, including its projected average annual deficit of $75 million over the next ten years. The Board requested that staff return with recommended changes to Caltrain's Fare Structure that would increase revenue; and

Whereas, Caltrain's existing Fare Structure includes a schedule of price increases that were adopted in 2023:

- 7/1/25 (Fiscal Year 2026/FY26) – Increase of $0.25 to Base Fare (already implemented)
- 7/1/26 (FY27) – Increase of $0.25 to Zone Upgrade Fare
- 7/1/27 (FY28) – Increase of $0.25 to Base Fare; and

Whereas, Caltrain staff have undertaken a study to analyze and develop a recommended Fare Structure with an updated schedule of fare increases; and

Whereas, the outcome from this study is a recommendation for Caltrain to increase its fares gradually over the next five years and to implement the change on January 1 of each year, as follows:

- 1/1/26 (FY26) – Remove Clipper Discount from Base Fare ($0.55 discount)
- 1/1/27 (FY27) – Zone Upgrade increases by $0.25

- 1/1/28 (FY28) – Increase of $0.25 to Base Fare
- 1/1/29 (FY29) – Zone Upgrade increases by $0.25
- 1/1/30 (FY30) – Increase of $0.25 to Base Fare; and

Whereas, these recommendations are generally consistent with Caltrain's Fare Policy; and

Whereas, these proposed changes are expected to contribute to the agency's ongoing financial health by providing additional operating revenue; and

Whereas, the proposed changes closely match projected inflation and ensure that Caltrain's fares are increased in a predictable, gradual, consistent manner; and

Whereas, the proposed Fare Structure still retains fare options that ensure Caltrain service remains accessible to all customers, including participation in Clipper START, offering Youth Fares, and administering the Pass Forward program; and

Whereas, staff recommend adoption of the proposed Fare Structure documents, one applicable prior to implementation of Clipper Next Generation (Attachment 1), and one applicable after Clipper Next Generation is implemented (Attachment 2) ; and

Whereas, in addition to the Fare Structure changes, staff recommend the delegation of authority to the Executive Director, or designee, to set Charter Train rates for sponsors to pay Caltrain to operate for a special event or purpose; and

Whereas, Caltrain has had minimal Charter Train activity under the existing fixed-rate structure, and granting flexibility in pricing is intended to support efforts to build this service as a revenue source; and

Whereas, the proposed delegation will require the Executive Director to provide bi-annual reports to the Board on Charter Train pricing activity; and

Whereas, in setting rates, the Executive Director will aim to ensure prices recover the full cost of service including direct staff time, train operations, and associated indirect expenses; and

Whereas, prices must also reflect the customer's specific service/event needs and support the agency's financial and revenue generation objectives; and

Whereas, staff presented the Fare Structure recommendations as informational items to the JPB Finance Committee on September 29, 2025, to the Board on October 9, 2025, and the Citizens Advisory Committee on October 15, 2025. Notices for the public hearing on October 27, 2025, have been provided as required by law; and

Whereas, staff conducted a Title VI Equity Analysis in conjunction with fare changes and found that the changes would not result in disparate impacts or disproportionate burdens on minority and low-income populations.

Now, Therefore, Be It Resolved that the Board of Directors hereby:

1. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the fare changes enacted hereby will not have a disparate impact on minority populations or a disproportionate burden on low-income populations;
2. Adopts an updated Fare Structure to be effective January 1, 2026, as detailed in Attachment 1 (Pre-Clipper Next Generation Fare Structure), including the following changes:
    a. 1/1/26 (FY26) – Remove Clipper Discount from Base Fare

   b. 1/1/27 (FY27) – Zone Upgrade increases by $0.25
   c. 1/1/28 (FY28) – Increase of $0.25 to Base Fare
   d. 1/1/29 (FY29) – Zone Upgrade increases by $0.25
   e. 1/1/30 (FY30) – Increase of $0.25 to Base Fare;

3. Adopts an updated Fare Structure to be effective upon the Metropolitan Transportation Commission’s execution of Clipper Next Generation, as detailed in Attachment 2 (Post-Clipper Next Generation Fare Structure), including the following changes:
   a. 1/1/26 (FY26) – Remove Clipper Discount from Base Fare
   b. 1/1/27 (FY27) – Zone Upgrade increases by $0.25
   c. 1/1/28 (FY28) – Increase of $0.25 to Base Fare
   d. 1/1/29 (FY29) – Zone Upgrade increases by $0.25
   e. 1/1/30 (FY30) – Increase of $0.25 to Base Fare; and
4. Adopts a revised Caltrain Charter Train, Bike Locker, and Parking Fee Document effective immediately upon adoption as detailed in Attachment 3, delegating authority to the Executive Director to set Charter Train rates for sponsors of special event trains.

Be It Further Resolved that the Board of Directors directs the Executive Director, or designee, to sign any agreements or other documents, or take any other actions required, to give effect to this resolution.

Regularly passed and adopted this 6th day of November, 2025 by the following vote:

Ayes:

Noes:

Absent:

____
Chair, Peninsula Corridor Joint Powers Board

Attest:

____
JPB Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD

Title VI Equity Analysis
Proposed Fare Changes – FY 2026-2030
October 2025

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ATTACHMENTS

Caltrain Title VI Fare Equity Analysis
Proposed Fare Changes – Fiscal Year 2026-2030

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) operates the Caltrain commuter rail service serving San Francisco, San Mateo, and Santa Clara counties. The service spans 77.3 miles and includes 31 stations, 29 of which are weekday service (including 7 weekday-only stations), 23 of which are weekend service (including one weekend-only station), and one special event service station which serves Stanford Stadium. 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.

As a federal grant recipient, Caltrain is required to maintain and provide to the FTA information on Caltrain's compliance with Title VI regulations. At a minimum, Caltrain conducts periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally, Caltrain 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 the proposal for a new fare structure that will be subject to Board of Directors (the Board) approval on November 6, 2025. Included in this Title VI analysis is a description of the proposed fare adjustments to occur over the next five years and an analysis of any potential impacts on minority and low-income passengers. It also includes public outreach materials, including those provided for limited English proficient (LEP) populations and public comments.

❖ 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 landscapes with residents from an array of different demographics. These factors make the Caltrain service area unique. To serve the region in Fiscal Year 2025, Caltrain operated 112 weekday trains and 66 Weekend trains carrying approximately 7.2 million passengers per year. **Attachment 1** displays the Caltrain Service Map. **Attachment 3** contains combined minority demographic maps where the minority population is broken out by tract group using the U.S. Census Bureau's 2020 American Community Survey (ACS) Data. Minority Census tracts are defined as those in which the minority population exceeds the systemwide minority average of 65%. **Attachment 3** also contains low-income demographic maps where the service area's low-income population is broken out by tract group using ACS data. Low-income tract groups are defined under Caltrain's Title VI Program as those in which more than 13% of households have incomes under $25,000.

❖ 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 shown in **Attachment 4**.

Caltrain has a proof-of-payment fare enforcement 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 categories and fare types is listed below.

FARE CATEGORIES	
Full Fare	Full Fares apply to all customers 19 years or older, except those who qualify for an Eligible Discount Fare, Youth Fare, or Clipper START, the regional means-based fare program.
Eligible Discount	Discounted fare products priced at 50% or less of full fares are available to customers that meet or possess any one or more of the requirements below: • 1. Aged 65 years or older. • 2. Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV) • 3. Medicare Card • 4. Regional Transit Connection (RTC) Discount Card for persons with disabilities, including Clipper cards that are designated as RTC Discount Cards • 5. Valid transit discount card issued by another California transit agency, which is equivalent to the RTC Discount Card
Youth Fare	Youth Fares apply to those 18 years and younger
Clipper START	The Clipper START program is the regional means-based fare program administered by the Metropolitan Transportation Commission (MTC). Clipper START offers at least a 50% discount compared to Clipper full fares for adult low-

	income riders (i.e., those with an annual household income at or below 200 percent of the Federal Poverty Level).
Clipper Bay Pass: Regional All Agency Pass	Available to passengers who are selected to participate in the Clipper Bay Pass Pilot Program, part of the Regional Fare Coordination and Integration Study administered by the Bay Area Integration Task Force. Clipper Bay Pass is managed by MTC and the Bay Area Rapid Transit (BART) in close coordination with regional transit operators and Caltrain.
Group Travel Discount	Groups traveling together with 25 or more passengers (e.g., for school field trips) can purchase tickets at a 10 % discount over regular cash fares.

FARE TYPES	
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(s) indicated.
Day Pass	Valid for use on a single day, through the last train on the service day on which the pass is sold. It is honored for unlimited travel within the zone(s) indicated.
Monthly Pass	Valid for use for the calendar month for which the pass is issued. Monthly Passes are honored for unlimited weekday trips for the number of zones purchased. On Saturdays, Sundays, and holidays, Monthly Passes are honored for unlimited trips between all zones.
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 supersede the original ticket's validity period. Zone upgrade tickets do not apply to Youth. 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.
Go Pass	Valid for use within the calendar year for which it is issued, the Go Pass is an annual transit pass available to employers, schools, non-profit organizations, government agencies, and residential, commercial, and mixed-use development complexes. The GoPass is honored for unlimited trips between all Caltrain zones.

In September of 2023, the Board implemented changes in response to low ridership amidst changed travel behavior stemming from the pandemic. The Board adopted an updated Fare Structure that included the following gradual and incremental fare increases for FY24-FY28:

- An increase of the base fare of $0.25 on July 1, 2025;
- An increase to the Monthly Pass Trip Multiplier to remain at 24 trips (12 roundtrips);
- An increase on July 1, 2026 to the Zone Upgrade by $0.25;
- An increase to the Base Fare of $0.25 on July 1, 2027; and
- A reduction of the Clipper discount on Adult fares from $0.55 to $0.25 on July 1, 2028.

Additionally, the September 2023 Fare Structure expected that Open Payments on Clipper and the launch of Clipper Next Generation would be launched in 2024. As of date, it has not been implemented.

PROPOSED FARE CHANGES

Background
In May of 2025, the Board held a special budget workshop that included extensive discussion about Caltrain's financial challenges, including its projected annualized deficit of $75 million for the next ten years. As part of this, the Board discussed Caltrain's fares and priorities for changing pricing, concluding with a request for staff to return with recommended changes to Caltrain's Fare Structure that would primarily increase revenue.

Caltrain staff have undertaken a study to analyze and develop a recommended Fare Structure with an updated schedule of fare increases. The analysis was guided by the following four primary goals for the changes, developed by the staff following the Board's extensive discussion about priorities at the May 2025 budget workshop:

1. Given Caltrain's projected deficit and ongoing uncertainty surrounding future economic conditions, federal funding, and travel behavior, fare changes should strive to increase fare revenue;

2. After increasing fare revenue, recommended fare changes should also strive to increase ridership;

3. While it is important for Caltrain to consider the potential impact of proposed fare changes to ridership and revenue, the agency should also strive to ensure the system is accessible to passengers at a broad range of income levels; and

4. Lastly, Caltrain's fare changes should support the agency's efforts to advance potential regional funding measures.

Ultimately, Caltrain's goal is to sustain service, to avoid major changes, and to support the current Bay Area transit regional funding measure. Given the projected inflation for the upcoming years, the proposed fare structure will match inflation and align with Caltrain's pre-Covid fare trajectory.

Date Changes for Fare Change Implementation

In 2023, Caltrain approved a Fare Equity Analysis to increase the Zone Upgrade on July 1, 2026, and the Base Fare on July 1, 2027, by twenty-five cents ($0.25). A proposed change will be to shift these changes to January 1 of each calendar year. This will be easier for customers to understand and will allow Caltrain to focus on continuing to grow ridership.

Removal of Clipper Discount

Caltrain is currently one of the only agencies offering a Clipper discount. Caltrain originally offered the Clipper discount when Clipper first launched to encourage the use of Clipper. The difference in Clipper pricing, Ticket Vending Machine (TVM), and Mobile Ticket Pricing has led to confusion for riders. The alignment of Clipper and TVM Fares will bring improved legibility and enhanced Customer Service. Other products, such as Clipper START, $1 Youth fares, and administering the Pass Forward program will continue to ensure that Caltrain service is accessible to all.

Extend Base and Zone Increases to FY 2030

Caltrain's 2019 adopted fare increases were indefinitely delayed because of the pandemic. The pandemic era fare reductions were approved in the 2023 Fare Structure. A new fare structure that continues fare changes into fiscal year 2030 would better match inflation and support's the agency's ongoing efforts to achieve financial sustainability.

- January 1, 2027 – Zone Upgrade Increases by $0.25
- January 1, 2028 – Base Fare Increases by $0.25
- January 1, 2029 – Zone Upgrade Increases by $0.25
- January 1, 2030 – Base Fare Increases by $0.25

Overall, the new fare structure considers Caltrain rider needs, Caltrain's financial stability, and larger regional fare changes. A fare equity analysis must be performed when a permanent fare change is implemented. The proposed fare changes will affect the fare types of One-Way Ticket, Day Pass, Zone Upgrade and Monthly Pass across Adult and Eligible Discount fare categories. With Board adoption, the changes will replace the September 2023 Fare Structure. Youth Fares will not be impacted, and changes were addressed in Caltrain's 2023 Fare Analysis.

It is recommended that Caltrain increase its fares gradually, beginning in FY26 (January 1, 2026), as follows:

Fiscal Year 2026

- On January 1, 2026, Remove Clipper discount

Fiscal Year 2027

- On January 1, 2027, Increase Zone Upgrade Fares for Adult and Eligible Discount categories increase by $0.25

Fiscal Year 2028

- On January 1, 2028, Increase Base Fare by $0.25

Fiscal Year 2029

- On January 1, 2029, Increase Zone Upgrade Fare for all categories

Fiscal Year 2030

- On January 1, 2030, Increase Base Fare for all categories

Tables 1 – 5 outline the specific changes in the Adult and Eligible Discount categories during each phase of the fare adjustment period.

Table 1. Caltrain Proposed Fare Adjustment FY26: Remove Clipper Discount from Base Fare

Adult Fares	How to Buy	Travel Within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	TVM, Open Payment	$4.00	$6.25	$8.50	$10.75	$13.00	$15.25
	Clipper	~~$3.45~~ $4.00	~~$5.70~~ $6.25	~~$7.95~~ $8.50	~~$10.20~~ $10.75	~~$12.45~~ $13.00	~~$14.70~~ $15.25
Day Pass	TVM	$8.00	$12.50	$17.00	$21.50	$26.00	$30.50
Zone Upgrade	TVM	**$2.25 per zone**					
Monthly Pass	Clipper	~~$82.80~~ $96.00	~~$136.80~~ $150.00	~~$190.80~~ $204.00	~~$244.80~~ $258.00	~~$298.80~~ $312.00	~~$352.80~~ $366.00
Eligible Discount Fares	**How to Buy**	**Travel Within**					
		1 Zone	**2 Zones**	**3 Zones**	**4 Zones**	**5 Zones**	**6 Zones**
One Way	TVM, Open Payment	$2.00	$3.00	$4.00	$5.00	$6.00	$7.00
	Clipper	~~$1.70~~ $2.00	~~$2.70~~ $3.00	~~$3.70~~ $4.00	~~$4.70~~ $5.00	~~$5.70~~ $6.00	~~$6.70~~ $7.00
Day Pass	TVM	$4.00	$6.00	$8.00	$10.00	$12.00	$14.00
Zone Upgrade	TVM	**$1.00 per zone**					
Monthly Pass	Clipper	~~$40.80~~ $48.00	~~$64.80~~ $72.00	~~$88.80~~ $96.00	~~$112.80~~ $120.00	~~$136.80~~ $144.00	~~$160.80~~ $168.00

Effective 1/1/2026

Table 2. Caltrain Proposed Fare Adjustment FY27 – Zone Upgrade Increase by $0.25

Adult Fares	How to Buy	Travel Within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	TVM, Clipper, Open Payment	$4.00	~~$6.25~~ $6.50	~~$8.50~~ $9.00	~~$10.75~~ $11.50	~~$13.00~~ $14.00	~~$15.25~~ $16.50
Day Pass	TVM	$8.00	~~$12.50~~ $13.00	~~$17.00~~ $18.00	~~$21.50~~ $23.00	~~$26.00~~ $28.00	~~$30.50~~ $33.00
Zone Upgrade	TVM	~~**$2.25 per zone**~~ **$2.50 per zone**					
Monthly Pass	Clipper	$96.00	~~$150.00~~ $156.00	~~$204.00~~ $216.00	~~$258.00~~ $276.00	~~$312.00~~ $336.00	~~$366.00~~ $396.00
Eligible Discount Fares	**How to Buy**	**Travel Within**					
		1 Zone	**2 Zones**	**3 Zones**	**4 Zones**	**5 Zones**	**6 Zones**
One Way	TVM, Clipper, Open Payment	$2.00	~~$3.00~~ $3.25	~~$4.00~~ $4.50	~~$5.00~~ $5.75	~~$6.00~~ $7.00	~~$7.00~~ $8.25
Day Pass	TVM	$4.00	~~$6.00~~ $6.50	~~$8.00~~ $9.00	~~$10.00~~ $11.50	~~$12.00~~ $14.00	~~$14.00~~ $16.50
Zone Upgrade	TVM	~~**$1.00 per zone**~~ **$1.25 per zone**					
Monthly Pass	Clipper	$48.00	~~$72.00~~ $78.00	~~$96.00~~ $108.00	~~$120.00~~ $138.00	~~$144.00~~ $168.00	~~$168.00~~ $198.00

Effective 1/1/2027

Table 3. Caltrain Proposed Fare Adjustment FY28 – Base Fare Increase by $0.25

Adult Fares	How to Buy	Travel Within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	TVM, Clipper, Open Payment	~~$4.00~~ $4.25	~~$6.50~~ $6.75	~~$9.00~~ $9.25	~~$11.50~~ $11.75	~~$14.00~~ $14.25	~~$16.50~~ $16.75
Day Pass	TVM	~~$8.00~~ $8.50	~~$13.00~~ $13.50	~~$18.00~~ $18.50	~~$23.00~~ $23.50	~~$28.00~~ $28.50	~~$33.00~~ $33.50
Zone Upgrade	TVM	**$2.50 per zone**					
Monthly Pass	Clipper	~~$96.00~~ $102.00	~~$156.00~~ $162.00	~~$216.00~~ $222.00	~~$276.00~~ $282.00	~~$336.00~~ $342.00	~~$396.00~~ $402.00
Eligible Discount Fares	**How to Buy**	**Travel Within**					
		1 Zone	**2 Zones**	**3 Zones**	**4 Zones**	**5 Zones**	**6 Zones**
One Way	TVM, Clipper, Open Payment	$2.00	$3.25	$4.50	$5.75	$7.00	$8.25
Day Pass	TVM	~~$4.00~~ $4.25	$6.50	$9.00	$11.50	$14.00	$16.50
Zone Upgrade	TVM	**$1.25 per zone**					
Monthly Pass	Clipper	$48.00	$78.00	$108.00	$138.00	$168.00	$198.00

Effective 1/1/2028

Table 4. Caltrain Proposed Fare Adjustment FY29 – Zone Upgrade Increase by $0.25

Adult Fares	How to Buy	Travel Within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	TVM, Clipper, Open Payment	$4.25	~~$6.75~~ $7.00	~~$9.25~~ $9.75	~~$11.75~~ $12.50	~~$14.25~~ $15.25	~~$16.75~~ $18.00
Day Pass	TVM	$8.50	~~$13.50~~ $14.00	~~$18.50~~ $19.50	~~$23.50~~ $25.00	~~$28.50~~ $30.50	~~$33.50~~ $36.00
Zone Upgrade	TVM	~~$2.50 per zone~~ **$2.75 per zone**					
Monthly Pass	Clipper	$102.00	~~$162.00~~ $168.00	~~$222.00~~ $234.00	~~$282.00~~ $300.00	~~$342.00~~ $366.00	~~$402.00~~ $432.00
Eligible Discount Fares	**How to Buy**	**Travel Within**					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	TVM, Clipper, Open Payment	$2.00	$3.25	$4.50	$5.75	$7.00	$8.25
Day Pass	TVM	$4.25	$6.50	$9.00	$11.50	$14.00	$16.50
Zone Upgrade	TVM	**$1.25 per zone**					
Monthly Pass	Clipper	$48.00	$78.00	$108.00	$138.00	$168.00	$198.00

Effective 1/1/2029

Table 5. Caltrain Proposed Fare Adjustment FY30 – Base Fare Increase by $0.25

Adult Fares	How to Buy	Travel Within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	TVM, Clipper, Open Payment	~~$4.25~~ $4.50	~~$7.00~~ $7.25	~~$9.75~~ $10.00	~~$12.50~~ $12.75	~~$15.25~~ $15.50	~~$18.00~~ $18.25
Day Pass	TVM	~~$8.50~~ $9.00	~~$14.00~~ $14.50	~~$19.50~~ $20.00	~~$25.00~~ $25.50	~~$30.50~~ $31.00	~~$36.00~~ $36.50
Zone Upgrade	TVM	**$2.75 per zone**					
Monthly Pass	Clipper	~~$102.00~~ $108.00	~~$168.00~~ $174.00	~~$234.00~~ $240.00	~~$300.00~~ $306.00	~~$366.00~~ $372.00	~~$432.00~~ $438.00
Eligible Discount Fares	**How to Buy**	**Travel Within**					
		1 Zone	**2 Zones**	**3 Zones**	**4 Zones**	**5 Zones**	**6 Zones**
One Way	TVM, Clipper, Open Payment	~~$2.00~~ $2.25	~~$3.25~~ $3.50	~~$4.50~~ $4.75	~~$5.75~~ $6.00	~~$7.00~~ $7.25	~~$8.25~~ $8.50
Day Pass	TVM	~~$4.25~~ $4.50	~~$6.50~~ $7.00	~~$9.00~~ $9.50	~~$11.50~~ $12.00	~~$14.00~~ $14.50	~~$16.50~~ $17.00
Zone Upgrade	TVM	**$1.25 per zone**					
Monthly Pass	Clipper	~~$48.00~~ $54.00	~~$78.00~~ $84.00	~~$108.00~~ $114.00	~~$138.00~~ $144.00	~~$168.00~~ $174.00	~~$198.00~~ $204.00

Effective 1/1/2030

❖ CALTRAIN TITLE VI POLICIES

The Federal Transit Administration (FTA) 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

Caltrain adopted its policies based on several factors, including existing policies already in use, consultation with other transit agencies, and analysis of impacts of past service and fare change decisions. Caltrain held its policies for public review in February 2013 and conducted significant public outreach to solicit input. Following public engagement, Caltrain revised the policy proposals, and the Board 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 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. Caltrain 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

Caltrain 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.

Applying Caltrain's Title VI Policies, this analysis confirms the fare structure changes from fiscal years 2026 to 2030 **will not have a disparate impact on minority riders nor impose a disproportionate burden on low-income riders.**

FARE EQUITY METHODOLOGY OVERVIEW

Based on FTA C 4702.1B, for proposed changes that increase fares by payment type or fare media, Caltrain 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%, the fare change would result in a Disparate Impact to minority populations. Similarly, if the percentage difference in the change experienced between low-income riders and non-low-income riders is greater than 10%, the fare change would result in a Disproportionate Burden on low-income populations.

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. Determining data sources.

2. Analyzing the percentage of each proposed fare adjustment for each fare payment method compared with the breakdown of the systemwide fare payment method.

3. 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 2025.

4. Defining the term "Minority" to mean those who self-identified as any ethnicity other than "White / Caucasian" alone in the 2024 Caltrain Origin and Destination Survey.

5. Using 2024 Caltrain Origin and Destination Customer Survey data, current and proposed fare changes, and Fiscal Year 2025 systemwide ridership 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

Potential adverse effects associated with the proposed fare changes are the higher costs in Adult and Eligible Discount Fares. In addition, riders that must travel multiple zones will also experience increased costs. These changes could have a greater impact on minority and low-income users, but without a disparate impact or disproportionate burden. In addition, Caltrain's participation in the MTC Clipper START pilot will allow low-income customers to pay discounted prices. Clipper START fares would also increase with the elimination of the Clipper Discount.

DATA USE AND ANALYSIS

For purposes of examining the fare payment behavior, the following data was used:

- 2024 Caltrain Origin and Destination Customer Survey (OD Survey), which contains data on customers' riding behavior including fare usage, zones traveled, ethnicity, income, and other relevant information.
- Fiscal Year 2025 Caltrain ridership.
- Current and proposed fare structure based on most updated fare categories and fare prices (as of July 2025).

Caltrain and the Metropolitan Transportation Commission (MTC) conducted a survey in May 2024 to gain comprehensive understanding of how travel patterns have shifted and to support Title VI analyses. The survey gathered essential data on Caltrain riders, including (a) socio-demographics, (b) fare media used, (c) trip purpose, (d) means of access and egress to/from the system, (e) time of travel, and (f) ultimate origins and destinations.

The fieldwork for the 2024 Origin and Destination Survey was conducted from May 2 to May 14, 2024. After data cleaning, a total of 2,974 responses were included in the final data set with 2,399 responses collected on weekdays and 575 on weekends.

Data Assumptions:

- Although the OD Survey data is a robust set, some passengers preferred not to reveal either their ethnicity, income, zones traveled, fare type, or fare category. Based on the unavailable data, the usable data set includes only those who responded to all questions. For travel Zones 5 and 6, there were limited number of responses that captured both stations boarded and alighted for those traveling among one of these zones; as a result, the dataset used for Zones 5 and 6 is sparser than those used for other zones. 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.

- This analysis compared income and ethnicity status across all fare categories and fare types for the number of zones traveled. Usable data for this question includes the fare product, the type of fare category (Adult or Eligible Discount), the station boarded and alighted to determine number of zones traveled, and selection of ethnicity and annual income. Go Pass figures were included for comparison only.

- Given this data, percentages of minority riders were compared to non-minority riders, and low-income riders were compared to non-low-income riders, by fare type, fare category, and systemwide. Out of the 2,974 total survey respondents for the OD Survey, 2,716 (97% of respondents) responded to all questions required for this Title VI Fare Equity Analysis.

- Survey responses included the fare category of Go Pass, but this category will not be included in the analysis because the Go Pass is paid by the employer, school, non-profit, government agency, residential, commercial, or mixed-use development. It will not generate any rider impacts. Almost all Go Pass users do not pay for their pass.

ANALYSIS METHODOLOGY

This equity analysis uses an Average Fare Analysis to assess the impacts of the fare increases on minority and low-income communities. The proposed changes would affect all fare types of One-Way ticket, Day Pass, Youth Pass, and Monthly Pass for both fare categories of Adult and Eligible Discount. This analysis assesses: 1) whether the proposed fare increases would lead to an overall Disparate Impact or Disproportionate Burden; and 2) how the proposed fare increases would be distributed amongst minority, non-minority, low-income and non-low-income users.

The Average Fare Analysis is the comparative tool to determine the impact to minority and low-income riders, by analyzing specific ridership and fare changes along with the impacts associated with changes in each fare type and fare category. The model compares "unit fares" among all of the fare types. This analysis used the Average Fare Analysis to incorporate the Adult fare category and Eligible Discount fare category users among all fare products.

The analysis provides a disaggregation of ethnicity and income within each fare category, fare type, and zone usage. This includes a comparison of the current fare with the proposed fare. The Average Fare Analysis also provides the percentage change between the existing and proposed fare structures by fare type for minority and income status of riders to assess whether the proposed fare change will fall within the thresholds established by Caltrain for a Disparate Impact or Disproportionate Burden.

To determine the comparative percentage change for each fare type and rider group, the actual number of riders in each fare type and rider group must first be calculated using Fiscal Year 2025 ridership and approximate ratios of survey respondents in each fare type 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.

Next, those totals are added up respectively and the difference between the total existing fare and the total proposed fare for each group (i.e., minority riders, non-minority riders, low-income riders, and non-low-income riders), is translated into a percent change of impact.

These percent changes are finally compared between each passenger group (i.e., minority vs. non-minority riders and low-income vs. non-low-income riders) to determine whether the impact of the fare increase falls within the established 10 percent threshold, or rather, whether a Disparate Impact and/or Disproportionate Burden exists.

The same methodology was conducted five times according to each subsequent calendar year with proposed fare changes: January 1, 2026; January 1, 2027; January 1, 2028; January 1, 2029; and January 1, 2030.

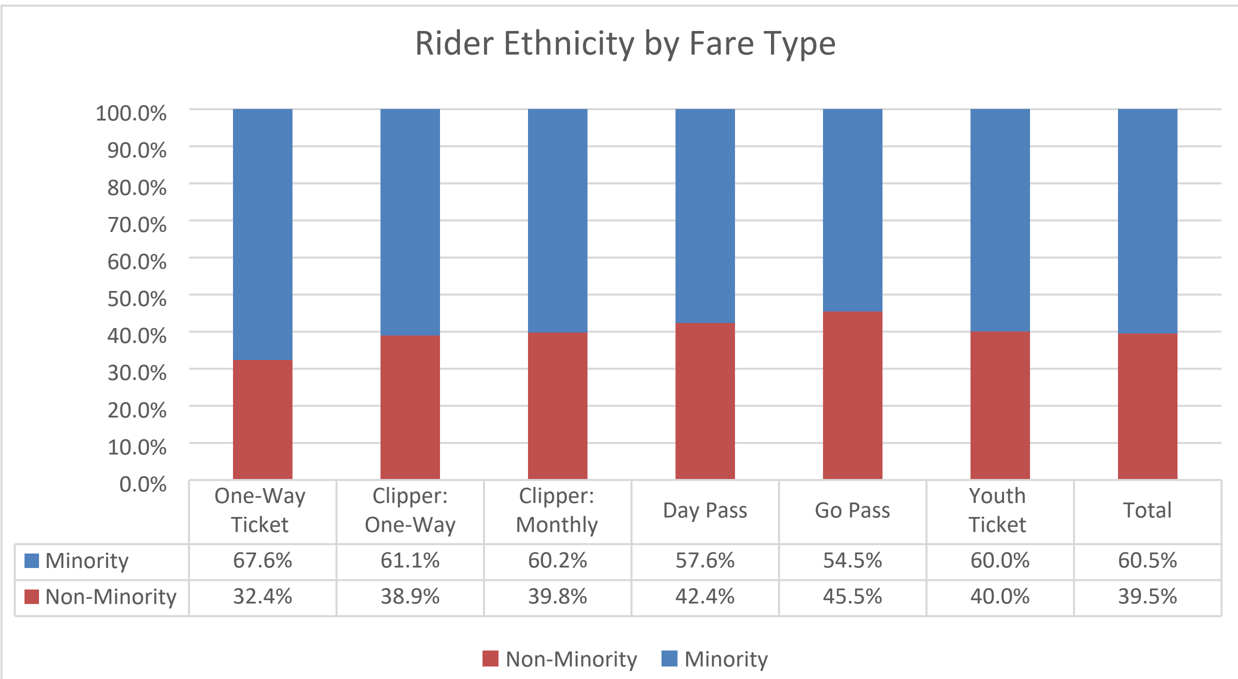
RIDERSHIP DEMOGRAPHICS OVERVIEW

Overall, Caltrain riders in the survey self-identified as 60.5% minority and 39.5% non-minority. **Table 6** and **Figure 1** below display a detailed breakdown of fare product usage by minority vs. non-minority riders.

Table 6. Fare Product Usage Survey Data - Minority vs. Non-Minority Riders

Minority Status	One-Way Ticket	Clipper: One-Way	Clipper: Monthly Pass	Day Pass	Go Pass	Youth Ticket	Total
Minority	211	723	377	129	199	3	1,642
Non-Minority	101	461	249	95	166	2	1,074
Total	**312**	**1,184**	**626**	**224**	**365**	**5**	**2,716**

Figure 1: Fare Product Usage by Percentage – Minority vs. Non-Minority

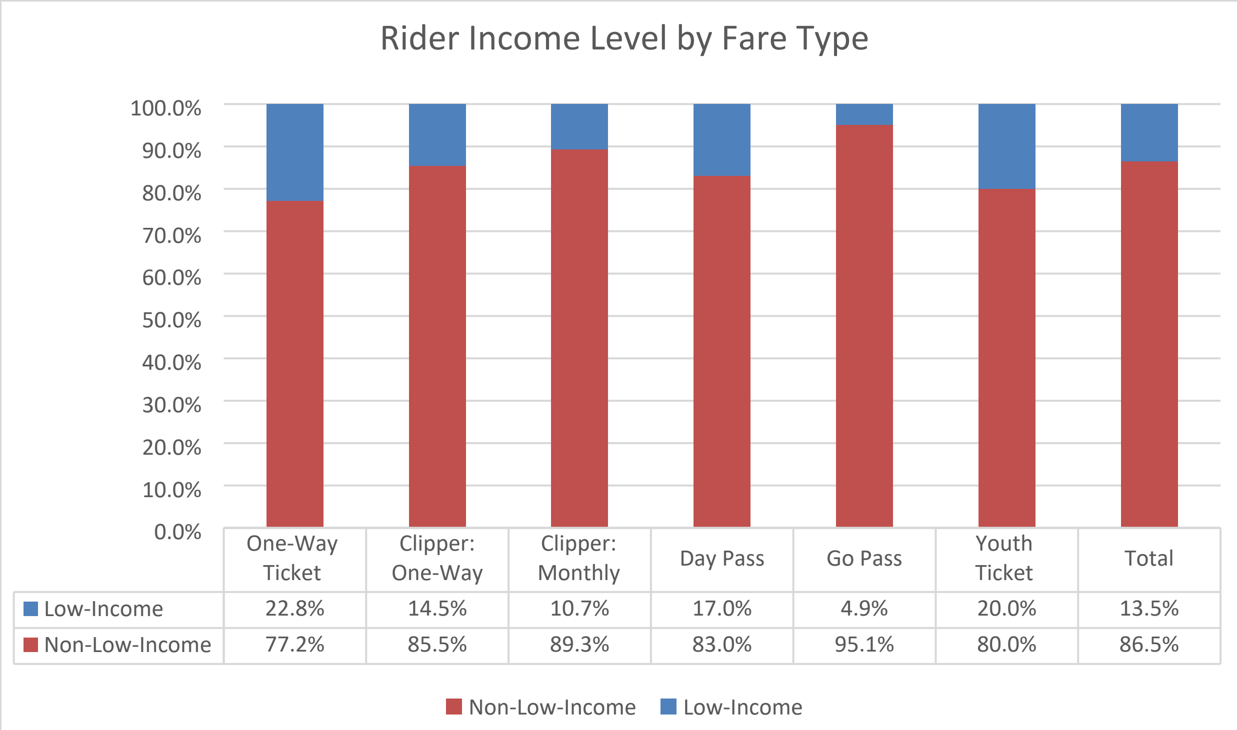


Of the 2,716 survey respondents (97% of those surveyed) who provided complete responses to the 2024 Caltrain OD Survey, 13.5% were low-income, and 86.5% were non-low-income. See **Table 7** and **Figure 2** below for details of fare product usage by low-income vs. non-low-income riders.

Table 7. Fare Product Usage Survey Data - Low-Income vs. Non-Low-Income Riders

Income Status	One-Way Ticket	Clipper: One-Way	Clipper: Monthly Pass	Day Pass	Go Pass	Youth Ticket	Total
Low-Income	241	1,012	559	186	347	4	2,349
Non-Low-Income	71	172	67	38	18	1	367
Total	**312**	**1,184**	**626**	**224**	**365**	**5**	**2,716**

Figure 2. Fare Product Usage by Percentage – Low-income vs. Non-Low-income



	One-Way Ticket	Clipper: One-Way	Clipper: Monthly	Day Pass	Go Pass	Youth Ticket	Total
Low-Income	22.8%	14.5%	10.7%	17.0%	4.9%	20.0%	13.5%
Non-Low-Income	77.2%	85.5%	89.3%	83.0%	95.1%	80.0%	86.5%

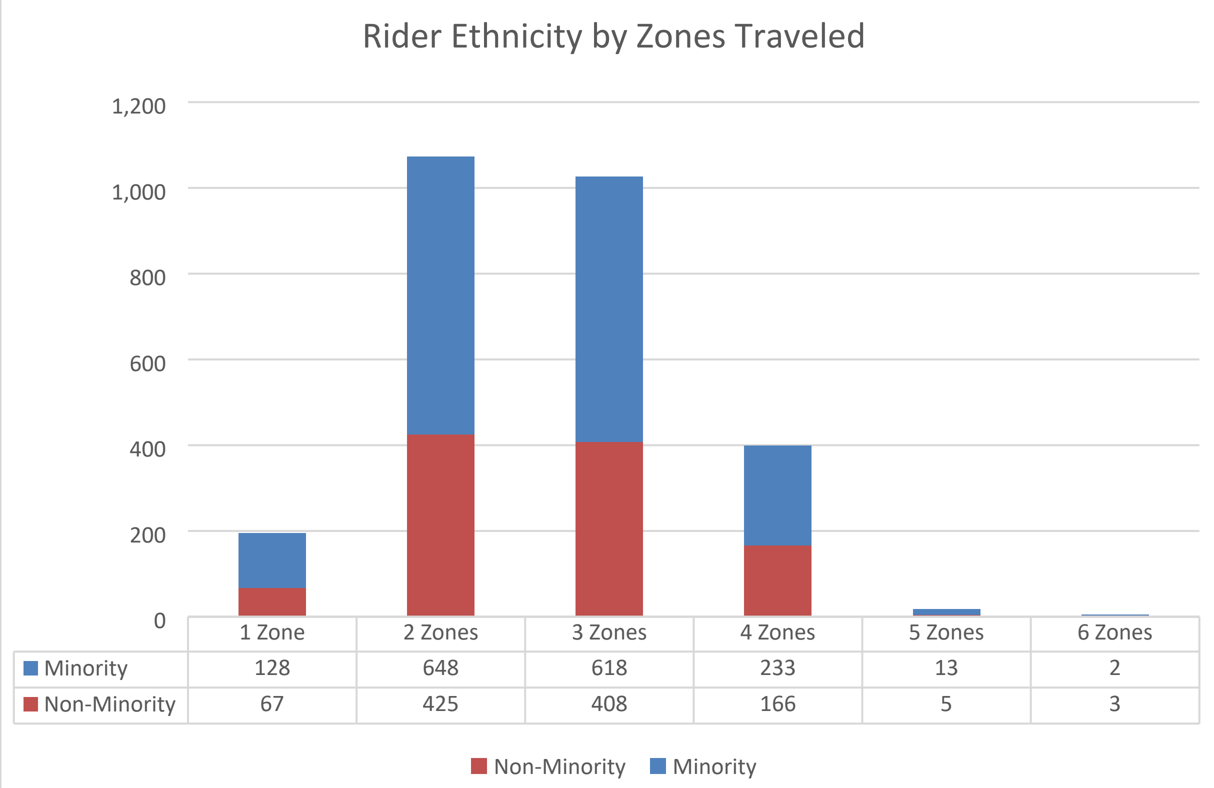
ZONE DEMOGRAPHICS OVERVIEW

A review of the rider characteristics by zones traveled was further conducted to determine whether zone usage would influence disparate impacts or disproportionate burdens.

Figures 3 and 4 below present the breakdown of rider characteristics by zones traveled. Most Caltrain passengers travel within 2 to 3 zones.

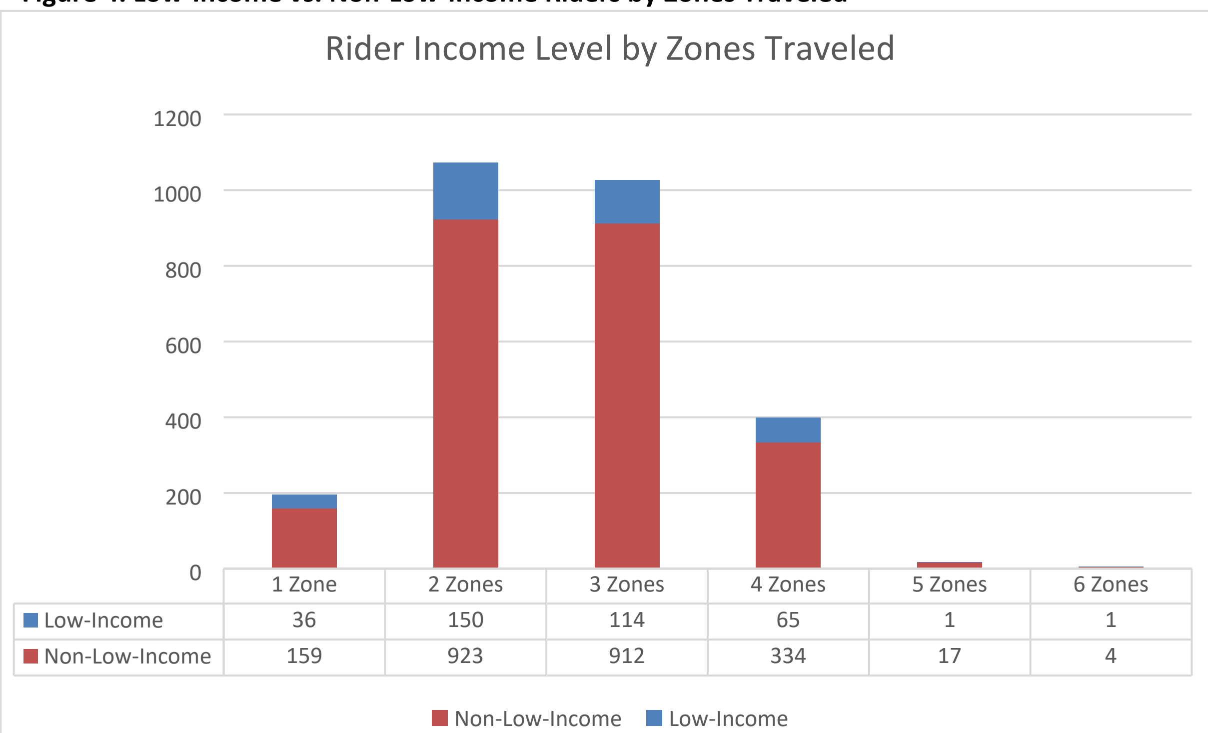
With minimal data responses for Zones 5 and 6, this is likely a survey data gap resulting from a combination of proportionately fewer riders traveling among the two zones, incomplete responses from such riders, and the need to only use complete survey responses for this equity analysis, rather than a true reflection of ridership and fare usage patterns.

Figure 3. Minority vs. Non-Minority Riders by Zones Traveled



	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
Minority	128	648	618	233	13	2
Non-Minority	67	425	408	166	5	3

Figure 4. Low-Income vs. Non-Low-Income Riders by Zones Traveled



	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
Low-Income	36	150	114	65	1	1
Non-Low-Income	159	923	912	334	17	4

Based on the figures above, most Caltrain passengers travel within 2 to 3 zones. The number of zones traveled does not influence disparate impact or disproportionate burden across systemwide ridership.

FARE EQUITY ANALYSIS FINDINGS

Based on the analysis, and using the Caltrain Title VI policies, the recommended fare changes starting FY26 through FY30 in the revised Fare Structure do not result in either a Disparate Impact on minority populations, or a Disproportionate Burden on low-income populations. **Tables 8 – 12** below present a full analysis of the recommended fare changes for FY26 through FY30.

Table 8. FY26 Average Fare Calculation of Recommended Fare Changes

				FY26 Currrent		Effective 1/1/26 Remove Clipper Discount																																				
				Cost				2026 Change		Survey Usage by Group - Annual Ridership							Usage by Group										Cumulative Annual Current Fare				Cumulative Annual Proposed Fare				Annual Fare Change Experienced by Group							
Zones Traveled	Fare Type	Payment Option	Category	FY26 Current*	Unit Current	1/1/26 Proposed*	Unit Proposed	Absolute	Percent	Low-Income Survey	Non Low-Income Survey	Total Minority Survey	Minority Low Income	Minority Non-low income	Non-Minority Survey	Overall Survey	Low-Income %	Low Income Number	Non Low-Income %	Non Low-Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number	Overall Survey %	Overall Number	Low-Income	Non Low-Income	Minority	Non Minority	Low-Income	Non Low-Income	Minority	Non Minority	Low-Income	Low Income %	Non Low-Income	Non Low-Income %	Minority	Minority %	Non Minority	Non Minority %
1	One-Way	Ticket Machine, Mobile App	Adult	4	4	4	4	0	0%	6	11	13	6	7	4	17	1.63%	20,159	0.47%	36,958	1%	43,678	0%	13,439	1%	57,117	80635.61	147831.95	174710.48	53757.07	80635.61	147831.95	174710.48	53757.07	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	2	2	2	2	0	0%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth	1	1	1	1	0	0%	2	4	3	2	1	3	6																										
		Clipper	Adult	3.45	3.45	4	4	0.55	16%	11	53	43	10	33	21	64	3.00%	36,958	2.26%	178,070	3%	144,472	2%	70,556	2%	215,028	127505.06	614342.54	498428.85	243418.74	147831.95	712281.21	577888.53	282224.63	20326.89	16%	97938.67	16%	79459.67	16%	38805.89	16%
			Clipper START	1.7	1.7	2	2	0.3	18%	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	1.7	1.7	2	2	0.3	18%	0	1	1	0	1	0	1	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360	0.00	5711.69	5711.69	0.00	0.00	6719.63	6719.63	0.00	0.00	#DIV/0!	1007.95	18%	1007.95	18%	0.00	#DIV/0!
			Youth	1	1	1	1	0	0%	1	6	5	1	4	2	7																										
	Day Pass	Ticket Machine, Mobile App	Adult	8	4	8	4	0	0%	2	4	2	2	0	4	6	0.54%	6,720	0.17%	13,439	0%	6,720	0%	13,439	0%	20,159	26878.54	53757.07	26878.54	53757.07	26878.54	53757.07	26878.54	53757.07	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	4	2	4	2	0	0%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth	2	1	2	1	0	0%	1	0	1	1	0	0	1																										
	Monthly Pass	Clipper	Adult	82.8	2.76	96	3.2	0.44	16%	9	45	35	9	26	19	54	2.45%	30,238	1.92%	151,192	2%	117,594	2%	63,837	2%	181,430	83457.85	417289.27	324558.32	176188.80	96762.73	483813.65	376299.51	204276.87	13304.88	16%	66524.38	16%	51741.18	16%	28088.07	16%
			Eligible Discount	40.8	1.36	48	1.6	0.24	18%	0	2	1	0	1	1	2	0.00%	0	0.09%	6,720	0%	3,360	0%	3,360	0%	6,720	0.00	9138.70	4569.35	4569.35	0.00	10751.41	5375.71	5375.71	0.00	#DIV/0!	1612.71	18%	806.36	18%	806.36	18%
2	One-Way	Ticket Machine, Mobile App	Adult	6.25	6.25	6.25	6.25	0	0%	19	82	68	15	53	33	101	5.18%	63,837	3.49%	275,505	4%	228,468	3%	110,874	4%	339,342	398978.27	1721906.22	1427922.23	692962.26	398978.27	1721906.22	1427922.23	692962.26	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	3	3	3.25	3.25	0.25	8%	1	4	3	0	3	2	5	0.27%	3,360	0.17%	13,439	0%	10,079	0%	6,720	0%	16,799	10079.45	40317.80	30238.35	20158.90	10919.41	43677.62	32758.22	21838.81	839.95	8%	3359.82	8%	2519.86	8%	1679.91	8%
			Youth	1	1	1	1	0	0%	7	9	12	3	6	4	16	1.91%	23,519	0.38%	30,238	1%	40,318	0%	13,439																		
		Clipper	Adult	5.7	5.7	6.25	6.25	0.55	10%	59	376	265	46	219	170	435	16.08%	198,229	16.01%	1,263,291	16%	890,352	16%	571,169	16%	1,461,520	1129906.46	7200759.82	5075003.59	3255662.68	1238932.52	7895569.97	5564696.92	3569805.57	109026.06	10%	694810.16	10%	489693.33	10%	314142.89	10%
			Clipper START	2.7	2.7	3.25	3.25	0.55	20%	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	2.7	2.7	3.25	3.25	0.55	20%	3	4	3	2	1	4	7	0.82%	10,079	0.17%	13,439	0%	10,079	0%	13,439	0%	23,519	27214.52	36286.02	27214.52	36286.02	32758.22	43677.62	32758.22	43677.62	5543.70	20%	7391.60	20%	5543.70	20%	7391.60	20%
			Youth	1	1	1	1	0	0%	6	6	9	6	3	3	12	1.63%	20,159	0.26%	20,159	1%	30,238	0%	10,079																		
	Day Pass	Ticket Machine, Mobile App	Adult	12.5	6.25	12.5	6.25	0	0%	9	50	25	7	18	34	59	2.45%	30,238	2.13%	167,991	2%	83,995	3%	114,234	2%	198,229	188989.71	1049942.82	524971.41	713961.11	188989.71	1049942.82	524971.41	713961.11	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	6	3	6.5	3.25	0.25	8%	1	8	4	1	3	5	9	0.27%	3,360	0.34%	26,879	0%	13,439	0%	16,799	0%	30,238	10079.45	80635.61	40317.80	50397.26	10919.41	87355.24	43677.62	54597.03	839.95	8%	6719.63	8%	3359.82	8%	4199.77	8%
			Youth	2	1	2	1	0	0%	3	3	3	2	1	3	6					0%	10,079	0%	10,079																		
	Monthly Pass	Clipper	Adult	136.8	4.56	150	5	0.44	10%	25	238	168	22	146	95	263	6.81%	83,995	10.13%	799,636	10%	564,449	9%	319,183	10%	883,632	383019.14	3646342.20	2573888.62	1455472.73	419977.13	3998182.24	2822246.29	1595913.08	36957.99	10%	351840.04	10%	248357.67	10%	140440.35	10%
			Eligible Discount	64.8	2.16	78	2.6	0.44	20%	7	11	9	4	5	9	18	1.91%	23,519	0.47%	36,958	1%	30,238	1%	30,238	1%	60,477	50800.43	79829.25	65314.84	65314.84	61148.67	96090.77	78619.72	78619.72	10348.24	20%	16261.51	20%	13304.88	20%	13304.88	20%
3	One-Way	Ticket Machine, Mobile App	Adult	8.5	8.5	8.5	8.5	0	0%	16	85	69	15	54	32	101	4.36%	53,757	3.62%	285,584	4%	231,827	3%	107,514	4%	339,342	456935.11	2427467.79	1970532.68	913870.23	456935.11	2427467.79	1970532.68	913870.23	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	4	4	4.25	4.25	0.25	6%	1	0	0	0	0	1	1	0.27%	3,360	0.00%	0	0%	0	0%	3,360	0%	3,360	13439.27	0.00	0.00	13439.27	14279.22	0.00	0.00	14279.22	839.95	6%	0.00	#DIV/0!	0.00	#DIV/0!	839.95	6%
			Youth	1	1	1	1	0	0%	3	8	8	3	5	3	11	0.82%	10,079	0.34%	26,879	0%	26,879	0%	10,079																		
		Clipper	Adult	7.95	7.95	8.5	8.5	0.55	7%	52	405	275	33	242	182	457	14.17%	174,710	17.24%	1,360,726	17%	923,950	17%	611,487	17%	1,535,436	1388948.35	10817770.82	7345399.94	4861319.23	1485039.12	11566170.06	7853572.26	5197636.91	96090.77	7%	748399.24	7%	508172.32	7%	336317.68	7%
			Clipper START	3.7	3.7	4.25	4.25	0.55	15%	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	3.7	3.7	4.25	4.25	0.55	15%	5	12	9	3	6	8	17	1.36%	16,799	0.51%	40,318	1%	30,238	1%	26,879	1%	57,117	62156.61	149175.88	111881.91	99450.58	71396.11	171350.67	128513.00	114233.78	9239.50	15%	22174.79	15%	16631.09	15%	14783.19	15%
			Youth	1	1	1	1	0	0%	5	4	8	5	3	1	9	1.36%	16,799	0.17%	13,439	0%	26,879	0%	3,360																		
	Day Pass	Ticket Machine, Mobile App	Adult	17	8.5	17	8.5	0	0%	5	67	46	5	41	26	72	1.36%	16,799	2.85%	225,108	3%	154,552	2%	87,355	3%	241,907	142792.22	1913415.79	1313688.45	742519.56	142792.22	1913415.79	1313688.45	742519.56	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	8	4	8.5	4.25	0.25	6%	1	2	1	0	1	2	3	0.27%	3,360	0.09%	6,720	0%	3,360	0%	6,720	0%	10,079	13439.27	26878.54	13439.27	26878.54	14279.22	28558.44	14279.22	28558.44	839.95	6%	1679.91	6%	839.95	6%	1679.91	6%
			Youth	2	1	2	1	0	0%	4	5	8	4	4	1	9	1.09%	13,439	0.21%	16,799	0%	26,879	0%	3,360																		
	Monthly Pass	Clipper	Adult	190.8	6.36	204	6.8	0.44	7%	16	184	117	15	102	83	200	4.36%	53,757	7.83%	618,206	7%	393,099	8%	278,865	7%	671,963	341894.98	3931792.26	2500107.03	1773580.20	365548.09	4203803.04	2673070.41	1896280.72	23653.11	7%	272010.79	7%	172963.38	7%	122700.52	7%
			Eligible Discount	88.8	2.96	102	3.4	0.44	15%	3	7	5	2	3	5	10	0.82%	10,079	0.30%	23,519	0%	16,799	0%	16,799	0%	33,598	29835.18	69615.41	49725.29	49725.29	34270.13	79963.64	57116.89	57116.89	4434.96	15%	10348.24	15%	7391.60	15%	7391.60	15%
4	One-Way	Ticket Machine, Mobile App	Adult	10.75	10.75	10.75	10.75	0	0%	17	36	35	9	26	18	53	4.63%	57,117	1.53%	120,953	2%	117,594	2%	60,477	2%	178,070	614006.56	1300249.18	1264131.15	650124.59	614006.56	1300249.18	1264131.15	650124.59	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	5	5	5.5	5.5	0.5	10%	0	1	0	0	0	1	1	0.00%	0	0.04%	3,360	0%	0	0%	3,360	0%	3,360	0.00	16799.09	0.00	16799.09	0.00	18478.99	0.00	18478.99	0.00	#DIV/0!	1679.91	10%	0.00	#DIV/0!	1679.91	10%
			Youth	1	1	1	1	0	0%	0	4	3	0	3	1	4	0.00%	0	0.17%	13,439	0%	10,079	0%	3,360	0%	13,439																
		Clipper	Adult,	10.2	10.2	10.75	10.75	0.55	5%	27	135	97	22	75	65	162	7.36%	90,715	5.75%	453,575	6%	325,902	6%	218,388	6%	544,290	925293.60	4626468.02	3324202.95	2227558.68	975186.89	4875934.44	3503449.19	2347672.14	49893.28	5%	249466.41	5%	179246.24	5%	120113.46	5%
			Clipper START	4.7	4.7	5.5	5.5	0.8	17%	-	-	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	4.7	4.7	5.5	5.5	0.8	17%	2	4	2	1	1	4	6	0.54%	6,720	0.17%	13,439	0%	6,720	0%	13,439	0%	20,159	31582.28	63164.56	31582.28	63164.56	36957.99	73915.97	36957.99	73915.97	5375.71	17%	10751.41	17%	5375.71	17%	10751.41	17%
			Youth	1	1	1	1	0	0%	0	1	1		1	0	1	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360																
	Day Pass	Ticket Machine, Mobile App	Adult	21.5	10.75	21.5	10.75	0	0%	8	39	31	7	24	16	47	2.18%	26,879	1.66%	131,033	2%	104,154	1%	53,757	2%	157,911	288944.26	1408603.28	1119659.02	577888.53	288944.26	1408603.28	1119659.02	577888.53	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	10	5	11	5.5	0.5	10%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth	2	1	2	1	0	0%	3	5	6	2	4	2	8			0.21%	16,799	0%	20,159	0%																			
	Monthly Pass	Clipper	Adult	244.8	8.16	258	8.6	0.44	5%	7	62	35	5	30	34	69	1.91%	23,519	2.64%	208,309	2%	117,594	3%	114,234	3%	231,827	191912.75	1699798.62	959563.74	932147.63	202260.98	1791454.43	1011304.92	982410.49	10348.24	5%	91655.81	5%	51741.18	5%	50262.86	5%
			Eligible Discount	112.8	3.76	132	4.4	0.64	17%	0	1	0	0	0	1	1	0.00%	0	0.04%	3,360	0%	0	0%	3,360	0%	3,360	0.00	12632.91	0.00	12632.91	0.00	14783.19	0.00	14783.19	0.00	0%	2150.28	17%	0.00	#DIV/0!	2150.28	17%
5	One-Way	Ticket Machine, Mobile App	Adult	13	13	13	13	0	0%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	0%
			Eligible Discount	6	6	6.5	6.5	0.5	8%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth	1	1	1	1	0	0%			0	0	0	0	0					0%		0%																			
		Clipper	Adult,	12.45	12.45	13	13	0.55	4%	1	5	5	1	4	1	6	0.27%	3,360	0.21%	16,799	0%	16,799	0%	3,360	0%	20,159	41829.72	209148.61	209148.61	41829.72	43677.62	218388.11	218388.11	43677.62	1847.90	0%	9239.50	0%	9239.50	0%	1847.90	0%
			Clipper START	5.7	5.7	6.5	6.5	0.8	14%	-	-	0	0	0	0	0	-	-	-	-	0%	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	5.7	5.7	6.5	6.5	0.8	14%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#DIV/0!	0.00	0%	0.00	#DIV/0!	0.00	0%
			Youth	1	1	1	1	0	0%			0	0	0	0	0					0%		0%																			
	Day Pass	Ticket Machine, Mobile App	Adult	26	13	26	13	0	0%	0	1	1	0	1	0	1	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360	0.00	43677.62	43677.62	0.00	0.00	43677.62	43677.62	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	12	6	13	6.5	0.5	8%	0	1	1	0	1	0	1	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360	0.00	20158.90	20158.90	0.00	0.00	21838.81	21838.81	0.00	0.00	0%	1679.91	0%	1679.91	0%	0.00	0%
			Youth	2	1	2	1	0	0%	0		0	0	0	0	0					0%		0%																			
	Monthly Pass	Clipper	Adult	298.8	9.96	312	10.4	0.44	4%	0	7	5	0	5	2	7	0.00%	0	0.30%	23,519	0%	16,799	0%	6,720	0%	23,519	0.00	234246.44	167318.89	66927.55	0.00	244594.68	174710.48	69884.19	0.00	0%	10348.24	4%	7391.60	4%	2956.64	4%
			Eligible Discount	136.8	4.56	156	5.2	0.64	14%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
6	One-Way	Ticket Machine, Mobile App	Adult	15.25	15.25	15.25	15.25	0	0%	0	1	0	0	0	1	1	0.00%	0	0.04%	3,360	0%	0	0%	0	0%	3,360	0.00	51237.21	0.00	0.00	0.00	51237.21	0.00	0.00	0.00	0%	0.00	0%	0.00	#DIV/0!	0.00	0%
			Eligible Discount	7	7	7.75	7.75	0.75	11%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth	1	1	1	1	0	0%			0	0	0	0	0					0%																					
		Clipper	Adult	14.7	14.7	15.25	15.25	0.55	4%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	3,360	0%	0	0.00	0.00	0.00	49389.31	0.00	0.00	0.00	51237.21	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	1847.90	0%
			Clipper START	6.7	6.7	7.75	7.75	1.05	16%	-	-	0	0	0	0	0	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	6.7	6.7	7.75	7.75	1.05	16%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth	1	1	1	1	0	0%			0	0	0	0	0					0%																					
	Day Pass	Ticket Machine, Mobile App	Adult	30.5	15.25	30.5	15.25	0	0%	1	1	0	0	0	2	2	0.27%	3,360	0.04%	3,360	0%	0	0%	0	0%	6,720	51237.21	51237.21	0.00	0.00	51237.21	51237.21	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	14	7	15.5	7.75	0.75	11%	0		0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth	2	1	2	1	0	0%	0	0	0	0	0	0	0					0%																					
	Monthly Pass	Clipper	Adult	352.8	11.76	366	12.2	0.44	4%	0	2	2	0	2	0	2	0.00%	0	0.09%	6,720	0%	6,720	0%	0	0%	6,720	0.00	79022.90	79022.90	0.00	0.00	81979.54	81979.54	0.00	0.00	0%	2956.64	4%	2956.64	4%	0.00	#DIV/0!
			Eligible Discount	160.8	5.36	186	6.2	0.84	16%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
All Zones	Go Pass									18	347	199	14	185	166	365	4.90%	60,477	14.77%	1,165,857	12%	668,604	15%	557,730	13%	1,226,333																
Total										367	2,349	1,642	285	1,156	1,074	2,716	97.28%	1,199,455	99.45%	7,848,533	99.45%	5,486,581	99.35%	3,578,205	96.87%	8,839,679	$ 7,111,791.86	$ 44,256,652.00	$ 31,322,969.22	$ 19,941,152.32	$ 7,511,542.89	$ 46,938,659.52	$ 33,182,392.75	$ 21,165,335.25	$ 399,751.03	5.62%	$ 2,682,007.53	6.06%	$ 1,859,423.53	5.94%	$ 1,224,182.93	6.14%
										13.51%	86.49%	60.46%			39.54%																											
										1,233,053	7,892,210	5,516,820			3,608,443	9,125,263																										

	Low-Income	Non Low-Income	Minority	Non Minority
Total Current Annual Fare	$ 7,111,791.86	$ 44,256,652.00	$ 31,322,969.22	$ 19,941,152.32
Average Current Annual Fare	$ 5.93	$ 5.64	$ 5.71	$ 5.57

	Low-Income	Non Low-Income	Minority	Non Minority
Total Proposed Annual Fare	$ 7,511,542.89	$ 46,938,659.52	$ 33,182,392.75	$ 21,165,335.25
Average Proposed Annual Fare	$ 6.26	$ 5.98	$ 6.05	$ 5.92

	Low-Income Cost Change	Low Income % Change	Non Low-Income Cost Change	Non Low-Income %	Minority Cost Change	Minority % Change	Non Minority Cost Change	Non Minority % Change
Total Change in Fare Per Group	$ 399,751.03	5.62%	$ 2,682,007.53	6.06%	$ 1,859,423.53	5.94%	$ 1,224,182.93	6.14%
Average Change in Fare Per Group	$ 0.33		$ 0.34		$ 0.34		$ 0.34	
Change as a Percent of Entire Fare Change	12.97%		87.03%		60.30%		39.70%	
Percent Ridership of Each Group (From 2024 Survey Total)	13.51%		86.49%		60.46%		39.54%	
Difference from Exact Proportional Impact of Fare Change	-0.54%		0.54%		-0.16%		0.16%	
Difference between Protected Class and Non Protected		-0.44%				-0.20%		
Disparate Impact or Disproportionate Burden Finding	Low Income	No			Minority	No		

Table 9. FY27 Average Fare Calculation of Recommended Fare Changes

Zones Traveled	Fare Type	Payment Option	Category	Cost: 1/1/2026 Remove Clipper Discount: 1/1/26 Proposed	Unit 1/1/26	Effective 1/1/27 Increase Zone Upgrade +$0.25: 1/1/27 Proposed*	1/1/27 Unit Proposed	2027 Change: Absolute	Percent	Survey Usage by Group - Annual Ridership: Low-Income Survey	Non Low-Income Survey	Total Minority Survey	Minority Low Income	Minority Non-low Income	Non-Minority Survey	Overall Survey
1	One-Way	Ticket Machine, Mobile App	Adult	4	4	4	4	0	0%	6	11	13	6	7	4	17
			Eligible Discount	2	2	2	2	0	0%	0	0	0	0	0	0	0
			Youth	1	1	1	1	0	0%	2	4	3	2	1	3	6
		Clipper	Adult	4	4	4	4	0	0%	11	53	43	10	33	21	64
			Clipper START	2	2	2	2	0	0%	0	0	0	0	0	0	0
			Eligible Discount	2	2	2	2	0	0%	0	1	1	0	1	0	1
			Youth	1	1	1	1	0	0%	1	6	5	1	4	2	7
	Day Pass	Ticket Machine, Mobile App	Adult	8	4	8	4	0	0%	2	4	2	2	0	4	6
			Eligible Discount	4	2	4	2	0	0%	0	0	0	0	0	0	0
			Youth	2	1	2	1	0	0%	1	0	1	1	0	0	1
	Monthly Pass	Clipper	Adult	96	3.2	96	3.2	0	0%	9	45	35	9	26	19	54
			Eligible Discount	48	1.6	48	1.6	0	0%	0	2	1	0	1	1	2
2	One-Way	Ticket Machine, Mobile App	Adult	6.25	6.25	6.5	6.5	0.25	4%	19	82	68	15	53	33	101
			Eligible Discount	3.25	3.25	3.25	3.25	0	0%	1	4	3	0	3	2	5
			Youth	1	1	1	1	0	0%	7	9	12	3	6	4	16
		Clipper	Adult	6.25	6.25	6.5	6.5	0.25	4%	59	376	265	46	219	170	435
			Clipper START	3.25	3.25	3.25	3.25	0	0%	0	0	0	0	0	0	0
			Eligible Discount	3.25	3.25	3.25	3.25	0	0%	3	4	3	2	1	4	7
			Youth	1	1	1	1	0	0%	6	6	9	6	3	3	12
	Day Pass	Ticket Machine, Mobile App	Adult	12.5	6.25	13	6.5	0.25	4%	9	50	25	7	18	34	59
			Eligible Discount	6.5	3.25	6.5	3.25	0	0%	1	8	4	1	3	5	9
			Youth	2	1	2	1	0	0%	3	3	3	2	1	3	6
	Monthly Pass	Clipper	Adult	150	5	156	5.2	0.2	4%	25	238	168	22	146	95	263
			Eligible Discount	78	2.6	78	2.6	0	0%	7	11	9	4	5	9	18
3	One-Way	Ticket Machine, Mobile App	Adult	8.5	8.5	9	9	0.5	6%	16	85	69	15	54	32	101
			Eligible Discount	4.25	4.25	4.5	4.5	0.25	6%	1	0	0	0	0	1	1
			Youth	1	1	1	1	0	0%	3	8	8	3	5	3	11
		Clipper	Adult	8.5	8.5	9	9	0.5	6%	52	405	275	33	242	182	457
			Clipper START	4.25	4.25	4.5	4.5	0.25	6%	0	0	0	0	0	0	0
			Eligible Discount	4.25	4.25	4.5	4.5	0.25	6%	5	12	9	3	6	8	17
			Youth	1	1	1	1	0	0%	5	4	8	5	3	1	9
	Day Pass	Ticket Machine, Mobile App	Adult	17	8.5	18	9	0.5	6%	5	67	46	5	41	26	72
			Eligible Discount	8.5	4.25	9	4.5	0.25	6%	1	2	1	0	1	2	3
			Youth	2	1	2	1	0	0%	4	5	8	4	4	1	9
	Monthly Pass	Clipper	Adult	204	6.8	216	7.2	0.4	6%	16	184	117	15	102	83	200
			Eligible Discount	102	3.4	108	3.6	0.2	6%	3	7	5	2	3	5	10
4	One-Way	Ticket Machine, Mobile App	Adult	10.75	10.75	11.5	11.5	0.75	7%	17	36	35	9	26	18	53
			Eligible Discount	5.5	5.5	5.75	5.75	0.25	5%	0	1	0	0	0	1	1
			Youth	1	1	1	1	0	0%	0	4	3	0	3	1	4
		Clipper	Adult	10.75	10.75	11.5	11.5	0.75	7%	27	135	97	22	75	65	162
			Clipper START	5.5	5.5	5.75	5.75	0.25	5%	-	-	0	0	0	0	0
			Eligible Discount	5.5	5.5	5.75	5.75	0.25	5%	2	4	2	1	1	4	6
			Youth	1	1	1	1	0	0%	0	1	1		1	0	1
	Day Pass	Ticket Machine, Mobile App	Adult	21.5	10.75	23	11.5	0.75	7%	8	39	31	7	24	16	47
			Eligible Discount	11	5.5	11.5	5.75	0.25	5%	0	0	0	0	0	0	0
			Youth	2	1	2	1	0	0%	3	5	6	2	4	2	8
	Monthly Pass	Clipper	Adult	258	8.6	276	9.2	0.6	7%	7	62	35	5	30	34	69
			Eligible Discount	132	4.4	138	4.6	0.2	5%	0	1	0	0	0	1	1
5	One-Way	Ticket Machine, Mobile App	Adult	13	13	14	14	1	8%	0	0	0	0	0	0	0
			Eligible Discount	6.5	6.5	7	7	0.5	8%	0	0	0	0	0	0	0
			Youth	1	1	1	1	0	0%			0	0	0	0	0
		Clipper	Adult	13	13	14	14	1	8%	1	5	5	1	4	1	6
			Clipper START	6.5	6.5	7	7	0.5	8%	-	-	0	0	0	0	0
			Eligible Discount	6.5	6.5	7	7	0.5	8%	0	0	0	0	0	0	0
			Youth	1	1	1	1	0	0%			0	0	0	0	0
	Day Pass	Ticket Machine, Mobile App	Adult	26	13	28	14	1	8%	0	1	1	0	1	0	1
			Eligible Discount	13	6.5	14	7	0.5	8%	0	1	1	0	1	0	1
			Youth	2	1	2	1	0	0%	0		0	0	0	0	0
	Monthly Pass	Clipper	Adult	312	10.4	336	11.2	0.8	8%	0	7	5	0	5	2	7
			Eligible Discount	156	5.2	168	5.6	0.4	8%	0	0	0	0	0	0	0
6	One-Way	Ticket Machine, Mobile App	Adult	15.25	15.25	16.5	16.5	1.25	8%	0	1	0	0	0	1	1
			Eligible Discount	7.75	7.75	8.25	8.25	0.5	6%	0	0	0	0	0	0	0
			Youth	1	1	1	1	0	0%			0	0	0	0	0
		Clipper	Adult	15.25	15.25	16.5	16.5	1.25	8%	0	0	0	0	0	0	0
			Clipper START	7.75	7.75	8.25	8.25	0.5	6%	-	-	0	0	0	0	0
			Eligible Discount	7.75	7.75	8.25	8.25	0.5	6%	0	0	0	0	0	0	0
			Youth	1	1	1	1	0	0%			0	0	0	0	0
	Day Pass	Ticket Machine, Mobile App	Adult	30.5	15.25	33	16.5	1.25	8%	1	1	0	0	0	2	2
			Eligible Discount	15.5	7.75	16.5	8.25	0.5	6%	0		0	0	0	0	0
			Youth	2	1	2	1	0	0%	0	0	0	0	0	0	0
	Monthly Pass	Clipper	Adult	366	12.2	396	13.2	1	8%	0	2	2	0	2	0	2
			Eligible Discount	186	6.2	198	6.6	0.4	6%	0	0	0	0	0	0	0
All Zones	Go Pass									18	347	199	14	185	166	365
Total										367	2,349	1,642	285	1,156	1,074	2,716
										13.51%	86.49%	60.46%			39.54%	
										1,233,053	7,892,210	5,516,820			3,608,443	9,125,263

Zones Traveled	Fare Type	Payment Option	Category	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	Cumulative Annual Current Fare: Low-Income	Non Low-Income	Minority	Non Minority
1	One-Way	Ticket Machine, Mobile App	Adult	1.63%	20,159	0.47%	36,958	1%	43,678	0%	13,439	1%	57,117	80635.61	147831.95	174710.48	53757.07
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00
			Youth														
		Clipper	Adult	3.00%	36,958	2.26%	178,070	3%	144,472	2%	70,556	2%	215,028	147831.95	712281.21	577888.53	282224.63
			Clipper START	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360	0.00	6719.63	6719.63	0.00
			Youth														
	Day Pass	Ticket Machine, Mobile App	Adult	0.54%	6,720	0.17%	13,439	0%	6,720	0%	13,439	0%	20,159	26878.54	53757.07	26878.54	53757.07
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00
			Youth														
	Monthly Pass	Clipper	Adult	2.45%	30,238	1.92%	151,192	2%	117,594	2%	63,837	2%	181,430	96762.73	483813.65	376299.51	204276.87
			Eligible Discount	0.00%	0	0.09%	6,720	0%	3,360	0%	3,360	0%	6,720	0.00	10751.41	5375.71	5375.71
2	One-Way	Ticket Machine, Mobile App	Adult	5.18%	63,837	3.49%	275,505	4%	228,468	3%	110,874	4%	339,342	398978.27	1721906.22	1427922.23	692962.26
			Eligible Discount	0.27%	3,360	0.17%	13,439	0%	10,079	0%	6,720	0%	16,799	10919.41	43677.62	32758.22	21838.81
			Youth	1.91%	23,519	0.38%	30,238	1%	40,318	0%	13,439						
		Clipper	Adult	16.08%	198,229	16.01%	1,263,291	16%	890,352	16%	571,169	16%	1,461,520	1238932.52	7895569.97	5564696.92	3569805.57
			Clipper START	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	0.82%	10,079	0.17%	13,439	0%	10,079	0%	13,439	0%	23,519	32758.22	43677.62	32758.22	43677.62
			Youth	1.63%	20,159	0.26%	20,159	1%	30,238	0%	10,079						
	Day Pass	Ticket Machine, Mobile App	Adult	2.45%	30,238	2.13%	167,991	2%	83,995	3%	114,234	2%	198,229	188989.71	1049942.82	524971.41	713961.11
			Eligible Discount	0.27%	3,360	0.34%	26,879	0%	13,439	0%	16,799	0%	30,238	10919.41	87355.24	43677.62	54597.03
			Youth					0%	10,079	0%	10,079						
	Monthly Pass	Clipper	Adult	6.81%	83,995	10.13%	799,636	10%	564,449	9%	319,183	10%	883,632	419977.13	3998182.24	2822246.29	1595913.08
			Eligible Discount	1.91%	23,519	0.47%	36,958	1%	30,238	1%	30,238	1%	60,477	61148.67	96090.77	78619.72	78619.72
3	One-Way	Ticket Machine, Mobile App	Adult	4.36%	53,757	3.62%	285,584	4%	231,827	3%	107,514	4%	339,342	456935.11	2427467.79	1970532.68	913870.23
			Eligible Discount	0.27%	3,360	0.00%	0	0%	0	0%	3,360	0%	3,360	14279.22	0.00	0.00	14279.22
			Youth	0.82%	10,079	0.34%	26,879	0%	26,879	0%	10,079						
		Clipper	Adult	14.17%	174,710	17.24%	1,360,726	17%	923,950	17%	611,487	17%	1,535,436	1485039.12	11566170.06	7853572.26	5197636.91
			Clipper START	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	1.36%	16,799	0.51%	40,318	1%	30,238	1%	26,879	1%	57,117	71396.11	171350.67	128513.00	114233.78
			Youth	1.36%	16,799	0.17%	13,439	0%	26,879	0%	3,360						
	Day Pass	Ticket Machine, Mobile App	Adult	1.36%	16,799	2.85%	225,108	3%	154,552	2%	87,355	3%	241,907	142792.22	1913415.79	1313688.45	742519.56
			Eligible Discount	0.27%	3,360	0.09%	6,720	0%	3,360	0%	6,720	0%	10,079	14279.22	28558.44	14279.22	28558.44
			Youth	1.09%	13,439	0.21%	16,799	0%	26,879	0%	3,360						
	Monthly Pass	Clipper	Adult	4.36%	53,757	7.83%	618,206	7%	393,099	8%	278,865	7%	671,963	365548.09	4203803.04	2673070.41	1896280.72
			Eligible Discount	0.82%	10,079	0.30%	23,519	0%	16,799	0%	16,799	0%	33,598	34270.13	79963.64	57116.89	57116.89
4	One-Way	Ticket Machine, Mobile App	Adult	4.63%	57,117	1.53%	120,953	2%	117,594	2%	60,477	2%	178,070	614006.56	1300249.18	1264131.15	650124.59
			Eligible Discount	0.00%	0	0.04%	3,360	0%	0	0%	3,360	0%	3,360	0.00	18478.99	0.00	18478.99
			Youth	0.00%	0	0.17%	13,439	0%	10,079	0%	3,360	0%	13,439				
		Clipper	Adult	7.36%	90,715	5.75%	453,575	6%	325,902	6%	218,388	6%	544,290	975186.89	4875934.44	3503449.19	2347672.14
			Clipper START	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	0.54%	6,720	0.17%	13,439	0%	6,720	0%	13,439	0%	20,159	36957.99	73915.97	36957.99	73915.97
			Youth	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360				
	Day Pass	Ticket Machine, Mobile App	Adult	2.18%	26,879	1.66%	131,033	2%	104,154	1%	53,757	2%	157,911	288944.26	1408603.28	1119659.02	577888.53
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00
			Youth			0.21%	16,799	0%	20,159	0%							
	Monthly Pass	Clipper	Adult	1.91%	23,519	2.64%	208,309	2%	117,594	3%	114,234	3%	231,827	202260.98	1791454.43	1011304.92	982410.49
			Eligible Discount	0.00%	0	0.04%	3,360	0%	0	0%	3,360	0%	3,360	0.00	14783.19	0.00	14783.19
5	One-Way	Ticket Machine, Mobile App	Adult	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00
			Youth					0%		0%							
		Clipper	Adult	0.27%	3,360	0.21%	16,799	0%	16,799	0%	3,360	0%	20,159	43677.62	218388.11	218388.11	43677.62
			Clipper START	-	-	-	-	0%	-	0%	-	-	-	-	-	-	-
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00
			Youth					0%		0%							
	Day Pass	Ticket Machine, Mobile App	Adult	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360	0.00	43677.62	43677.62	0.00
			Eligible Discount	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360	0.00	21838.81	21838.81	0.00
			Youth					0%		0%							
	Monthly Pass	Clipper	Adult	0.00%	0	0.30%	23,519	0%	16,799	0%	6,720	0%	23,519	0.00	244594.68	174710.48	69884.19
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00
6	One-Way	Ticket Machine, Mobile App	Adult	0.00%	0	0.04%	3,360	0%	0	0%	0	0%	3,360	0.00	51237.21	0.00	0.00
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00
			Youth					0%									
		Clipper	Adult	0.00%	0	0.00%	0	0%	0	0%	3,360	0%	0	0.00	0.00	0.00	51237.21
			Clipper START	-	-	-	-	0%	-	-	-	-	-	-	-	-	-
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00
			Youth					0%									
	Day Pass	Ticket Machine, Mobile App	Adult	0.27%	3,360	0.04%	3,360	0%	0	0%	0	0%	6,720	51237.21	51237.21	0.00	0.00
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00
			Youth					0%									
	Monthly Pass	Clipper	Adult	0.00%	0	0.09%	6,720	0%	6,720	0%	0	0%	6,720	0.00	81979.54	81979.54	0.00
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00
All Zones	Go Pass			4.90%	60,477	14.77%	1,165,857	12%	668,604	15%	557,730	13%	1,226,333				
Total				97.28%	1,199,455	99.45%	7,848,533	99.45%	5,486,581	99.35%	3,578,205	96.87%	8,839,679	$7,511,542.89	$46,938,659.52	$33,182,392.75	$21,165,335.25

Zones Traveled	Fare Type	Payment Option	Category	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 %
1	One-Way	Ticket Machine, Mobile App	Adult	80635.61	147831.95	174710.48	53757.07	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth												
		Clipper	Adult	147831.95	712281.21	577888.53	282224.63	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Clipper START	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	0.00	6719.63	6719.63	0.00	0.00	#DIV/0!	0.00	0%	0.00	0%	0.00	#DIV/0!
			Youth												
	Day Pass	Ticket Machine, Mobile App	Adult	26878.54	53757.07	26878.54	53757.07	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth												
	Monthly Pass	Clipper	Adult	96762.73	483813.65	376299.51	204276.87	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Eligible Discount	0.00	10751.41	5375.71	5375.71	0.00	#DIV/0!	0.00	0%	0.00	0%	0.00	0%
2	One-Way	Ticket Machine, Mobile App	Adult	414937.40	1790782.47	1485039.12	720680.75	15959.13	4%	68876.25	4%	57116.89	4%	27718.49	4%
			Eligible Discount	10919.41	43677.62	32758.22	21838.81	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth												
		Clipper	Adult	1288489.82	8211392.77	5787284.80	3712597.80	49557.30	4%	315822.80	4%	222587.88	4%	142792.22	4%
			Clipper START	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	32758.22	43677.62	32758.22	43677.62	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth												
	Day Pass	Ticket Machine, Mobile App	Adult	196549.30	1091940.53	545970.26	742519.56	7559.59	4%	41997.71	4%	20998.86	4%	28558.44	4%
			Eligible Discount	10919.41	87355.24	43677.62	54597.03	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth												
	Monthly Pass	Clipper	Adult	436776.21	4158109.53	2935136.14	1659749.60	16799.09	4%	159927.29	4%	112889.85	4%	63836.52	4%
			Eligible Discount	61148.67	96090.77	78619.72	78619.72	0.00	0%	0.00	0%	0.00	0%	0.00	0%
3	One-Way	Ticket Machine, Mobile App	Adult	483813.65	2570260.01	2086446.36	967627.30	26878.54	6%	142792.22	6%	115913.69	6%	53757.07	6%
			Eligible Discount	15119.18	0.00	0.00	15119.18	839.95	6%	0.00	#DIV/0!	0.00	#DIV/0!	839.95	6%
			Youth												
		Clipper	Adult	1572394.36	12246533.00	8315547.10	5503380.26	87355.24	6%	680362.94	6%	461974.84	6%	305743.35	6%
			Clipper START	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	75595.88	181430.12	136072.59	120953.41	4199.77	6%	10079.45	6%	7559.59	6%	6719.63	6%
			Youth												
	Day Pass	Ticket Machine, Mobile App	Adult	151191.77	2025969.66	1390964.24	786197.18	8399.54	6%	112553.87	6%	77275.79	6%	43677.62	6%
			Eligible Discount	15119.18	30238.35	15119.18	30238.35	839.95	6%	1679.91	6%	839.95	6%	1679.91	6%
			Youth												
	Monthly Pass	Clipper	Adult	387050.92	4451085.58	2830309.85	2007826.65	21502.83	6%	247282.53	6%	157239.44	6%	111545.92	6%
			Eligible Discount	36286.02	84667.39	60476.71	60476.71	2015.89	6%	4703.74	6%	3359.82	6%	3359.82	6%
4	One-Way	Ticket Machine, Mobile App	Adult	656844.23	1390964.24	1352326.35	695482.12	42837.67	7%	90715.06	7%	88195.20	7%	45357.53	7%
			Eligible Discount	0.00	19318.95	0.00	19318.95	0.00	#DIV/0!	839.95	5%	0.00	#DIV/0!	839.95	5%
			Youth												
		Clipper	Adult	1043223.18	5216115.91	3747875.88	2511463.22	68036.29	7%	340181.47	7%	244426.69	7%	163791.08	7%
			Clipper START	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	38637.90	77275.79	38637.90	77275.79	1679.91	5%	3359.82	5%	1679.91	5%	3359.82	5%
			Youth												
	Day Pass	Ticket Machine, Mobile App	Adult	309103.16	1506877.93	1197774.76	618206.33	20158.90	0%	98274.65	7%	78115.75	7%	40317.80	7%
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth												
	Monthly Pass	Clipper	Adult	216372.22	1916439.62	1081861.08	1050950.76	14111.23	7%	124985.19	7%	70556.16	7%	68540.27	7%
			Eligible Discount	0.00	15455.16	0.00	15455.16	0.00	0%	671.96	5%	0.00	#DIV/0!	671.96	5%
5	One-Way	Ticket Machine, Mobile App	Adult	0.00	0.00	0.00	0.00	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	0%
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth												
		Clipper	Adult	47037.44	235187.19	235187.19	47037.44	3359.82	0%	16799.09	0%	16799.09	0%	3359.82	0%
			Clipper START	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	#DIV/0!	0.00	0%	0.00	#DIV/0!	0.00	0%
			Youth												
	Day Pass	Ticket Machine, Mobile App	Adult	0.00	47037.44	47037.44	0.00	0.00	0%	3359.82	0%	3359.82	0%	0.00	0%
			Eligible Discount	0.00	23518.72	23518.72	0.00	0.00	0%	1679.91	0%	1679.91	0%	0.00	0%
			Youth												
	Monthly Pass	Clipper	Adult	0.00	263409.65	188149.75	75259.90	0.00	0%	18814.98	8%	13439.27	8%	5375.71	8%
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
6	One-Way	Ticket Machine, Mobile App	Adult	0.00	55436.98	0.00	0.00	0.00	0%	4199.77	8%	0.00	#DIV/0!	0.00	0%
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth												
		Clipper	Adult	0.00	0.00	0.00	55436.98	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	4199.77	0%
			Clipper START	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth												
	Day Pass	Ticket Machine, Mobile App	Adult	55436.98	55436.98	0.00	0.00	4199.77	0%	4199.77	0%	0.00	0%	0.00	0%
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth												
	Monthly Pass	Clipper	Adult	0.00	88699.17	88699.17	0.00	0.00	0%	6719.63	8%	6719.63	8%	0.00	#DIV/0!
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
All Zones	Go Pass														
Total				$7,907,833.31	$49,439,539.32	$34,945,120.74	$22,291,377.92	$396,290.42	5.28%	$2,500,879.79	5.33%	$1,762,727.99	5.31%	$1,126,042.67	5.32%

	Low-Income	Non Low-Income	Minority	Non Minority
Total Current Annual Fare	$ 7,511,542.89	$ 46,938,659.52	$ 33,182,392.75	$ 21,165,335.25
Average Current Annual Fare	$ 6.26	$ 5.98	$ 6.05	$ 5.92

	Low-Income	Non Low-Income	Minority	Non Minority
Total Proposed Annual Fare	$ 7,907,833.31	$49,439,539.32	$34,945,120.74	$22,291,377.92
Average Proposed Annual Fare	$ 6.59	$ 6.30	$ 6.37	$ 6.23

	Low-Income Cost Change	Low Income % Change	Non Low-Income Cost Change	Non Low-Income %	Minority Cost Change	Minority % Change	Non Minority Cost Change	Non Minority % Change
Total Change in Fare Per Group	$ 396,290.42	5.28%	$ 2,500,879.79	5.33%	$1,762,727.99	5.31%	$1,126,042.67	5.32%
Average Change in Fare Per Group	$ 0.33		$ 0.32		$ 0.32		$ 0.31	
Change as a Percent of Entire Fare Change	13.68%		86.32%		61.02%		38.98%	
Percent Ridership of Each Group (From 2024 Survey Total)	13.51%		86.49%		60.46%		39.54%	
Difference from Exact Proportional Impact of Fare Change	0.17%		-0.17%		0.56%		-0.56%	
Difference between Protected Class and Non Protected		-0.05%				-0.01%		
Disparate Impact or Disproportionate Burden Finding	Low Income	No			Minority	No		

Table 10. FY28 Average Fare Calculation of Recommended Fare Changes

Zones Traveled	Fare Type	Payment Option	Category	1/1/27 Proposed (1/1/2027 Increase Zone Upgrade +$0.25)	Unit 1/1/27	1/1/28 Proposed* (Effective 1/1/28 Increase Base Fare +$0.25)	1/1/28 Unit Proposed	2028 Change Absolute	2028 Change Percent	Low-Income Survey	Non Low-Income Survey	Total Minority Survey	Minority Low Income	Minority Non-low Income	Non-Minority Survey	Overall Survey
1	One-Way	Ticket Machine, Mobile App	Adult	4	4	4.25	4.25	0.25	6%	6	11	13	6	7	4	17
			Eligible Discount	2	2	2.25	2.25	0.25	13%	0	0	0	0	0	0	0
			Youth	1	1	1	1	0	0%	2	4	3	2	1	3	6
		Clipper	Adult	4	4	4.25	4.25	0.25	6%	11	53	43	10	33	21	64
			Clipper START	2	2	2.25	2.25	0.25	13%	0	0	0	0	0	0	0
			Eligible Discount	2	2	2.25	2.25	0.25	13%	0	1	1	0	1	0	1
			Youth	1	1	1	1	0	0%	1	6	5	1	4	2	7
	Day Pass	Ticket Machine, Mobile App	Adult	8	4	8.5	4.25	0.25	6%	2	4	2	2	0	4	6
			Eligible Discount	4	2	4.5	2.25	0.25	13%	0	0	0	0	0	0	0
			Youth	2	1	2	1	0	0%	1	0	1	1	0	0	1
	Monthly Pass	Clipper	Adult	96	3.2	102	3.4	0.2	6%	9	45	35	9	26	19	54
			Eligible Discount	48	1.6	54	1.8	0.2	13%	0	2	1	0	1	1	2
2	One-Way	Ticket Machine, Mobile App	Adult	6.5	6.5	6.75	6.75	0.25	4%	19	82	68	15	53	33	101
			Eligible Discount	3.25	3.25	3.5	3.5	0.25	8%	1	4	3	0	3	2	5
			Youth	1	1	1	1	0	0%	7	9	12	3	6	4	16
		Clipper	Adult	6.5	6.5	6.75	6.75	0.25	4%	59	376	265	46	219	170	435
			Clipper START	3.25	3.25	3.5	3.5	0.25	8%	0	0	0	0	0	0	0
			Eligible Discount	3.25	3.25	3.5	3.5	0.25	8%	3	4	3	2	1	4	7
			Youth	1	1	1	1	0	0%	6	6	9	6	3	3	12
	Day Pass	Ticket Machine, Mobile App	Adult	13	6.5	13.5	6.75	0.25	4%	9	50	25	7	18	34	59
			Eligible Discount	6.5	3.25	7	3.5	0.25	8%	1	8	4	1	3	5	9
			Youth	2	1	2	1	0	0%	3	3	3	2	1	3	6
	Monthly Pass	Clipper	Adult	156	5.2	162	5.4	0.2	4%	25	238	168	22	146	95	263
			Eligible Discount	78	2.6	84	2.8	0.2	8%	7	11	9	4	5	9	18
3	One-Way	Ticket Machine, Mobile App	Adult	9	9	9.25	9.25	0.25	3%	16	85	69	15	54	32	101
			Eligible Discount	4.5	4.5	4.75	4.75	0.25	6%	1	0	0	0	0	1	1
			Youth	1	1	1	1	0	0%	3	8	8	3	5	3	11
		Clipper	Adult	9	9	9.25	9.25	0.25	3%	52	405	275	33	242	182	457
			Clipper START	4.5	4.5	4.75	4.75	0.25	6%	0	0	0	0	0	0	0
			Eligible Discount	4.5	4.5	4.75	4.75	0.25	6%	5	12	9	3	6	8	17
			Youth	1	1	1	1	0	0%	5	4	8	5	3	1	9
	Day Pass	Ticket Machine, Mobile App	Adult	18	9	18.5	9.25	0.25	3%	5	67	46	5	41	26	72
			Eligible Discount	9	4.5	9.5	4.75	0.25	6%	1	2	1	0	1	2	3
			Youth	2	1	2	1	0	0%	4	5	8	4	4	1	9
	Monthly Pass	Clipper	Adult	216	7.2	222	7.4	0.2	3%	16	184	117	15	102	83	200
			Eligible Discount	108	3.6	114	3.8	0.2	6%	3	7	5	2	3	5	10
4	One-Way	Ticket Machine, Mobile App	Adult	11.5	11.5	11.75	11.75	0.25	2%	17	36	35	9	26	18	53
			Eligible Discount	5.75	5.75	6	6	0.25	4%	0	1	0	0	0	1	1
			Youth	1	1	1	1	0	0%	0	4	3	0	3	1	4
		Clipper	Adult	11.5	11.5	11.75	11.75	0.25	2%	27	135	97	22	75	65	162
			Clipper START	5.75	5.75	6	6	0.25	4%	-	-	0	0	0	0	0
			Eligible Discount	5.75	5.75	6	6	0.25	4%	2	4	2	1	1	4	6
			Youth	1	1	1	1	0	0%	0	1	1		1	0	1
	Day Pass	Ticket Machine, Mobile App	Adult	23	11.5	23.5	11.75	0.25	2%	8	39	31	7	24	16	47
			Eligible Discount	11.5	5.75	12	6	0.25	4%	0	0	0	0	0	0	0
			Youth	2	1	2	1	0	0%	3	5	6	2	4	2	8
	Monthly Pass	Clipper	Adult	276	9.2	282	9.4	0.2	2%	7	62	35	5	30	34	69
			Eligible Discount	138	4.6	144	4.8	0.2	4%	0	1	0	0	0	1	1
5	One-Way	Ticket Machine, Mobile App	Adult	14	14	14.25	14.25	0.25	2%	0	0	0	0	0	0	0
			Eligible Discount	7	7	7.25	7.25	0.25	4%	0	0	0	0	0	0	0
			Youth	1	1	1	1	0	0%			0	0	0	0	0
		Clipper	Adult	14	14	14.25	14.25	0.25	2%	1	5	5	1	4	1	6
			Clipper START	7	7	7.25	7.25	0.25	4%	-	-	0	0	0	0	0
			Eligible Discount	7	7	7.25	7.25	0.25	4%	0	0	0	0	0	0	0
			Youth	1	1	1	1	0	0%			0	0	0	0	0
	Day Pass	Ticket Machine, Mobile App	Adult	28	14	28.5	14.25	0.25	2%	0	1	1	0	1	0	1
			Eligible Discount	14	7	14.5	7.25	0.25	4%	0	1	1	0	1	0	1
			Youth	2	1	2	1	0	0%	0		0	0	0	0	0
	Monthly Pass	Clipper	Adult	336	11.2	342	11.4	0.2	2%	0	7	5	0	5	2	7
			Eligible Discount	168	5.6	174	5.8	0.2	4%	0	0	0	0	0	0	0
6	One-Way	Ticket Machine, Mobile App	Adult	16.5	16.5	16.75	16.75	0.25	2%	0	1	0	0	0	1	1
			Eligible Discount	8.25	8.25	8.5	8.5	0.25	3%	0	0	0	0	0	0	0
			Youth	1	1	1	1	0	0%			0	0	0	0	0
		Clipper	Adult	16.5	16.5	16.75	16.75	0.25	2%	0	0	0	0	0	0	0
			Clipper START	8.25	8.25	8.5	8.5	0.25	3%	-	-	0	0	0	0	0
			Eligible Discount	8.25	8.25	8.5	8.5	0.25	3%	0	0	0	0	0	0	0
			Youth	1	1	1	1	0	0%			0	0	0	0	0
	Day Pass	Ticket Machine, Mobile App	Adult	33	16.5	33.5	16.75	0.25	2%	1	1	0	0	0	2	2
			Eligible Discount	16.5	8.25	17	8.5	0.25	3%	0		0	0	0	0	0
			Youth	2	1	2	1	0	0%	0	0	0	0	0	0	0
	Monthly Pass	Clipper	Adult	396	13.2	402	13.4	0.2	2%	0	2	2	0	2	0	2
			Eligible Discount	198	6.6	204	6.8	0.2	3%	0	0	0	0	0	0	0
All Zones	Go Pass									18	347	199	14	185	166	365
Total										367	2,349	1,642	285	1,156	1,074	2,716
										13.51%	86.49%	60.46%			39.54%	
										1,233,053	7,892,210	5,516,820			3,608,443	9,125,263

Usage by Group

Zones Traveled	Fare Type	Payment Option	Category	Low-Income %	Low Income Number	Non Low-Income %	Non Low-Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number	Overall Survey %	Overall Number
1	One-Way	Ticket Machine, Mobile App	Adult	1.63%	20,159	0.47%	36,958	1%	43,678	0%	13,439	1%	57,117
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
			Youth										
		Clipper	Adult	3.00%	36,958	2.26%	178,070	3%	144,472	2%	70,556	2%	215,028
			Clipper START	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360
			Youth										
	Day Pass	Ticket Machine, Mobile App	Adult	0.54%	6,720	0.17%	13,439	0%	6,720	0%	13,439	0%	20,159
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
			Youth										
	Monthly Pass	Clipper	Adult	2.45%	30,238	1.92%	151,192	2%	117,594	2%	63,837	2%	181,430
			Eligible Discount	0.00%	0	0.09%	6,720	0%	3,360	0%	3,360	0%	6,720
2	One-Way	Ticket Machine, Mobile App	Adult	5.18%	63,837	3.49%	275,505	4%	228,468	3%	110,874	4%	339,342
			Eligible Discount	0.27%	3,360	0.17%	13,439	0%	10,079	0%	6,720	0%	16,799
			Youth	1.91%	23,519	0.38%	30,238	1%	40,318	0%	13,439		
		Clipper	Adult	16.08%	198,229	16.01%	1,263,291	16%	890,352	16%	571,169	16%	1,461,520
			Clipper START	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	0.82%	10,079	0.17%	13,439	0%	10,079	0%	13,439	0%	23,519
			Youth	1.63%	20,159	0.26%	20,159	1%	30,238	0%	10,079		
	Day Pass	Ticket Machine, Mobile App	Adult	2.45%	30,238	2.13%	167,991	2%	83,995	3%	114,234	2%	198,229
			Eligible Discount	0.27%	3,360	0.34%	26,879	0%	13,439	0%	16,799	0%	30,238
			Youth					0%	10,079	0%	10,079		
	Monthly Pass	Clipper	Adult	6.81%	83,995	10.13%	799,636	10%	564,449	9%	319,183	10%	883,632
			Eligible Discount	1.91%	23,519	0.47%	36,958	0%	30,238	1%	30,238	1%	60,477
3	One-Way	Ticket Machine, Mobile App	Adult	4.36%	53,757	3.62%	285,584	4%	231,827	3%	107,514	4%	339,342
			Eligible Discount	0.27%	3,360	0.00%	0	0%	0	0%	3,360	0%	3,360
			Youth	0.82%	10,079	0.34%	26,879	0%	26,879	0%	10,079		
		Clipper	Adult	14.17%	174,710	17.24%	1,360,726	17%	923,950	17%	611,487	17%	1,535,436
			Clipper START	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	1.36%	16,799	0.51%	40,318	1%	30,238	1%	26,879	1%	57,117
			Youth	1.36%	16,799	0.17%	13,439	0%	26,879	0%	3,360		
	Day Pass	Ticket Machine, Mobile App	Adult	1.36%	16,799	2.85%	225,108	3%	154,552	2%	87,355	2%	241,907
			Eligible Discount	0.27%	3,360	0.09%	6,720	0%	3,360	0%	6,720	0%	10,079
			Youth	1.09%	13,439	0.21%	16,799	0%	26,879	0%	3,360		
	Monthly Pass	Clipper	Adult	4.36%	53,757	7.83%	618,206	7%	393,099	8%	278,865	7%	671,963
			Eligible Discount	0.82%	10,079	0.30%	23,519	0%	16,799	0%	16,799	0%	33,598
4	One-Way	Ticket Machine, Mobile App	Adult	4.63%	57,117	1.53%	120,953	2%	117,594	2%	60,477	2%	178,070
			Eligible Discount	0.00%	0	0.04%	3,360	0%	0	0%	3,360	0%	3,360
			Youth	0.00%	0	0.17%	13,439	0%	10,079	0%	3,360	0%	13,439
		Clipper	Adult	7.36%	90,715	5.75%	453,575	6%	325,902	6%	218,388	6%	544,290
			Clipper START	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	0.54%	6,720	0.17%	13,439	0%	6,720	0%	13,439	0%	20,159
			Youth	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360
	Day Pass	Ticket Machine, Mobile App	Adult	2.18%	26,879	1.66%	131,033	2%	104,154	1%	53,757	2%	157,911
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
			Youth			0.21%	16,799	0%	20,159	0%			
	Monthly Pass	Clipper	Adult	1.91%	23,519	2.64%	208,309	2%	117,594	3%	114,234	3%	231,827
			Eligible Discount	0.00%	0	0.04%	3,360	0%	0	0%	3,360	0%	3,360
5	One-Way	Ticket Machine, Mobile App	Adult	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
			Youth					0%		0%			
		Clipper	Adult	0.27%	3,360	0.21%	16,799	0%	16,799	0%	3,360	0%	20,159
			Clipper START	-	-	-	-	0%	-	0%	-	-	-
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
			Youth					0%		0%			
	Day Pass	Ticket Machine, Mobile App	Adult	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360
			Eligible Discount	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360
			Youth					0%		0%			
	Monthly Pass	Clipper	Adult	0.00%	0	0.30%	23,519	0%	16,799	0%	6,720	0%	23,519
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
6	One-Way	Ticket Machine, Mobile App	Adult	0.00%	0	0.04%	3,360	0%	0	0%	0	0%	3,360
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
			Youth					0%					
		Clipper	Adult	0.00%	0	0.00%	0	0%	0	0%	3,360	0%	0
			Clipper START	-	-	-	-	0%	-	-	-	-	-
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
			Youth					0%					
	Day Pass	Ticket Machine, Mobile App	Adult	0.27%	3,360	0.04%	3,360	0%	0	0%	0	0%	6,720
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
			Youth					0%					
	Monthly Pass	Clipper	Adult	0.00%	0	0.09%	6,720	0%	6,720	0%	0	0%	6,720
			Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
All Zones	Go Pass			4.90%	60,477	14.77%	1,165,857	12%	668,604	15%	557,730	13%	1,226,333
Total				97.28%	1,199,455	99.45%	7,848,533	99.45%	5,486,581	99.35%	3,578,205	96.87%	8,839,679

Cumulative Annual Current Fare / Cumulative Annual Proposed Fare

Zones Traveled	Fare Type	Payment Option	Category	Current Low-Income	Current Non Low-Income	Current Minority	Current Non Minority	Proposed Low-Income	Proposed Non Low-Income	Proposed Minority	Proposed Non Minority
1	One-Way	Ticket Machine, Mobile App	Adult	80635.61	147831.95	174710.48	53757.07	85675.33	157071.45	185629.89	57116.89
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Youth								
		Clipper	Adult	147831.95	712281.21	577888.53	282224.63	157071.45	756798.78	614006.56	299863.67
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	0.00	6719.63	6719.63	0.00	0.00	7559.59	7559.59	0.00
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	26878.54	53757.07	26878.54	53757.07	28558.44	57116.89	28558.44	57116.89
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Youth								
	Monthly Pass	Clipper	Adult	96762.73	483813.65	376299.51	204276.87	102810.40	514052.00	399818.22	217044.18
			Eligible Discount	0.00	10751.41	5375.71	5375.71	0.00	12095.34	6047.67	6047.67
2	One-Way	Ticket Machine, Mobile App	Adult	414937.40	1790782.47	1485039.12	720680.75	430896.53	1859658.72	1542156.01	748399.24
			Eligible Discount	10919.41	43677.62	32758.22	21838.81	11759.36	47037.44	35278.08	23518.72
			Youth								
		Clipper	Adult	1288489.82	8211392.77	5787284.80	3712597.80	1338047.12	8527215.57	6009872.68	3855390.02
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	32758.22	43677.62	32758.22	43677.62	35278.08	47037.44	35278.08	47037.44
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	196549.30	1091940.53	545970.26	742519.56	204108.88	1133938.24	566969.12	771078.00
			Eligible Discount	10919.41	87355.24	43677.62	54597.03	11759.36	94074.88	47037.44	58796.80
			Youth								
	Monthly Pass	Clipper	Adult	436776.21	4158109.53	2935136.14	1659749.60	453575.30	4318036.82	3048025.99	1723586.13
			Eligible Discount	61148.67	96090.77	78619.72	78619.72	65852.41	103482.36	84667.39	84667.39
3	One-Way	Ticket Machine, Mobile App	Adult	483813.65	2570260.01	2086446.36	967627.30	497252.92	2641656.12	2144403.21	994505.84
			Eligible Discount	15119.18	0.00	0.00	15119.18	15959.13	0.00	0.00	15959.13
			Youth								
		Clipper	Adult	1572394.36	12246533.00	8315547.10	5503380.26	1616071.98	12586714.47	8546534.52	5656251.94
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	75595.88	181430.12	136072.59	120953.41	79795.65	191509.57	143632.18	127673.05
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	151191.77	2025969.66	1390964.24	786197.18	155391.54	2082246.59	1429602.14	808035.99
			Eligible Discount	15119.18	30238.35	15119.18	30238.35	15959.13	31918.26	15959.13	31918.26
			Youth								
	Monthly Pass	Clipper	Adult	387050.92	4451085.58	2830309.85	2007826.65	397802.33	4574726.84	2908929.57	2063599.61
			Eligible Discount	36286.02	84667.39	60476.71	60476.71	38301.91	89371.13	63836.52	63836.52
4	One-Way	Ticket Machine, Mobile App	Adult	656844.23	1390964.24	1352326.35	695482.12	671123.45	1421202.60	1381724.75	710601.30
			Eligible Discount	0.00	19318.95	0.00	19318.95	0.00	20158.90	0.00	20158.90
			Youth								
		Clipper	Adult	1043223.18	5216115.91	3747875.88	2511463.22	1065901.95	5329509.73	3829351.44	2566060.24
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	38637.90	77275.79	38637.90	77275.79	40317.80	80635.61	40317.80	80635.61
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	309103.16	1506877.93	1197774.76	618206.33	315822.80	1539636.14	1223813.35	631645.60
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Youth								
	Monthly Pass	Clipper	Adult	216372.22	1916439.62	1081861.08	1050950.76	221075.96	1958101.35	1105379.80	1073797.52
			Eligible Discount	0.00	15455.16	0.00	15455.16	0.00	16127.12	0.00	16127.12
5	One-Way	Ticket Machine, Mobile App	Adult	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Youth								
		Clipper	Adult	47037.44	235187.19	235187.19	47037.44	47877.39	239386.96	239386.96	47877.39
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	0.00	47037.44	47037.44	0.00	0.00	47877.39	47877.39	0.00
			Eligible Discount	0.00	23518.72	23518.72	0.00	0.00	24358.67	24358.67	0.00
			Youth								
	Monthly Pass	Clipper	Adult	0.00	263409.65	188149.75	75259.90	0.00	268113.40	191509.57	76603.83
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	One-Way	Ticket Machine, Mobile App	Adult	0.00	55436.98	0.00	0.00	0.00	56276.93	0.00	0.00
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Youth								
		Clipper	Adult	0.00	0.00	0.00	55436.98	0.00	0.00	0.00	56276.93
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	55436.98	55436.98	0.00	0.00	56276.93	56276.93	0.00	0.00
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Youth								
	Monthly Pass	Clipper	Adult	0.00	88699.17	88699.17	0.00	0.00	90043.10	90043.10	0.00
			Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total				$7,907,833.31	$49,439,539.32	$34,945,120.74	$22,291,377.92	$8,160,323.55	$50,981,023.36	$36,037,565.24	$22,991,227.80

Annual Fare Change Experienced by Group

Zones Traveled	Fare Type	Payment Option	Category	Low-Income	Low Income %	Non Low-Income	Non Low-Income %	Minority	Minority %	Non Minority	Non Minority %
1	One-Way	Ticket Machine, Mobile App	Adult	5039.73	6%	9239.50	6%	10919.41	6%	3359.82	6%
			Eligible Discount	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth								
		Clipper	Adult	9239.50	6%	44517.58	6%	36118.03	6%	17639.04	6%
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	0.00	#DIV/0!	839.95	13%	839.95	13%	0.00	#DIV/0!
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	1679.91	6%	3359.82	6%	1679.91	6%	3359.82	6%
			Eligible Discount	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth								
	Monthly Pass	Clipper	Adult	6047.67	6%	30238.35	6%	23518.72	6%	12767.30	6%
			Eligible Discount	0.00	#DIV/0!	1343.93	13%	671.96	13%	671.96	13%
2	One-Way	Ticket Machine, Mobile App	Adult	15959.13	4%	68876.25	4%	57116.89	4%	27718.49	4%
			Eligible Discount	839.95	8%	3359.82	8%	2519.86	8%	1679.91	8%
			Youth								
		Clipper	Adult	49557.30	4%	315822.80	4%	222587.88	4%	142792.22	4%
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	2519.86	8%	3359.82	8%	2519.86	8%	3359.82	8%
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	7559.59	4%	41997.71	4%	20998.86	4%	28558.44	4%
			Eligible Discount	839.95	8%	6719.63	8%	3359.82	8%	4199.77	8%
			Youth								
	Monthly Pass	Clipper	Adult	16799.09	4%	159927.29	4%	112889.85	4%	63836.52	4%
			Eligible Discount	4703.74	8%	7391.60	8%	6047.67	8%	6047.67	8%
3	One-Way	Ticket Machine, Mobile App	Adult	13439.27	3%	71396.11	3%	57956.84	3%	26878.54	3%
			Eligible Discount	839.95	6%	0.00	#DIV/0!	0.00	#DIV/0!	839.95	6%
			Youth								
		Clipper	Adult	43677.62	3%	340181.47	3%	230987.42	3%	152871.67	3%
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	4199.77	6%	10079.45	6%	7559.59	6%	6719.63	6%
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	4199.77	3%	56276.93	3%	38637.90	3%	21838.81	3%
			Eligible Discount	839.95	6%	1679.91	6%	839.95	6%	1679.91	6%
			Youth								
	Monthly Pass	Clipper	Adult	10751.41	3%	123641.27	3%	78619.72	3%	55772.96	3%
			Eligible Discount	2015.89	6%	4703.74	6%	3359.82	6%	3359.82	6%
4	One-Way	Ticket Machine, Mobile App	Adult	14279.22	2%	30238.35	2%	29398.40	2%	15119.18	2%
			Eligible Discount	0.00	#DIV/0!	839.95	4%	0.00	#DIV/0!	839.95	4%
			Youth								
		Clipper	Adult	22678.76	2%	113393.82	2%	81475.56	2%	54597.03	2%
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	1679.91	4%	3359.82	4%	1679.91	4%	3359.82	4%
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	6719.63	2%	32758.22	2%	26038.58	2%	13439.27	2%
			Eligible Discount	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth								
	Monthly Pass	Clipper	Adult	4703.74	2%	41661.73	2%	23518.72	2%	22846.76	2%
			Eligible Discount	0.00	0%	671.96	4%	0.00	#DIV/0!	671.96	4%
5	One-Way	Ticket Machine, Mobile App	Adult	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	0%
			Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth								
		Clipper	Adult	839.95	0%	4199.77	0%	4199.77	0%	839.95	0%
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	0.00	#DIV/0!	0.00	0%	0.00	#DIV/0!	0.00	0%
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	0.00	0%	839.95	0%	839.95	0%	0.00	0%
			Eligible Discount	0.00	0%	839.95	0%	839.95	0%	0.00	0%
			Youth								
	Monthly Pass	Clipper	Adult	0.00	0%	4703.74	2%	3359.82	2%	1343.93	2%
			Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
6	One-Way	Ticket Machine, Mobile App	Adult	0.00	0%	839.95	2%	0.00	#DIV/0!	0.00	0%
			Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth								
		Clipper	Adult	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	839.95	0%
			Clipper START	-	-	-	-	-	-	-	-
			Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth								
	Day Pass	Ticket Machine, Mobile App	Adult	839.95	0%	839.95	0%	0.00	0%	0.00	0%
			Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth								
	Monthly Pass	Clipper	Adult	0.00	0%	1343.93	2%	1343.93	2%	0.00	#DIV/0!
			Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
Total				$252,490.25	3.19%	$1,541,484.04	3.12%	$1,092,444.50	3.13%	$699,849.88	3.14%

	Low-Income	Non Low-Income	Minority	Non Minority
Total Current Annual Fare	$7,907,833.31	$ 49,439,539.32	$ 34,945,120.74	$ 22,291,377.92
Average Current Annual Fare	$ 6.59	$ 6.30	$ 6.37	$ 6.23

	Low-Income	Non Low-Income	Minority	Non Minority
Total Proposed Annual Fare	$8,160,323.55	$50,981,023.36	$36,037,565.24	$22,991,227.80
Average Proposed Annual Fare	$ 6.80	$ 6.50	$ 6.57	$ 6.43

	Low-Income Cost Change	Low Income % Change	Non Low-Income Cost	Non Low-Income %	Minority Cost Change	Minority % Change	Non Minority Cost Change	Non Minority % Change
Total Change in Fare Per Group	$ 252,490.25	3.19%	$ 1,541,484.04	3.12%	$1,092,444.50	3.13%	$ 699,849.88	3.14%
Average Change in Fare Per Group	$ 0.21		$ 0.20		$ 0.20		$ 0.20	
Change as a Percent of Entire Fare Change	14.07%		85.93%		60.95%		39.05%	
Percent Ridership of Each Group (From 2024 Survey Total)	13.51%		86.49%		60.46%		39.54%	
Difference from Exact Proportional Impact of Fare Change	0.56%		-0.56%		0.50%		-0.50%	
Difference between Protected Class and Non Protected		0.07%				-0.01%		
Disparate Impact or Disproportionate Burden Finding	Low Income	No			Minority	No		

Table 11. FY29 Average Fare Calculation of Recommended Fare Changes

Zones Traveled	Fare Type	Payment Option	Category	Cost: 1/1/2028 Increase Base Fare +$0.25 — 1/1/28 Proposed	Unit 1/1/28	Cost: Effective 1/1/29 Increase Zone Upgrade +$0.25 — 1/1/29 Proposed*	1/1/29 Unit Proposed	2029 Change: Absolute	2029 Change: Percent	Survey Usage by Group - Annual Ridership: Low-Income Survey	Non Low-Income Survey	Total Minority Survey	Minority Low Income	Minority Non-low Income	Non-Minority Survey	Overall Survey
1	One-Way	Ticket Machine, Mobile App	Adult	4.25	4.25	4.25	4.25	0	0%	6	11	13	6	7	4	17
1	One-Way	Ticket Machine, Mobile App	Eligible Discount	2.25	2.25	2.25	2.25	0	0%	0	0	0	0	0	0	0
1	One-Way	Ticket Machine, Mobile App	Youth	1	1	1	1	0	0%	2	4	3	2	1	3	6
1	One-Way	Clipper	Adult	4.25	4.25	4.25	4.25	0	0%	11	53	43	10	33	21	64
1	One-Way	Clipper	Clipper START	2.25	2.25	2.25	2.25	0	0%	0	0	0	0	0	0	0
1	One-Way	Clipper	Eligible Discount	2.25	2.25	2.25	2.25	0	0%	0	1	1	0	1	0	1
1	One-Way	Clipper	Youth	1	1	1	1	0	0%	1	6	5	1	4	2	7
1	Day Pass	Ticket Machine, Mobile App	Adult	8.5	4.25	8.5	4.25	0	0%	2	4	2	2	0	4	6
1	Day Pass	Ticket Machine, Mobile App	Eligible Discount	4.5	2.25	4.5	2.25	0	0%	0	0	0	0	0	0	0
1	Day Pass	Ticket Machine, Mobile App	Youth	2	1	2	1	0	0%	1	0	1	1	0	0	1
1	Monthly Pass	Clipper	Adult	102	3.4	102	3.4	0	0%	9	45	35	9	26	19	54
1	Monthly Pass	Clipper	Eligible Discount	54	1.8	54	1.8	0	0%	0	2	1	0	1	1	2
2	One-Way	Ticket Machine, Mobile App	Adult	6.75	6.75	7	7	0.25	4%	19	82	68	15	53	33	101
2	One-Way	Ticket Machine, Mobile App	Eligible Discount	3.5	3.5	3.5	3.5	0	0%	1	4	3	0	3	2	5
2	One-Way	Ticket Machine, Mobile App	Youth	1	1	1	1	0	0%	7	9	12	3	6	4	16
2	One-Way	Clipper	Adult	6.75	6.75	7	7	0.25	4%	59	376	265	46	219	170	435
2	One-Way	Clipper	Clipper START	3.5	3.5	3.5	3.5	0	0%	0	0	0	0	0	0	0
2	One-Way	Clipper	Eligible Discount	3.5	3.5	3.5	3.5	0	0%	3	4	3	2	1	4	7
2	One-Way	Clipper	Youth	1	1	1	1	0	0%	6	6	9	6	3	3	12
2	Day Pass	Ticket Machine, Mobile App	Adult	13.5	6.75	14	7	0.25	4%	9	50	25	7	18	34	59
2	Day Pass	Ticket Machine, Mobile App	Eligible Discount	7	3.5	7	3.5	0	0%	1	8	4	1	3	5	9
2	Day Pass	Ticket Machine, Mobile App	Youth	2	1	2	1	0	0%	3	3	3	2	1	3	6
2	Monthly Pass	Clipper	Adult	162	5.4	168	5.6	0.2	4%	25	238	168	22	146	95	263
2	Monthly Pass	Clipper	Eligible Discount	84	2.8	84	2.8	0	0%	7	11	9	4	5	9	18
3	One-Way	Ticket Machine, Mobile App	Adult	9.25	9.25	9.75	9.75	0.5	5%	16	85	69	15	54	32	101
3	One-Way	Ticket Machine, Mobile App	Eligible Discount	4.75	4.75	5	5	0.25	5%	1	0	0	0	0	1	1
3	One-Way	Ticket Machine, Mobile App	Youth	1	1	1	1	0	0%	3	8	8	3	5	3	11
3	One-Way	Clipper	Adult	9.25	9.25	9.75	9.75	0.5	5%	52	405	275	33	242	182	457
3	One-Way	Clipper	Clipper START	4.75	4.75	5	5	0.25	5%	0	0	0	0	0	0	0
3	One-Way	Clipper	Eligible Discount	4.75	4.75	5	5	0.25	5%	5	12	9	3	6	8	17
3	One-Way	Clipper	Youth	1	1	1	1	0	0%	5	4	8	5	3	1	9
3	Day Pass	Ticket Machine, Mobile App	Adult	18.5	9.25	19.5	9.75	0.5	5%	5	67	46	5	41	26	72
3	Day Pass	Ticket Machine, Mobile App	Eligible Discount	9.5	4.75	10	5	0.25	5%	1	2	1	0	1	2	3
3	Day Pass	Ticket Machine, Mobile App	Youth	2	1	2	1	0	0%	4	5	8	4	4	1	9
3	Monthly Pass	Clipper	Adult	222	7.4	234	7.8	0.4	5%	16	184	117	15	102	83	200
3	Monthly Pass	Clipper	Eligible Discount	114	3.8	120	4	0.2	5%	3	7	5	2	3	5	10
4	One-Way	Ticket Machine, Mobile App	Adult	11.75	11.75	12.5	12.5	0.75	6%	17	36	35	9	26	18	53
4	One-Way	Ticket Machine, Mobile App	Eligible Discount	6	6	6.25	6.25	0.25	4%	0	1	0	0	0	1	1
4	One-Way	Ticket Machine, Mobile App	Youth	1	1	1	1	0	0%	0	4	3	0	3	1	4
4	One-Way	Clipper	Adult	11.75	11.75	12.5	12.5	0.75	6%	27	135	97	22	75	65	162
4	One-Way	Clipper	Clipper START	6	6	6.25	6.25	0.25	4%	-	-	0	0	0	0	0
4	One-Way	Clipper	Eligible Discount	6	6	6.25	6.25	0.25	4%	2	4	2	1	1	4	6
4	One-Way	Clipper	Youth	1	1	1	1	0	0%	0	1	1	0	1	0	1
4	Day Pass	Ticket Machine, Mobile App	Adult	23.5	11.75	25	12.5	0.75	6%	8	39	31	7	24	16	47
4	Day Pass	Ticket Machine, Mobile App	Eligible Discount	12	6	12.5	6.25	0.25	4%	0	0	0	0	0	0	0
4	Day Pass	Ticket Machine, Mobile App	Youth	2	1	2	1	0	0%	3	5	6	2	4	2	8
4	Monthly Pass	Clipper	Adult	282	9.4	300	10	0.6	6%	7	62	35	5	30	34	69
4	Monthly Pass	Clipper	Eligible Discount	144	4.8	150	5	0.2	4%	0	1	0	0	0	1	1
5	One-Way	Ticket Machine, Mobile App	Adult	14.25	14.25	15.25	15.25	1	7%	0	0	0	0	0	0	0
5	One-Way	Ticket Machine, Mobile App	Eligible Discount	7.25	7.25	7.75	7.75	0.5	7%	0	0	0	0	0	0	0
5	One-Way	Ticket Machine, Mobile App	Youth	1	1	1	1	0	0%			0	0	0	0	0
5	One-Way	Clipper	Adult	14.25	14.25	15.25	15.25	1	7%	1	5	5	1	4	1	6
5	One-Way	Clipper	Clipper START	7.25	7.25	7.75	7.75	0.5	7%	-	-	0	0	0	0	0
5	One-Way	Clipper	Eligible Discount	7.25	7.25	7.75	7.75	0.5	7%	0	0	0	0	0	0	0
5	One-Way	Clipper	Youth	1	1	1	1	0	0%			0	0	0	0	0
5	Day Pass	Ticket Machine, Mobile App	Adult	28.5	14.25	30.5	15.25	1	7%	0	1	1	0	1	0	1
5	Day Pass	Ticket Machine, Mobile App	Eligible Discount	14.5	7.25	15.5	7.75	0.5	7%	0	1	1	0	1	0	1
5	Day Pass	Ticket Machine, Mobile App	Youth	2	1	2	1	0	0%	0		0	0	0	0	0
5	Monthly Pass	Clipper	Adult	342	11.4	366	12.2	0.8	7%	0	7	5	0	5	2	7
5	Monthly Pass	Clipper	Eligible Discount	174	5.8	186	6.2	0.4	7%	0	0	0	0	0	0	0
6	One-Way	Ticket Machine, Mobile App	Adult	16.75	16.75	18	18	1.25	7%	0	1	0	0	0	1	1
6	One-Way	Ticket Machine, Mobile App	Eligible Discount	8.5	8.5	9	9	0.5	6%	0	0	0	0	0	0	0
6	One-Way	Ticket Machine, Mobile App	Youth	1	1	1	1	0	0%			0	0	0	0	0
6	One-Way	Clipper	Adult	16.75	16.75	18	18	1.25	7%	0	0	0	0	0	0	0
6	One-Way	Clipper	Clipper START	8.5	8.5	9	9	0.5	6%	-	-	0	0	0	0	0
6	One-Way	Clipper	Eligible Discount	8.5	8.5	9	9	0.5	6%	0	0	0	0	0	0	0
6	One-Way	Clipper	Youth	1	1	1	1	0	0%			0	0	0	0	0
6	Day Pass	Ticket Machine, Mobile App	Adult	33.5	16.75	36	18	1.25	7%	1	1	0	0	0	2	2
6	Day Pass	Ticket Machine, Mobile App	Eligible Discount	17	8.5	18	9	0.5	6%	0		0	0	0	0	0
6	Day Pass	Ticket Machine, Mobile App	Youth	2	1	2	1	0	0%	0	0	0	0	0	0	0
6	Monthly Pass	Clipper	Adult	402	13.4	432	14.4	1	7%	0	2	2	0	2	0	2
6	Monthly Pass	Clipper	Eligible Discount	204	6.8	216	7.2	0.4	6%	0	0	0	0	0	0	0
All Zones	Go Pass									18	347	199	14	185	166	365
Total										367	2,349	1,642	285	1,156	1,074	2,716
										13.51%	86.49%	60.46%			39.54%	
										1,233,053	7,892,210	5,516,820			3,608,443	9,125,263

Zones Traveled	Fare Type	Payment Option	Category	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
1	One-Way	Ticket Machine, Mobile App	Adult	1.63%	20,159	0.47%	36,958	1%	43,678	0%	13,439	1%	57,117
1	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
1	One-Way	Ticket Machine, Mobile App	Youth										
1	One-Way	Clipper	Adult	3.00%	36,958	2.26%	178,070	3%	144,472	2%	70,556	2%	215,028
1	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-	-	-
1	One-Way	Clipper	Eligible Discount	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360
1	One-Way	Clipper	Youth										
1	Day Pass	Ticket Machine, Mobile App	Adult	0.54%	6,720	0.17%	13,439	0%	6,720	0%	13,439	0%	20,159
1	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
1	Day Pass	Ticket Machine, Mobile App	Youth										
1	Monthly Pass	Clipper	Adult	2.45%	30,238	1.92%	151,192	2%	117,594	2%	63,837	2%	181,430
1	Monthly Pass	Clipper	Eligible Discount	0.00%	0	0.09%	6,720	0%	3,360	0%	3,360	0%	6,720
2	One-Way	Ticket Machine, Mobile App	Adult	5.18%	63,837	3.49%	275,505	4%	228,468	3%	110,874	4%	339,342
2	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.27%	3,360	0.17%	13,439	0%	10,079	0%	6,720	0%	16,799
2	One-Way	Ticket Machine, Mobile App	Youth	1.91%	23,519	0.38%	30,238	1%	40,318	0%	13,439		
2	One-Way	Clipper	Adult	16.08%	198,229	16.01%	1,263,291	16%	890,352	16%	571,169	16%	1,461,520
2	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-	-	-
2	One-Way	Clipper	Eligible Discount	0.82%	10,079	0.17%	13,439	0%	10,079	0%	13,439	0%	23,519
2	One-Way	Clipper	Youth	1.63%	20,159	0.26%	20,159	1%	30,238	0%	10,079		
2	Day Pass	Ticket Machine, Mobile App	Adult	2.45%	30,238	2.13%	167,991	2%	83,995	3%	114,234	2%	198,229
2	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.27%	3,360	0.34%	26,879	0%	13,439	0%	16,799	0%	30,238
2	Day Pass	Ticket Machine, Mobile App	Youth					0%	10,079	0%	10,079		
2	Monthly Pass	Clipper	Adult	6.81%	83,995	10.13%	799,636	10%	564,449	9%	319,183	10%	883,632
2	Monthly Pass	Clipper	Eligible Discount	1.91%	23,519	0.47%	36,958	1%	30,238	1%	30,238	1%	60,477
3	One-Way	Ticket Machine, Mobile App	Adult	4.36%	53,757	3.62%	285,584	4%	231,827	3%	107,514	4%	339,342
3	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.27%	3,360	0.00%	0	0%	0	0%	3,360	0%	3,360
3	One-Way	Ticket Machine, Mobile App	Youth	0.82%	10,079	0.34%	26,879	0%	26,879	0%	10,079		
3	One-Way	Clipper	Adult	14.17%	174,710	17.24%	1,360,726	17%	923,950	17%	611,487	17%	1,535,436
3	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-	-	-
3	One-Way	Clipper	Eligible Discount	1.36%	16,799	0.51%	40,318	1%	30,238	1%	26,879	1%	57,117
3	One-Way	Clipper	Youth	1.36%	16,799	0.17%	13,439	0%	26,879	0%	3,360		
3	Day Pass	Ticket Machine, Mobile App	Adult	1.36%	16,799	2.85%	225,108	3%	154,552	2%	87,355	3%	241,907
3	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.27%	3,360	0.09%	6,720	0%	3,360	0%	6,720	0%	10,079
3	Day Pass	Ticket Machine, Mobile App	Youth	1.09%	13,439	0.21%	16,799	0%	26,879	0%	3,360		
3	Monthly Pass	Clipper	Adult	4.36%	53,757	7.83%	618,206	7%	393,099	8%	278,865	7%	671,963
3	Monthly Pass	Clipper	Eligible Discount	0.82%	10,079	0.30%	23,519	0%	16,799	0%	16,799	0%	33,598
4	One-Way	Ticket Machine, Mobile App	Adult	4.63%	57,117	1.53%	120,953	2%	117,594	2%	60,477	2%	178,070
4	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00%	0	0.04%	3,360	0%	0	0%	3,360	0%	3,360
4	One-Way	Ticket Machine, Mobile App	Youth	0.00%	0	0.17%	13,439	0%	10,079	0%	3,360		13,439
4	One-Way	Clipper	Adult	7.36%	90,715	5.75%	453,575	6%	325,902	6%	218,388	6%	544,290
4	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-	-	-
4	One-Way	Clipper	Eligible Discount	0.54%	6,720	0.17%	13,439	0%	6,720	0%	13,439	0%	20,159
4	One-Way	Clipper	Youth	0.00%	0	0.04%	3,360	0%	3,360	0%	0		3,360
4	Day Pass	Ticket Machine, Mobile App	Adult	2.18%	26,879	1.66%	131,033	2%	104,154	1%	53,757	2%	157,911
4	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
4	Day Pass	Ticket Machine, Mobile App	Youth			0.21%	16,799	0%	20,159	0%			
4	Monthly Pass	Clipper	Adult	1.91%	23,519	2.64%	208,309	2%	117,594	3%	114,234	3%	231,827
4	Monthly Pass	Clipper	Eligible Discount	0.00%	0	0.04%	3,360	0%	0	0%	3,360	0%	3,360
5	One-Way	Ticket Machine, Mobile App	Adult	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
5	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
5	One-Way	Ticket Machine, Mobile App	Youth					0%		0%			
5	One-Way	Clipper	Adult	0.27%	3,360	0.21%	16,799	0%	16,799	0%	3,360	0%	20,159
5	One-Way	Clipper	Clipper START	-	-	-	-	0%	-	0%	-	-	-
5	One-Way	Clipper	Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
5	One-Way	Clipper	Youth					0%		0%			
5	Day Pass	Ticket Machine, Mobile App	Adult	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360
5	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360
5	Day Pass	Ticket Machine, Mobile App	Youth					0%		0%			
5	Monthly Pass	Clipper	Adult	0.00%	0	0.30%	23,519	0%	16,799	0%	6,720	0%	23,519
5	Monthly Pass	Clipper	Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
6	One-Way	Ticket Machine, Mobile App	Adult	0.00%	0	0.04%	3,360	0%	0	0%	0	0%	3,360
6	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
6	One-Way	Ticket Machine, Mobile App	Youth					0%					
6	One-Way	Clipper	Adult	0.00%	0	0.00%	0	0%	0	0%	3,360	0%	0
6	One-Way	Clipper	Clipper START	-	-	-	-	0%	-	-	-	-	-
6	One-Way	Clipper	Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
6	One-Way	Clipper	Youth					0%					
6	Day Pass	Ticket Machine, Mobile App	Adult	0.27%	3,360	0.04%	3,360	0%	0	0%	0	0%	6,720
6	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
6	Day Pass	Ticket Machine, Mobile App	Youth					0%					
6	Monthly Pass	Clipper	Adult	0.00%	0	0.09%	6,720	0%	6,720	0%	0	0%	6,720
6	Monthly Pass	Clipper	Eligible Discount	0.00%	0	0.00%	0	0%	0	0%	0	0%	0
All Zones	Go Pass			4.90%	60,477	14.77%	1,165,857	12%	668,604	15%	557,730	13%	1,226,333
Total				97.28%	1,199,455	99.45%	7,848,533	99.45%	5,486,581	99.35%	3,578,205	96.87%	8,839,679

Zones Traveled	Fare Type	Payment Option	Category	Cumulative Annual Current Fare: Low-Income	Non Low-Income	Minority	Non Minority	Cumulative Annual Proposed Fare: Low-Income	Non Low-Income	Minority	Non Minority
1	One-Way	Ticket Machine, Mobile App	Adult	85675.33	157071.45	185629.89	57116.89	85675.33	157071.45	185629.89	57116.89
1	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1	One-Way	Ticket Machine, Mobile App	Youth								
1	One-Way	Clipper	Adult	157071.45	756798.78	614006.56	299863.67	157071.45	756798.78	614006.56	299863.67
1	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
1	One-Way	Clipper	Eligible Discount	0.00	7559.59	7559.59	0.00	0.00	7559.59	7559.59	0.00
1	One-Way	Clipper	Youth								
1	Day Pass	Ticket Machine, Mobile App	Adult	28558.44	57116.89	28558.44	57116.89	28558.44	57116.89	28558.44	57116.89
1	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1	Day Pass	Ticket Machine, Mobile App	Youth								
1	Monthly Pass	Clipper	Adult	102810.40	514052.00	399818.22	217044.18	102810.40	514052.00	399818.22	217044.18
1	Monthly Pass	Clipper	Eligible Discount	0.00	12095.34	6047.67	6047.67	0.00	12095.34	6047.67	6047.67
2	One-Way	Ticket Machine, Mobile App	Adult	430896.53	1859658.72	1542156.01	748399.24	446855.66	1928534.96	1599272.90	776117.73
2	One-Way	Ticket Machine, Mobile App	Eligible Discount	11759.36	47037.44	35278.08	23518.72	11759.36	47037.44	35278.08	23518.72
2	One-Way	Ticket Machine, Mobile App	Youth								
2	One-Way	Clipper	Adult	1338047.12	8527215.57	6009872.68	3855390.02	1387604.43	8843038.37	6232460.55	3998182.24
2	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
2	One-Way	Clipper	Eligible Discount	35278.08	47037.44	35278.08	47037.44	35278.08	47037.44	35278.08	47037.44
2	One-Way	Clipper	Youth								
2	Day Pass	Ticket Machine, Mobile App	Adult	204108.88	1133938.24	566969.12	771078.00	211668.47	1175935.95	587967.98	799636.45
2	Day Pass	Ticket Machine, Mobile App	Eligible Discount	11759.36	94074.88	47037.44	58796.80	11759.36	94074.88	47037.44	58796.80
2	Day Pass	Ticket Machine, Mobile App	Youth								
2	Monthly Pass	Clipper	Adult	453575.30	4318036.82	3048025.99	1723586.13	470374.38	4477964.11	3160915.84	1787422.65
2	Monthly Pass	Clipper	Eligible Discount	65852.41	103482.36	84667.39	84667.39	65852.41	103482.36	84667.39	84667.39
3	One-Way	Ticket Machine, Mobile App	Adult	497252.92	2641656.12	2144403.21	994505.84	524131.45	2784448.35	2260316.89	1048262.91
3	One-Way	Ticket Machine, Mobile App	Eligible Discount	15959.13	0.00	0.00	15959.13	16799.09	0.00	0.00	16799.09
3	One-Way	Ticket Machine, Mobile App	Youth								
3	One-Way	Clipper	Adult	1616071.98	12586714.47	8546534.52	5656251.94	1703427.22	13267077.42	9008509.36	5961995.28
3	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
3	One-Way	Clipper	Eligible Discount	79795.65	191509.57	143632.18	127673.05	83995.43	201589.02	151191.77	134392.68
3	One-Way	Clipper	Youth								
3	Day Pass	Ticket Machine, Mobile App	Adult	155391.54	2082246.59	1429602.14	808035.99	163791.08	2194800.46	1506877.93	851713.61
3	Day Pass	Ticket Machine, Mobile App	Eligible Discount	15959.13	31918.26	15959.13	31918.26	16799.09	33598.17	16799.09	33598.17
3	Day Pass	Ticket Machine, Mobile App	Youth								
3	Monthly Pass	Clipper	Adult	397802.33	4574726.84	2908929.57	2063599.61	419305.16	4822009.37	3066169.00	2175145.53
3	Monthly Pass	Clipper	Eligible Discount	38301.91	89371.13	63836.52	63836.52	40317.80	94074.88	67196.34	67196.34
4	One-Way	Ticket Machine, Mobile App	Adult	671123.45	1421202.60	1381724.75	710601.30	713961.11	1511917.65	1469919.94	755958.83
4	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00	20158.90	0.00	20158.90	0.00	20998.86	0.00	20998.86
4	One-Way	Ticket Machine, Mobile App	Youth								
4	One-Way	Clipper	Adult	1065901.93	5329509.73	3829351.44	2566060.24	1133938.24	5669691.20	4073778.13	2729851.32
4	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
4	One-Way	Clipper	Eligible Discount	40317.80	80635.61	40317.80	80635.61	41997.71	83995.43	41997.71	83995.43
4	One-Way	Clipper	Youth								
4	Day Pass	Ticket Machine, Mobile App	Adult	315822.80	1539636.14	1223813.35	631645.60	335981.70	1637910.79	1301929.09	671963.40
4	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	Day Pass	Ticket Machine, Mobile App	Youth								
4	Monthly Pass	Clipper	Adult	221075.96	1958101.35	1105379.80	1073797.52	235187.19	2083086.55	1175935.95	1142337.78
4	Monthly Pass	Clipper	Eligible Discount	0.00	16127.12	0.00	16127.12	0.00	16799.09	0.00	16799.09
5	One-Way	Ticket Machine, Mobile App	Adult	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	One-Way	Ticket Machine, Mobile App	Youth								
5	One-Way	Clipper	Adult	47877.39	239386.96	239386.96	47877.39	51237.21	256186.05	256186.05	51237.21
5	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
5	One-Way	Clipper	Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	One-Way	Clipper	Youth								
5	Day Pass	Ticket Machine, Mobile App	Adult	0.00	47877.39	47877.39	0.00	0.00	51237.21	51237.21	0.00
5	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00	24358.67	24358.67	0.00	0.00	26038.58	26038.58	0.00
5	Day Pass	Ticket Machine, Mobile App	Youth								
5	Monthly Pass	Clipper	Adult	0.00	268113.40	191509.57	76603.83	0.00	286928.37	204948.84	81979.54
5	Monthly Pass	Clipper	Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	One-Way	Ticket Machine, Mobile App	Adult	0.00	56276.93	0.00	0.00	0.00	60476.71	0.00	0.00
6	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	One-Way	Ticket Machine, Mobile App	Youth								
6	One-Way	Clipper	Adult	0.00	0.00	0.00	56276.93	0.00	0.00	0.00	60476.71
6	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
6	One-Way	Clipper	Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	One-Way	Clipper	Youth								
6	Day Pass	Ticket Machine, Mobile App	Adult	56276.93	56276.93	0.00	0.00	60476.71	60476.71	0.00	0.00
6	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	Day Pass	Ticket Machine, Mobile App	Youth								
6	Monthly Pass	Clipper	Adult	0.00	90043.10	90043.10	0.00	0.00	96762.73	96762.73	0.00
6	Monthly Pass	Clipper	Eligible Discount	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
All Zones	Go Pass										
Total				$8,160,323.55	$50,981,023.36	$36,037,565.24	$22,991,227.80	$8,556,613.97	$53,481,903.15	$37,800,293.24	$24,117,270.47

Zones Traveled	Fare Type	Payment Option	Category	Annual Fare Change Experienced by Group: Low-Income	Low Income %	Non Low-Income	Non Low-Income %	Minority	Minority %	Non Minority	Non Minority %
1	One-Way	Ticket Machine, Mobile App	Adult	0.00	0%	0.00	0%	0.00	0%	0.00	0%
1	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
1	One-Way	Ticket Machine, Mobile App	Youth								
1	One-Way	Clipper	Adult	0.00	0%	0.00	0%	0.00	0%	0.00	0%
1	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
1	One-Way	Clipper	Eligible Discount	0.00	#DIV/0!	0.00	0%	0.00	0%	0.00	#DIV/0!
1	One-Way	Clipper	Youth								
1	Day Pass	Ticket Machine, Mobile App	Adult	0.00	0%	0.00	0%	0.00	0%	0.00	0%
1	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
1	Day Pass	Ticket Machine, Mobile App	Youth								
1	Monthly Pass	Clipper	Adult	0.00	0%	0.00	0%	0.00	0%	0.00	0%
1	Monthly Pass	Clipper	Eligible Discount	0.00	#DIV/0!	0.00	0%	0.00	0%	0.00	0%
2	One-Way	Ticket Machine, Mobile App	Adult	15959.13	4%	68876.25	4%	57116.89	4%	27718.49	4%
2	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
2	One-Way	Ticket Machine, Mobile App	Youth								
2	One-Way	Clipper	Adult	49557.30	4%	315822.80	4%	222587.88	4%	142792.22	4%
2	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
2	One-Way	Clipper	Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
2	One-Way	Clipper	Youth								
2	Day Pass	Ticket Machine, Mobile App	Adult	7559.59	4%	41997.71	4%	20998.86	4%	28558.44	4%
2	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
2	Day Pass	Ticket Machine, Mobile App	Youth								
2	Monthly Pass	Clipper	Adult	16799.09	4%	159927.29	4%	112889.85	4%	63836.52	4%
2	Monthly Pass	Clipper	Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
3	One-Way	Ticket Machine, Mobile App	Adult	26878.54	5%	142792.22	5%	115913.69	5%	53757.07	5%
3	One-Way	Ticket Machine, Mobile App	Eligible Discount	839.95	5%	0.00	#DIV/0!	0.00	#DIV/0!	839.95	5%
3	One-Way	Ticket Machine, Mobile App	Youth								
3	One-Way	Clipper	Adult	87355.24	5%	680362.94	5%	461974.84	5%	305743.35	5%
3	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
3	One-Way	Clipper	Eligible Discount	4199.77	5%	10079.45	5%	7559.59	5%	6719.63	5%
3	One-Way	Clipper	Youth								
3	Day Pass	Ticket Machine, Mobile App	Adult	8399.54	5%	112553.87	5%	77275.79	5%	43677.62	5%
3	Day Pass	Ticket Machine, Mobile App	Eligible Discount	839.95	5%	1679.91	5%	839.95	5%	1679.91	5%
3	Day Pass	Ticket Machine, Mobile App	Youth								
3	Monthly Pass	Clipper	Adult	21502.83	5%	247282.53	5%	157239.44	5%	111545.92	5%
3	Monthly Pass	Clipper	Eligible Discount	2015.89	5%	4703.74	5%	3359.82	5%	3359.82	5%
4	One-Way	Ticket Machine, Mobile App	Adult	42837.67	6%	90715.06	6%	88195.20	6%	45357.53	6%
4	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00	#DIV/0!	839.95	4%	0.00	#DIV/0!	839.95	4%
4	One-Way	Ticket Machine, Mobile App	Youth								
4	One-Way	Clipper	Adult	68036.29	6%	340181.47	6%	244426.69	6%	163791.08	6%
4	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
4	One-Way	Clipper	Eligible Discount	1679.91	4%	3359.82	4%	1679.91	4%	3359.82	4%
4	One-Way	Clipper	Youth								
4	Day Pass	Ticket Machine, Mobile App	Adult	20158.90	0%	98274.65	6%	78115.75	6%	40317.80	6%
4	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
4	Day Pass	Ticket Machine, Mobile App	Youth								
4	Monthly Pass	Clipper	Adult	14111.23	6%	124985.19	6%	70556.16	6%	68540.27	6%
4	Monthly Pass	Clipper	Eligible Discount	0.00	0%	671.96	4%	0.00	#DIV/0!	671.96	4%
5	One-Way	Ticket Machine, Mobile App	Adult	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	0%
5	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
5	One-Way	Ticket Machine, Mobile App	Youth								
5	One-Way	Clipper	Adult	3359.82	0%	16799.09	0%	16799.09	0%	3359.82	0%
5	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
5	One-Way	Clipper	Eligible Discount	0.00	#DIV/0!	0.00	0%	0.00	#DIV/0!	0.00	0%
5	One-Way	Clipper	Youth								
5	Day Pass	Ticket Machine, Mobile App	Adult	0.00	0%	3359.82	0%	3359.82	0%	0.00	0%
5	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00	0%	1679.91	0%	1679.91	0%	0.00	0%
5	Day Pass	Ticket Machine, Mobile App	Youth								
5	Monthly Pass	Clipper	Adult	0.00	0%	18814.98	7%	13439.27	7%	5375.71	7%
5	Monthly Pass	Clipper	Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
6	One-Way	Ticket Machine, Mobile App	Adult	0.00	0%	4199.77	7%	0.00	#DIV/0!	0.00	0%
6	One-Way	Ticket Machine, Mobile App	Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
6	One-Way	Ticket Machine, Mobile App	Youth								
6	One-Way	Clipper	Adult	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	4199.77	0%
6	One-Way	Clipper	Clipper START	-	-	-	-	-	-	-	-
6	One-Way	Clipper	Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
6	One-Way	Clipper	Youth								
6	Day Pass	Ticket Machine, Mobile App	Adult	4199.77	0%	4199.77	0%	0.00	0%	0.00	0%
6	Day Pass	Ticket Machine, Mobile App	Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
6	Day Pass	Ticket Machine, Mobile App	Youth								
6	Monthly Pass	Clipper	Adult	0.00	0%	6719.63	7%	6719.63	7%	0.00	#DIV/0!
6	Monthly Pass	Clipper	Eligible Discount	0.00	0%	0.00	0%	0.00	0%	0.00	0%
All Zones	Go Pass										
Total				$396,290.42	4.86%	$2,500,879.79	4.91%	$1,762,727.99	4.89%	$1,126,042.67	4.90%

	Low-Income	Non Low-Income	Minority	Non Minority
Total Current Annual Fare	$ 8,160,323.55	$ 50,981,023.36	$ 36,037,565.24	$ 22,991,227.80
Average Current Annual Fare	$ 6.80	$ 6.50	$ 6.57	$ 6.43

	Low-Income	Non Low-Income	Minority	Non Minority
Total Proposed Annual Fare	$8,556,613.97	$ 53,481,903.15	$37,800,293.24	$ 24,117,270.47
Average Proposed Annual Fare	$ 7.13	$ 6.81	$ 6.89	$ 6.74

	Low-Income Cost Change	Low Income % Change	Non Low-Income Cost	Non Low-Income %	Minority Cost Change	Minority % Change	Non Minority Cost Change	Non Minority % Change
Total Change in Fare Per Group	$ 396,290.42	4.86%	$2,500,879.79	4.91%	$ 1,762,727.99	4.89%	$1,126,042.67	4.90%
Average Change in Fare Per Group	$ 0.33		$ 0.32		$ 0.32		$ 0.31	
Change as a Percent of Entire Fare Change	13.68%		86.32%		61.02%		38.98%	
Percent Ridership of Each Group (From 2024 Survey Total)	13.51%		86.49%		60.46%		39.54%	
Difference from Exact Proportional Impact of Fare Change	0.17%		-0.17%		0.56%		-0.56%	
Difference between Protected Class and Non Protected		-0.05%				-0.01%		
Disparate Impact or Disproportionate Burden Finding	Low Income	No			Minority	No		

Table 12. FY30 Average Fare Calculation of Recommended Fare Changes

Zones Traveled	Fare Type	Payment Option	Category	1/1/2029 Increase Zone Upgrade +$0.25		Effective 1/1/2030 Increase Base Fare +$0.25		2030 Change		Survey Usage by Group - Annual Ridership							Usage by Group										Cumulative Annual Current Fare				Cumulative Annual Proposed Fare				Annual Fare Change Experienced by Group							
				Cost																																						
				1/1/29 Proposed	Unit Current	1/1/30 Proposed*	1/1/30 Unit Proposed	Absolute	Percent	Low-Income Survey	Non Low-Income Survey	Total Minority Survey	Minority Low Income	Minority Non-low income	Non-Minority Survey	Overall Survey	Low-Income %	Low Income Number	Non Low-Income %	Non Low-Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number	Overall Survey %	Overall Number	Low-Income	Non Low-Income	Minority	Non Minority	Low-Income	Non Low-Income	Minority	Non Minority	Low-Income	Low Income %	Non Low-Income	Non Low-Income %	Minority	Minority %	Non Minority	Non Minority %
1	One-Way	Ticket Machine, Mobile App	Adult	4.25	4.25	4.5	4.5	0.25	6%	6	11	13	6	7	4	17	1.63%	20,159	0.47%	36,958	1%	43,678	0%	13,439	1%	57,117	85675.33	157071.45	185629.89	57116.89	90715.06	166310.94	196549.30	60476.71	5039.73	6%	9239.50	6%	10919.41	6%	3359.82	6%
			Eligible Discount	2.25	2.25	2.25	2.25	0	0%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth	1	1	1	1	0	0%	2	4	3	2	1	3	6																										
		Clipper	Adult	4.25	4.25	4.5	4.5	0.25	6%	11	53	43	10	33	21	64	3.00%	36,958	2.26%	178,070	3%	144,472	2%	70,556	2%	215,028	157071.45	756798.78	614006.56	299863.67	166310.94	801316.36	650124.59	317502.71	9239.50	6%	44517.58	6%	36118.03	6%	17639.04	6%
			Clipper START	2.25	2.25	2.25	2.25	0	0%	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	2.25	2.25	2.25	2.25	0	0%	0	1	1	0	1	0	1	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360	0.00	7559.59	7559.59	0.00	0.00	7559.59	7559.59	0.00	0.00	#DIV/0!	0.00	0%	0.00	0%	0.00	#DIV/0!
			Youth	1	1	1	1	0	0%	1	6	5	1	4	2	7																										
	Day Pass	Ticket Machine, Mobile App	Adult	8.5	4.25	9	4.5	0.25	6%	2	4	2	2	0	4	6	0.54%	6,720	0.17%	13,439	0%	6,720	0%	13,439	0%	20,159	28558.44	57116.89	28558.44	57116.89	30238.35	60476.71	30238.35	60476.71	1679.91	6%	3359.82	6%	1679.91	6%	3359.82	6%
			Eligible Discount	4.5	2.25	4.5	2.25	0	0%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth	2	1	2	1	0	0%	1	0	1	1	0	0	1																										
	Monthly Pass	Clipper	Adult	102	3.4	108	3.6	0.2	6%	9	45	35	9	26	19	54	2.45%	30,238	1.92%	151,192	2%	117,594	2%	63,837	2%	181,430	102810.40	514052.00	399818.22	217044.18	108858.07	544290.36	423336.94	229811.48	6047.67	6%	30238.35	6%	23518.72	6%	12767.30	6%
			Eligible Discount	54	1.8	54	1.8	0	0%	0	2	1	0	1	1	2	0.00%	0	0.09%	6,720	0%	3,360	0%	3,360	0%	6,720	0.00	12095.34	6047.67	6047.67	0.00	12095.34	6047.67	6047.67	0.00	0%	0.00	0%	0.00	0%	0.00	0%
2	One-Way	Ticket Machine, Mobile App	Adult	7	7	7.25	7.25	0.25	4%	19	82	68	15	53	33	101	5.18%	63,837	3.49%	275,505	4%	228,468	3%	110,874	4%	339,342	446855.66	1928534.96	1599272.90	776117.73	462814.79	1997411.21	1656389.79	803836.22	15959.13	4%	68876.25	4%	57116.89	4%	27718.49	4%
			Eligible Discount	3.5	3.5	3.75	3.75	0.25	7%	1	4	3	0	3	2	5	0.27%	3,360	0.17%	13,439	0%	10,079	0%	6,720	0%	16,799	11759.36	47037.44	35278.08	23518.72	12599.31	50397.26	37797.94	25198.63	839.95	7%	3359.82	7%	2519.86	7%	1679.91	7%
			Youth	1	1	1	1	0	0%	7	9	12	3	6	4	16	1.91%	23,519	0.38%	30,238	1%	40,318	0%	13,439																		
		Clipper	Adult	7	7	7.25	7.25	0.25	4%	59	376	265	46	219	170	435	16.08%	198,229	16.01%	1,263,291	16%	890,352	16%	571,169	16%	1,461,520	1387604.43	8843038.37	6232460.55	3998182.24	1437161.73	9158861.17	6455048.43	4140974.47	49557.30	4%	315822.80	4%	222587.88	4%	142792.22	4%
			Clipper START	3.5	3.5	3.75	3.75	0.25	7%	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	3.5	3.5	3.75	3.75	0.25	7%	3	4	3	2	1	4	7	0.82%	10,079	0.17%	13,439	0%	10,079	0%	13,439	0%	23,519	35278.08	47037.44	35278.08	47037.44	37797.94	50397.26	37797.94	50397.26	2519.86	7%	3359.82	7%	2519.86	7%	3359.82	7%
			Youth	1	1	1	1	0	0%	6	6	9	6	3	3	12	1.63%	20,159	0.26%	20,159	1%	30,238	0%	10,079																		
	Day Pass	Ticket Machine, Mobile App	Adult	14	7	14.5	7.25	0.25	4%	9	50	25	7	18	34	59	2.45%	30,238	2.13%	167,991	2%	83,995	3%	114,234	2%	198,229	211668.47	1175935.95	587967.98	799636.45	219228.06	1217933.67	608966.83	828194.89	7559.59	4%	41997.71	4%	20998.86	4%	28558.44	4%
			Eligible Discount	7	3.5	7.5	3.75	0.25	7%	1	8	4	1	3	5	9	0.27%	3,360	0.34%	26,879	0%	13,439	0%	16,799	0%	30,238	11759.36	94074.88	47037.44	58796.80	12599.31	100794.51	50397.26	62996.57	839.95	7%	6719.63	7%	3359.82	7%	4199.77	7%
			Youth	2	1	2	1	0	0%	3	3	3	2	1	3	6					0%	10,079	0%	10,079																		
	Monthly Pass	Clipper	Adult	168	5.6	174	5.8	0.2	4%	25	238	168	22	146	95	263	6.81%	83,995	10.13%	799,636	10%	564,449	9%	319,183	10%	883,632	470374.38	4477964.11	3160915.84	1787422.65	487173.47	4637891.40	3273805.69	1851259.17	16799.09	4%	159927.29	4%	112889.85	4%	63836.52	4%
			Eligible Discount	84	2.8	90	3	0.2	7%	7	11	9	4	5	9	18	1.91%	23,519	0.47%	36,958	1%	30,238	1%	30,238	1%	60,477	65852.41	103482.36	84667.39	84667.39	70556.16	110873.96	90715.06	90715.06	4703.74	7%	7391.60	7%	6047.67	7%	6047.67	7%
3	One-Way	Ticket Machine, Mobile App	Adult	9.75	9.75	10	10	0.25	3%	16	85	69	15	54	32	101	4.36%	53,757	3.62%	285,584	4%	231,827	3%	107,514	4%	339,342	524131.45	2784448.35	2260316.89	1048262.91	537570.72	2855844.46	2318273.74	1075141.44	13439.27	3%	71396.11	3%	57956.84	3%	26878.54	3%
			Eligible Discount	5	5	5	5	0	0%	1	0	0	0	0	1	1	0.27%	3,360	0.00%	0	0%	0	0%	3,360	0%	3,360	16799.09	0.00	0.00	16799.09	16799.09	0.00	0.00	16799.09	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	0%
			Youth	1	1	1	1	0	0%	3	8	8	3	5	3	11	0.82%	10,079	0.34%	26,879	0%	26,879	0%	10,079																		
		Clipper	Adult	9.75	9.75	10	10	0.25	3%	52	405	275	33	242	182	457	14.17%	174,710	17.24%	1,360,726	17%	923,950	17%	611,487	17%	1,535,436	1703427.22	13267077.42	9008509.36	5961995.28	1747104.85	13607258.89	9239496.78	6114866.96	43677.62	3%	340181.47	3%	230987.42	3%	152871.67	3%
			Clipper START	5	5	5	5	0	0%	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	5	5	5	5	0	0%	5	12	9	3	6	8	17	1.36%	16,799	0.51%	40,318	1%	30,238	1%	26,879	1%	57,117	83995.43	201589.02	151191.77	134392.68	83995.43	201589.02	151191.77	134392.68	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth	1	1	1	1	0	0%	5	4	8	5	3	1	9	1.36%	16,799	0.17%	13,439	0%	26,879	0%	3,360																		
	Day Pass	Ticket Machine, Mobile App	Adult	19.5	9.75	20	10	0.25	3%	5	67	46	5	41	26	72	1.36%	16,799	2.85%	225,108	3%	154,552	2%	87,355	3%	241,907	163791.08	2194800.46	1506877.93	851713.61	167990.85	2251077.40	1545515.82	873552.42	4199.77	3%	56276.93	3%	38637.90	3%	21838.81	3%
			Eligible Discount	10	5	10	5	0	0%	1	2	1	0	1	2	3	0.27%	3,360	0.09%	6,720	0%	3,360	0%	6,720	0%	10,079	16799.09	33598.17	16799.09	33598.17	16799.09	33598.17	16799.09	33598.17	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth	2	1	2	1	0	0%	4	5	8	4	4	1	9	1.09%	13,439	0.21%	16,799	0%	26,879	0%	3,360																		
	Monthly Pass	Clipper	Adult	234	7.8	240	8	0.2	3%	16	184	117	15	102	83	200	4.36%	53,757	7.83%	618,206	7%	393,099	8%	278,865	7%	671,963	419305.16	4822009.37	3066169.00	2175145.53	430056.58	4945650.64	3144788.72	2230918.49	10751.41	3%	123641.27	3%	78619.72	3%	55772.96	3%
			Eligible Discount	120	4	120	4	0	0%	3	7	5	2	3	5	10	0.82%	10,079	0.30%	23,519	0%	16,799	0%	16,799	0%	33,598	40317.80	94074.88	67196.34	67196.34	40317.80	94074.88	67196.34	67196.34	0.00	0%	0.00	0%	0.00	0%	0.00	0%
4	One-Way	Ticket Machine, Mobile App	Adult	12.5	12.5	12.75	12.75	0.25	2%	17	36	35	9	26	18	53	4.63%	57,117	1.53%	120,953	2%	117,594	2%	60,477	2%	178,070	713961.11	1511917.65	1469919.94	755958.83	728240.34	1542156.01	1499318.34	771078.00	14279.22	2%	30238.35	2%	29398.40	2%	15119.18	2%
			Eligible Discount	6.25	6.25	6.5	6.5	0.25	4%	0	1	0	0	0	1	1	0.00%	0	0.04%	3,360	0%	0	0%	3,360	0%	3,360	0.00	20998.86	0.00	20998.86	0.00	21838.81	0.00	21838.81	0.00	#DIV/0!	839.95	4%	0.00	#DIV/0!	839.95	4%
			Youth	1	1	1	1	0	0%	0	4	3	0	3	1	4	0.00%	0	0.17%	13,439	0%	10,079	0%	3,360	0%	13,439																
		Clipper	Adult	12.5	12.5	12.75	12.75	0.25	2%	27	135	97	22	75	65	162	7.36%	90,715	5.75%	453,575	6%	325,902	6%	218,388	6%	544,290	1133938.24	5669691.20	4073778.13	2729851.32	1156617.01	5783085.03	4155253.69	2784448.35	22678.76	2%	113393.82	2%	81475.56	2%	54597.03	2%
			Clipper START	6.25	6.25	6.5	6.5	0.25	4%	-	-	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	6.25	6.25	6.5	6.5	0.25	4%	2	4	2	1	1	4	6	0.54%	6,720	0.17%	13,439	0%	6,720	0%	13,439	0%	20,159	41997.71	83995.43	41997.71	83995.43	43677.62	87355.24	43677.62	87355.24	1679.91	4%	3359.82	4%	1679.91	4%	3359.82	4%
			Youth	1	1	1	1	0	0%	0	1	1		1	0	1	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360																
	Day Pass	Ticket Machine, Mobile App	Adult	25	12.5	25.5	12.75	0.25	2%	8	39	31	7	24	16	47	2.18%	26,879	1.66%	131,033	2%	104,154	1%	53,757	2%	157,911	335981.70	1637910.79	1301929.09	671963.40	342701.34	1670669.01	1327967.67	685402.67	6719.63	0%	32758.22	2%	26038.58	2%	13439.27	2%
			Eligible Discount	12.5	6.25	13	6.5	0.25	4%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	#DIV/0!
			Youth	2	1	2	1	0	0%	3	5	6	2	4	2	8			0.21%	16,799	0%	20,159	0%																			
	Monthly Pass	Clipper	Adult	300	10	306	10.2	0.2	2%	7	62	35	5	30	34	69	1.91%	23,519	2.64%	208,309	2%	117,594	3%	114,234	3%	231,827	235187.19	2083086.55	1175935.95	1142337.78	239890.93	2124748.28	1199454.67	1165184.54	4703.74	2%	41661.73	2%	23518.72	2%	22846.76	2%
			Eligible Discount	150	5	156	5.2	0.2	4%	0	1	0	0	0	1	1	0.00%	0	0.04%	3,360	0%	0	0%	3,360	0%	3,360	0.00	16799.09	0.00	16799.09	0.00	17471.05	0.00	17471.05	0.00	0%	671.96	4%	0.00	#DIV/0!	671.96	4%
5	One-Way	Ticket Machine, Mobile App	Adult	15.25	15.25	15.5	15.5	0.25	2%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	0.00	0%
			Eligible Discount	7.75	7.75	7.75	7.75	0	0%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth	1	1	1	1	0	0%			0	0	0	0	0					0%		0%																			
		Clipper	Adult	15.25	15.25	15.5	15.5	0.25	2%	1	5	5	1	4	1	6	0.27%	3,360	0.21%	16,799	0%	16,799	0%	3,360	0%	20,159	51237.21	256186.05	256186.05	51237.21	52077.16	260385.82	260385.82	52077.16	839.95	0%	4199.77	0%	4199.77	0%	839.95	0%
			Clipper START	7.75	7.75	7.75	7.75	0	0%	-	-	0	0	0	0	0	-	-	-	-	0%	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	7.75	7.75	7.75	7.75	0	0%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#DIV/0!	0.00	0%	0.00	#DIV/0!	0.00	0%
			Youth	1	1	1	1	0	0%			0	0	0	0	0					0%		0%																			
	Day Pass	Ticket Machine, Mobile App	Adult	30.5	15.25	31	15.5	0.25	2%	0	1	1	0	1	0	1	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360	0.00	51237.21	51237.21	0.00	0.00	52077.16	52077.16	0.00	0.00	0%	839.95	0%	839.95	0%	0.00	0%
			Eligible Discount	15.5	7.75	15.5	7.75	0	0%	0	1	1	0	1	0	1	0.00%	0	0.04%	3,360	0%	3,360	0%	0	0%	3,360	0.00	26038.58	26038.58	0.00	0.00	26038.58	26038.58	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth	2	1	2	1	0	0%	0		0	0	0	0	0					0%		0%																			
	Monthly Pass	Clipper	Adult	366	12.2	372	12.4	0.2	2%	0	7	5	0	5	2	7	0.00%	0	0.30%	23,519	0%	16,799	0%	6,720	0%	23,519	0.00	286928.37	204948.84	81979.54	0.00	291632.12	208308.65	83323.46	0.00	0%	4703.74	2%	3359.82	2%	1343.93	2%
			Eligible Discount	186	6.2	186	6.2	0	0%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
6	One-Way	Ticket Machine, Mobile App	Adult	18	18	18.25	18.25	0.25	1%	0	1	0	0	0	1	1	0.00%	0	0.04%	3,360	0%	0	0%	0	0%	3,360	0.00	60476.71	0.00	0.00	0.00	61316.66	0.00	0.00	0.00	0%	839.95	1%	0.00	#DIV/0!	0.00	0%
			Eligible Discount	9	9	9.25	9.25	0.25	3%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth	1	1	1	1	0	0%			0	0	0	0	0					0%																					
		Clipper	Adult	18	18	18.25	18.25	0.25	1%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	3,360	0%	0	0.00	0.00	0.00	60476.71	0.00	0.00	0.00	61316.66	0.00	0%	0.00	#DIV/0!	0.00	#DIV/0!	839.95	0%
			Clipper START	9	9	9.25	9.25	0.25	3%	-	-	0	0	0	0	0	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Eligible Discount	9	9	9.25	9.25	0.25	3%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth	1	1	1	1	0	0%			0	0	0	0	0					0%																					
	Day Pass	Ticket Machine, Mobile App	Adult	36	18	36.5	18.25	0.25	1%	1	1	0	0	0	2	2	0.27%	3,360	0.04%	3,360	0%	0	0%	0	0%	6,720	60476.71	60476.71	0.00	0.00	61316.66	61316.66	0.00	0.00	839.95	0%	839.95	0%	0.00	0%	0.00	0%
			Eligible Discount	18	9	18.5	9.25	0.25	3%	0		0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
			Youth	2	1	2	1	0	0%	0	0	0	0	0	0	0					0%																					
	Monthly Pass	Clipper	Adult	432	14.4	438	14.6	0.2	1%	0	2	2	0	2	0	2	0.00%	0	0.09%	6,720	0%	6,720	0%	0	0%	6,720	0.00	96762.73	96762.73	0.00	0.00	98106.66	98106.66	0.00	0.00	0%	1343.93	1%	1343.93	1%	0.00	#DIV/0!
			Eligible Discount	216	7.2	222	7.4	0.2	3%	0	0	0	0	0	0	0	0.00%	0	0.00%	0	0%	0	0%	0	0%	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	0.00	0%	0.00	0%	0.00	0%
All Zones	Go Pass									18	347	199	14	185	166	365	4.90%	60,477	14.77%	1,165,857	12%	668,604	15%	557,730	13%	1,226,333																
Total										**367**	**2,349**	**1,642**	**285**	**1,156**	**1,074**	**2,716**	**97.28%**	**1,199,455**	**99.45%**	**7,848,533**	**99.45%**	**5,486,581**	**99.35%**	**3,578,205**	**96.87%**	**8,839,679**	**$ 8,556,613.97**	**$ 53,481,903.15**	**$ 37,800,293.24**	**$ 24,117,270.47**	**$ 8,801,208.65**	**$ 55,003,900.26**	**$ 38,878,626.51**	**$ 24,803,849.08**	**$ 244,594.68**	**2.86%**	**$ 1,521,997.11**	**2.85%**	**$ 1,078,333.27**	**2.85%**	**$ 686,578.61**	**2.85%**
										13.51%	86.49%	60.46%			39.54%																											
										1,233,053	7,892,210	5,516,820			3,608,443	9,125,263																										

	Low-Income	Non Low-Income	Minority	Non Minority
Total Current Annual Fare	$ 8,556,613.97	$ 53,481,903.15	$ 37,800,293.24	$ 24,117,270.47
Average Current Annual Fare	$ 7.13	$ 6.81	$ 6.89	$ 6.74

	Low-Income	Non Low-Income	Minority	Non Minority
Total Proposed Annual Fare	$ 8,801,208.65	$ 55,003,900.26	$ 38,878,626.51	$ 24,803,849.08
Average Proposed Annual Fare	$ 7.34	$ 7.01	$ 7.09	$ 6.93

	Low-Income Cost Change	Low Income % Change	Non Low-Income Cost Change	Non Low-Income %	Minority Cost Change	Minority % Change	Non Minority Cost Change	Non Minority % Change
Total Change in Fare Per Group	$ 244,594.68	2.86%	$ 1,521,997.11	2.85%	$ 1,078,333.27	2.85%	$ 686,578.61	2.85%
Average Change in Fare Per Group	$ 0.20		$ 0.19		$ 0.20		$ 0.19	
Change as a Percent of Entire Fare Change	13.85%		86.15%		61.10%		38.90%	
Percent Ridership of Each Group (From 2024 Survey Total)	13.51%		86.49%		60.46%		39.54%	
Difference from Exact Proportional Impact of Fare Change	0.33%		-0.33%		0.64%		-0.64%	
Difference between Protected Class and Non Protected		0.01%				0.01%		
Disparate Impact or Disproportionate Burden Finding	Low Income	No			Minority	No		

Disparate Impact and Disproportionate Burden Findings

For all average fare analyses, the differences for both categories based on ethnicity and income are well below the 10% threshold, at less than 1%. The proposed fare increases will not disparately impact minority passengers nor disproportionately burden low-income populations.

Table 13. Cumulative DI/DB Average Fare Analysis FY26 – Remove Clipper Discount

Minority Existing Avg. Fare	Minority Proposed Avg. Fare	Non-Minority Existing Avg. Fare	Non-Minority Proposed Avg. Fare	Low-Income Existing Avg. Fare	Low-Income Proposed Avg. Fare	Non-Low-Income Existing Avg. Fare	Non-Low-Income Proposed Avg. Fare
$7.15	$7.70	$7.22	$7.77	$7.17	$7.72	$7.17	$7.72
Avg. % Change	7.69%		7.61%	Avg. % Change	7.67%		7.67%
		Difference	0.08%			Difference	0.00%
		Disparate Impact	No			Disproportionate Burden	No

Table 14. Cumulative DI/DB Average Fare Analysis FY27 – Zone Upgrade Increase

Minority Existing Avg. Fare	Minority Proposed Avg. Fare	Non-Minority Existing Avg. Fare	Non-Minority Proposed Avg. Fare	Low-Income Existing Avg. Fare	Low-Income Proposed Avg. Fare	Non-Low-Income Existing Avg. Fare	Non-Low-Income Proposed Avg. Fare
$6.05	$6.37	$5.92	$6.23	$6.26	$6.59	$5.98	$6.30
Avg. % Change	5.31%		5.32%	Avg. % Change	5.28%		5.33%
		Difference	(0.01%)			Difference	(0.05%)
		Disparate Impact	No			Disproportionate Burden	No

Table 15. Cumulative DI/DB Average Fare Analysis FY28 – Base Fare Increase

Minority Existing Avg. Fare	Minority Proposed Avg. Fare	Non-Minority Existing Avg. Fare	Non-Minority Proposed Avg. Fare	Low-Income Existing Avg. Fare	Low-Income Proposed Avg. Fare	Non-Low-Income Existing Avg. Fare	Non-Low-Income Proposed Avg. Fare
$6.37	$6.57	$6.23	6.43	$6.59	$6.80	$6.30	$6.50
Avg. % Change	3.13%		3.14%	Avg. % Change	3.19%		3.12%
		Difference	(0.01%)			Difference	(0.07%)
		Disparate Impact	No			Disproportionate Burden	No

Table 16. Cumulative DI/DB Average Fare Analysis FY29 – Zone Upgrade Increase

Minority Existing Avg. Fare	Minority Proposed Avg. Fare	Non-Minority Existing Avg. Fare	Non-Minority Proposed Avg. Fare	Low-Income Existing Avg. Fare	Low-Income Proposed Avg. Fare	Non-Low-Income Existing Avg. Fare	Non-Low-Income Proposed Avg. Fare
$6.57	$6.89	$6.43	$6.74	$6.80	$7.13	$6.50	$6.81
Avg. % Change	4.89%		4.90%	Avg. % Change	4.86%		4.91%
		Difference	(0.01%)			Difference	(0.05%)
		Disparate Impact	No			Disproportionate Burden	No

Table 17. Cumulative DI/DB Average Fare Analysis FY30 – Base Fare Increase

Minority Existing Avg. Fare	Minority Proposed Avg. Fare	Non-Minority Existing Avg. Fare	Non-Minority Proposed Avg. Fare	Low-Income Existing Avg. Fare	Low-Income Proposed Avg. Fare	Non-Low-Income Existing Avg. Fare	Non-Low-Income Proposed Avg. Fare
$6.89	$7.09	$6.74	$6.93	$7.13	$7.34	$6.81	$7.01
Avg. % Change	2.85%		2.85%	Avg. % Change	2.86%		2.85%
		Difference	0.01%			Difference	0.01%
		Disparate Impact	No			Disproportionate Burden	No

❖ PUBLIC OUTREACH AND ENGAGEMENT ACTIVITIES

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. Caltrain'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.

Caltrain's public information campaign to announce the public hearing and solicit input began with the announcement for the Public Meeting on October 15, 2025, and October 27, 2025, Public Hearing.

Caltrain'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 state in Caltrain's 12 Safe Harbor Languages that translations are available 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 Caltrain included placing public notices (**Attachment 5**) for the Public Hearing and the Public Meetings on the Caltrain website and in print advertisements of regional newspapers. (**Attachment 6**)

Caltrain staff also reached out to Community-based Organizations to inform them of the proposed changes and communicated directly with organizations participating in the Go Pass program.

Caltrain reached out to the following Community groups and leaders:

San Francisco County

- **Arab Resource & Organizing Center**
- **Asian Pacific American Community Center**
- **Bayview Footprints (by Quesada Gardens Initiative)**
- **Bayview Hill Neighborhood Association**
- **Bayview Merchants Association**
- **Bernal Heights Housing Corporation**
- **BRITE (Bayview Residents Improving Their Environment)**
- **Castro/Upper Market Community Benefit District**
- **Catholic Charities**
- **Causa Justa Just Cause**
- **Central City Hospitality House**
- **Chinese Progressive Association**
- **Community Housing Partnership**
- **Compass Family Services**
- **Dogpatch Neighborhood Association**
- **Dolores Street Community Services**
- **Excelsior District Improvement Association**
- **Florence Fang Community Garden**
- **Green Benefit District (Dogpatch & Northwest Potrero Hill)**
- **GreenAction**
- **Greenbelt Alliance**
- **Hunters Point Family**
- **India Basin Neighborhood Association**
- **Mission Asset Fund**
- **Mujeres Unidas y Activas, San Francisco**
- **New Door Ventures**
- **Pomeroy Recreation and Rehabilitation Center**
- **Potrero Boosters**
- **Potrero Hill/Dogpatch Merchants Association**
- **Public Advocates**
- **Russian American Community Services**
- **San Francisco Bicycle Coalition**
- **San Francisco Rising**
- **San Francisco Transit Riders**
- **Senior and Disability Action, San Francisco**
- **SF Coalition on Homelessness**
- **SF Mission Bay Neighborhood Association**
- **SPUR**
- **Steppingstone, San Francisco**
- **Urban Land Institute (San Francisco)**
- **Visitacion Valley Planning Alliance (VVPA)**
- **Walk San Francisco**

San Mateo County

- **Anamatangi Polynesian Voices (APV)**
- **Bay Area Forward**
- **Belle Haven Action**
- **Catholic Charities Resettlement Program**
- **Chicana Latina Foundation**
- **Child Care Coord. Council**
- **Clean Coalition**
- **Coastside Hope**
- **College of San Mateo**
- **College Track**
- **College Track East Palo Alto**
- **Commission on Aging**
- **Daly City Community Service Center**
- **Daly City Partnership**
- **East Palo Alto Senior Center**
- **Ecumenical Hunger Program**
- **Fair Oaks Community Center**
- **Faith in Action**
- **Family Health Services**
- **Friends of Caltrain**
- **Housing Leadership Council**
- **Japanese American Community Center**
- **Japanese American Community Center**
- **Japanese Chamber of Commerce**
- **Language Pacifica**
- **Lesley Senior Communities, San Mateo**
- **LifeMoves,**
- **Menlo SPARK**
- **Mid-Peninsula Boys and Girls Club**
- **Midcoast Community Council**
- **Mid-Peninsula Housing**
- **Moon Ridge Apartments**
- **NAACP San Mateo County Chapter**
- **Next Step Veterans Resource Center**
- **Non-Profit Housing Association of Northern California**
- **Northern Peninsula Food Pantry and Dining Center**
- **Northern Peninsula Mandarin School**
- **Nuestra Casa**
- **One East Palo Alto,**
- **Our Lady of the Pillar Catholic Church**
- **Our Second Home**
- **Pacifica Resource Center**
- **PARS Equality Center**
- **Peninsula Family Service**
- **Peninsula Interfaith Action**
- **Pillar Ridge Manufactured Housing Community**
- **Project WeHope**
- **Redwood City 2020**
- **Renaissance Center Mid-Peninsula**
- **Safe Harbor Shelter**
- **Safe Routes to School Program at County Office of Education**
- **Samaritan House**
- **Sierra Club, Loma Prieta Chapter**
- **Sikh Gurdware of San Francisco**
- **Sitike Counseling Center**
- **Skyline College**
- **StarVista**
- **Yaseen Foundation**
- **Youth Leadership Institute**
- **Youth United for Community Action (YUCA)**
- **Zawaya**

Santa Clara County

- **Asian Pacific Islander American Public Affairs Association, Peninsula Chapter**
- **BayRail Alliance**
- **City Team**
- **Committee for Green Foothills**
- **Day Worker Center of Mountain View**
- **Destination Home**
- **Ethiopian Community Services**
- **Family Giving Tree**
- **Family Supportive Housing, Inc.**
- **First Community Housing**
- **Grail Family Services**
- **Heart of the Valley**
- **Home First**
- **India Community Center**
- **Joint Venture Silicon Valley**
- **Live Oak Adult Day Services**
- **Mayfair Neighborhood Advisory Coalition, San Jose**
- **Mountain View Coalition for Sustainable Planning**
- **Palo Alto Housing**
- **Project Hired**
- **Public Allies - San Francisco, Silicon Valley**
- **Rahima Foundation**
- **Sacred Heart Community Service**
- **Salvation Army Family Services - San Jose**
- **Santa Clara & San Benito Counties Building & Construction Trades Council**
- **Santa Clara County Central Labor Council (South Bay AFL-CIO Labor Council)**
- **Silicon Valley Community Foundation**
- **Stevenson House**
- **Sustainable Silicon Valley**
- **The Five Wounds/Brookwood Terrace Neighborhood Action Coalition**
- **Transportation Justice Alliance**
- **Upward Scholars**
- **Vietnamese American Community Center, San Jose**
- **Vista Center for the Blind and Visually Impaired**
- **Working Partnerships**

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making included publishing the public hearing notice and public meeting notices in newspapers of general circulation and two community newspapers in different languages (**Attachment 6**).
Notifications for the public hearing and public meetings appeared in the newspapers listed in
Table 16. El Observador is published in Spanish, and Sing Tao is published in Chinese.

Table 16. Print Advertisement of Public Notices

	Newspaper	Public Meeting Run Date(s)	Public Hearing Run Date(s)
1	San Francisco Chronicle	10/1/2025, 10/8/2025	10/13/25, 10/20/25
2	San Mateo Daily Journal	10/1/2025, 10/8/2025	10/13/2025, 10/20/2025
3	San Jose Mercury News	10/1/2025, 10/8/2025	10/13/2025, 10/20/2025
4	El Observador	10/1/2025	10/13/2025
5	Sing Tao	10/1/2025	10/13/2025

Staff also established multiple ways for customers and the public to provide their input: at the community meetings, public meetings, and interacting with the Caltrain website. 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, and through the unique e-mail address, **changes@caltrain.com**.

PUBLIC OUTREACH

Caltrain also held in-person informational sessions at the September 29, 2025, Finance Committee and held the public meeting at the Citizens Advisory Committee on October 15, 2025. Translation was available upon request. Recording is available upon request. A Public Hearing was held during the Finance Committee on October 27, 2025.

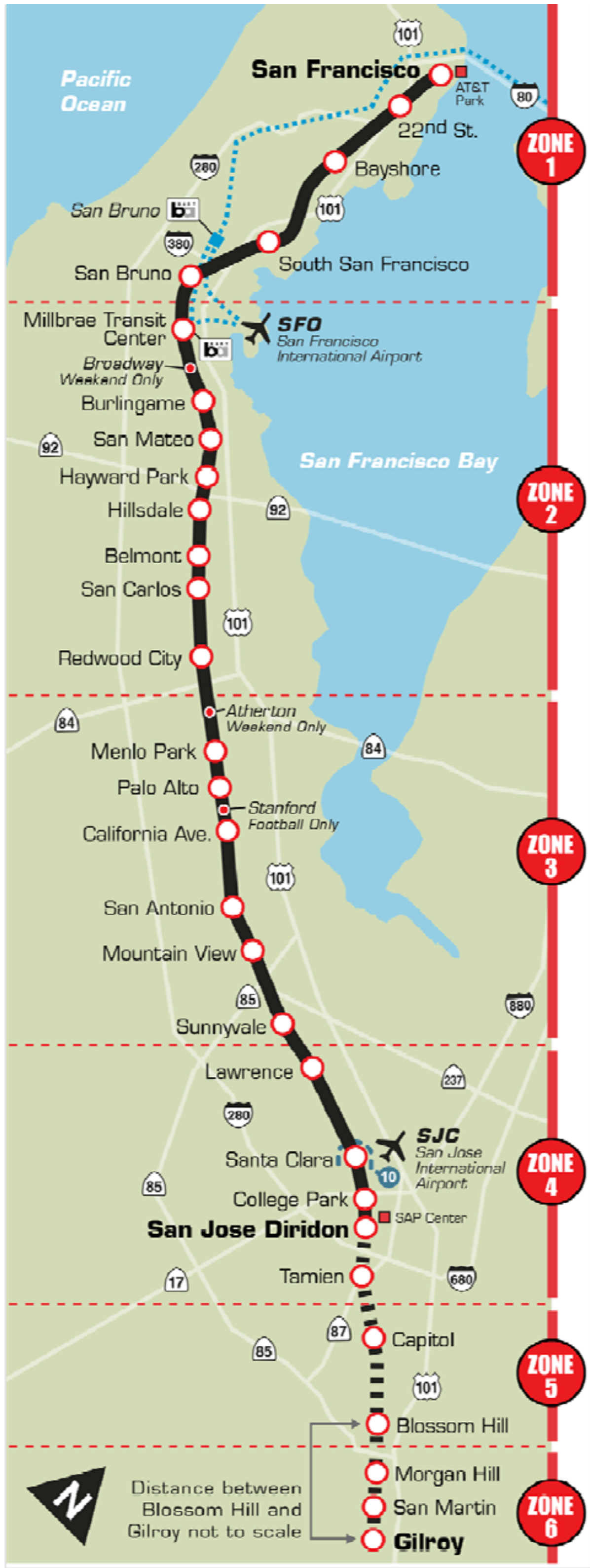
A strategic marketing campaign utilizing both social media and in-person outreach will be in place after Board Approval as the new fare structure will be in place beginning January 1, 2026.

PUBLIC COMMENTS

Summary of Comments

Comments are available in **Attachment 8**. Many comments addressed the need to move from zone-to-zone pricing to point-to-point pricing or distance pricing. There were concerns on how the change in fare structure would deter riders. Comments also acknowledged the need from revenue, but the need to make it simpler for riders. While Clipper START remains available, comments also were in favor of other discount programs for ridership.

ATTACHMENT 1 –
CALTRAIN SYSTEM MAP


Pacific Ocean
San Francisco
AT&T Park
22nd St.
Bayshore
South San Francisco
San Bruno
San Bruno
Millbrae Transit Center
SFO
San Francisco International Airport
Broadway Weekend Only
Burlingame
San Mateo
Hayward Park
Hillsdale
San Francisco Bay
Belmont
San Carlos
Redwood City
Atherton Weekend Only
Menlo Park
Palo Alto
Stanford Football Only
California Ave.
San Antonio
Mountain View
Sunnyvale
Lawrence
Santa Clara
SJC
San Jose International Airport
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

Ken Yeager

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

Martha Martinez

JPB Secretary

5035233.1

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.

Board Meeting Minutes (April 4, 2013 - Continued)

ATTACHMENT 3 –
SERVICE AREA DEMOGRAPHICS: LOW-INCOME AND MINORITY

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.

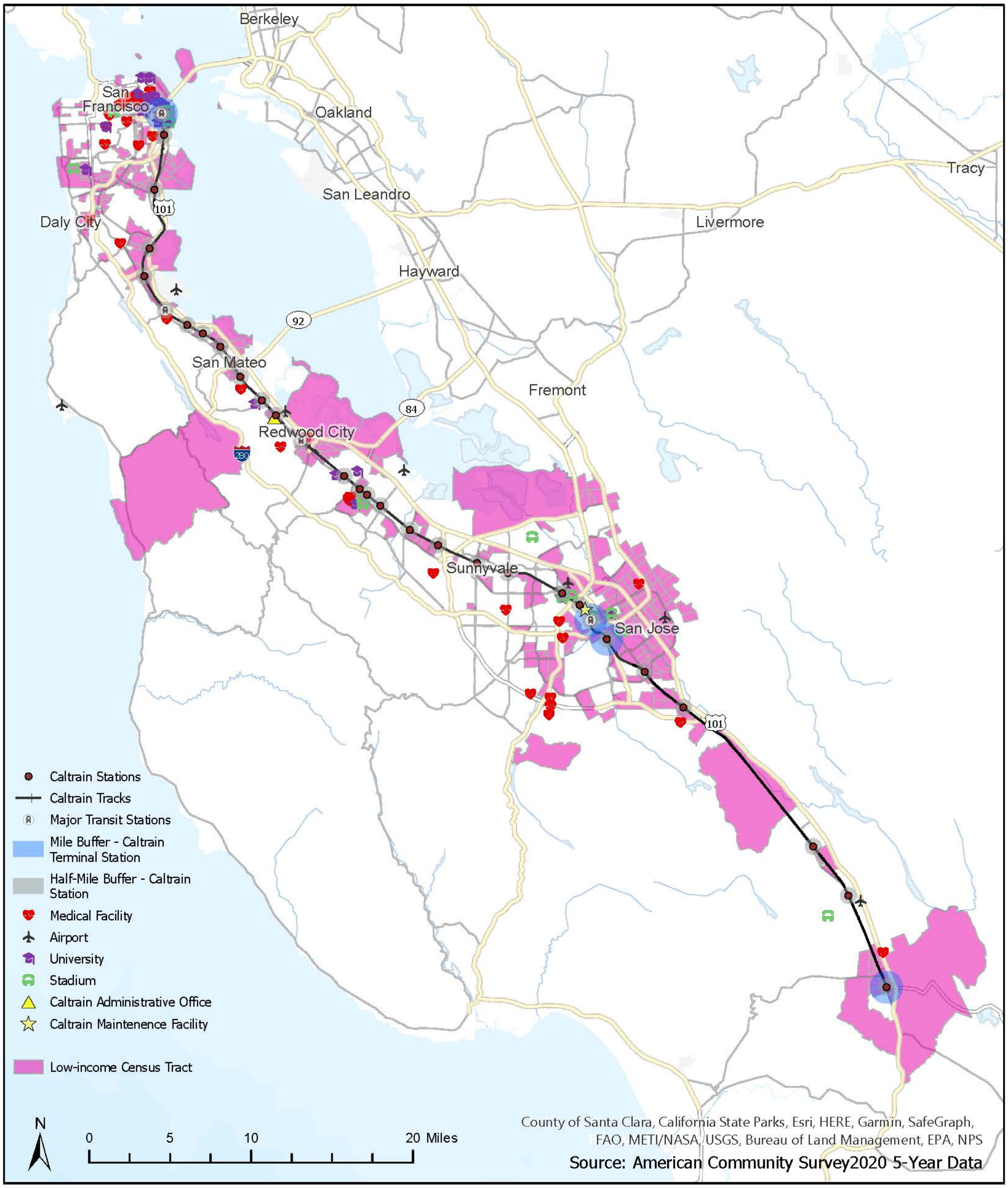
Mr. Simon said there was a home value study done by the American Public Transportation Association and the Association of Realtors that showed property within a half-mile of transit sustained its value more effectively during the recession and rebounded more rapidly.

CORRESPONDENCE
No discussion.

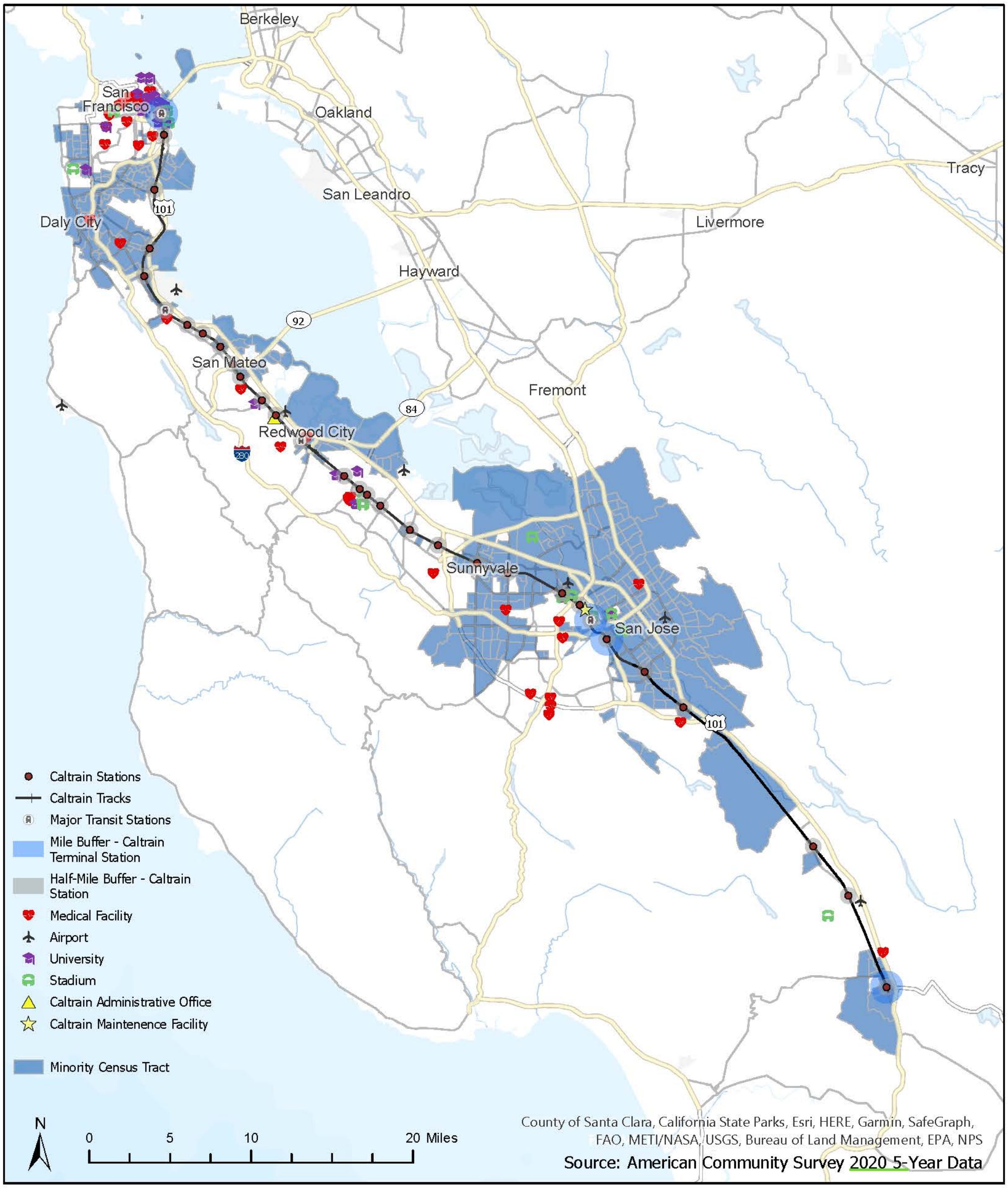
BOARD MEMBER REQUESTS
None

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

Low Income Census Tracts



Minority Census Tracts



ATTACHMENT 4 –
EXISTING FARE CHART

One-Way

One-Way, valid for use within four hours of the date and time sold in one direction

Passenger Type	How to Buy	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
Adult	Ticket Machine	$4.00	$6.25	$8.50	$10.75	$13.00	$15.25
	Clipper Card	$3.45	$5.70	$7.95	$10.20	$12.45	$14.70
Eligible Discount	Ticket Machine	$2.00	$3.00	$4.00	$5.00	$6.00	$7.00
	Clipper Card	$1.70	$2.70	$3.70	$4.70	$5.70	$6.70
Youth	All Payment Types	$1.00	$1.00	$1.00	$1.00	$1.00	$1.00

Day Pass*

Unlimited Travel within zone limits

Passenger Type	How to Buy	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
Adult	Ticket Machine	$8.00	$12.50	$17.00	$21.50	$26.00	$30.50
Eligible Discount	Ticket Machine	$4.00	$6.00	$8.00	$10.00	$12.00	$14.00
Youth	Ticket Machine	$2.00	$2.00	$2.00	$2.00	$2.00	$2.00

Monthly Pass^

Valid for use for the calendar month for which issued; unlimited trips between zones on pass. Weekends & holidays, unlimited trips between all zones (except Christmas Eve).

Passenger Type	How to Buy	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
Adult	Clipper Card	$82.80	$136.80	$190.80	$244.80	$298.80	$352.80
Youth / Eligible Discount	Clipper Card	$40.80	$64.80	$88.80	$112.80	$136.80	$160.80

Zone Upgrade

Upgrade your ticket; valid only when accompanying another valid ticket and cannot be used alone. Valid for use within four hours of the date and time sold.

Passenger Type	How to Buy	1 Zone	2 Zones	3 Zones	4 Zones	5 Zones
Adult	Ticket Machine	$2.25	$4.50	$6.75	$9.00	$11.25
Youth / Eligible Discount	Ticket Machine	$1.00	$2.00	$3.00	$4.00	$5.00

ATTACHMENT 5 –
NOTICES OF PUBLIC HEARING AND MEETING

Peninsula Corridor Joint Powers Board (PCJPB)
PUBLIC HEARING AND MEETING NOTICE
Proposed Fare Structure Changes and Caltrain Charter Train, Bike Locker, and Parking Fees

The Peninsula Corridor Joint Powers Board (JPB), which operates Caltrain, will hold a public meeting on October 15 and a public hearing on October 27, 2025 to receive public comment on the following proposed changes to the Fare Structure and Caltrain Charter Train, Bike Locker, and Parking Fees:

- The current fare increases that are scheduled in the Fare Structure effective 7/1/2026 and forward will be replaced by the following.
    - 1/1/26: Remove Clipper discount from Base Fare
    - 1/1/27: Increase Zone Upgrade fare by $0.25
    - 1/1/28: Increase Base Fare by $0.25
    - 1/1/29: Increase Zone Upgrade fare by $0.25
    - 1/1/30: Increase Base Fare by $0.25
- Authorize Executive Director, or designee, to set charter train rates on a case-by-case basis.

Caltrain fares are set at the JPB's discretion and approval and are subject to change. These changes will be proposed to the Finance Committee of the JPB on October 27, where staff will receive feedback from the Committee and public. If changes are made to the proposed fares, these changes will be posted on Caltrain's website before October 10.

The JPB invites public comment on the proposed changes at the meeting and hearing. The public may participate in-person, via Zoom web link and/or by phone.

In-Person Meeting and Hearing Location:
Peninsula Corridor Joint Powers Board
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue
San Carlos, CA 94070

Public Meeting
Wednesday, October 15, 2025, at 5:40 pm
Zoom Info:
https://us02web.zoom.us/j/83818142155?pwd=U3pFbithdUsxVFVBYVF0eklSWU5Vdz09
Webinar ID: 838 1814 2155
Access via Telephone: 1.669.444 9171;
Meeting ID: 838 1814 2155

Public Hearing
Monday, October 27, 2025, at 2:30 pm
Zoom Info:
https://us02web.zoom.us/j/81843266625?pwd=aDExTGltUUJSOUc5TkNnbU1QMTRHUT09
Webinar ID: 818 4326 6625
Access via Telephone: 1.669.444.9171;
Meeting ID: 818 4326 6625

Prior to the hearing, comments may be sent by mail, e-mail, or phone:
JPB Secretary
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave, San Carlos, CA 94070
publiccomment@caltrain.com 650.551.6108 (TTY 650.508.6448)

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

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

Junta de Poderes Conjuntos del Corredor de la Península (PCJPB)
AVISO DE AUDIENCIA Y REUNIONES PÚBLICAS
Propuestas de cambios en la estructura de tarifas y tarifas de trenes chárter de Caltrain, casilleros para bicicletas y estacionamiento

La Junta de Poderes Conjuntos del Corredor de la Península (JPB), que opera Caltrain, celebrará una reunión pública el 15 de octubre y una audiencia pública el 27 de octubre de 2025 para recibir los comentarios del público acerca de los siguientes cambios propuestos en la estructura de tarifas de Caltrain y las tarifas de trenes chárter de Caltrain, casilleros para bicicletas y estacionamiento:

- Los aumentos a las tarifas actuales que están programados en la Estructura de Tarifas, con efecto a partir del 1 de julio de 2026, serán reemplazados por las siguientes modificaciones.
  - 1/1/26: Eliminar el descuento de Clipper de la tarifa base.
  - 1/1/27: Aumentar la tarifa de actualización de la zona en $0.25
  - 1/1/28: Aumentar la tarifa básica en $0.25
  - 1/1/29: Aumentar la tarifa de actualización de la zona en $0.25
  - 1/1/30: Aumentar la tarifa básica en $0.25
- Autorizar al Director Ejecutivo, o a su designado, a establecer las tarifas de tren chárter caso por caso.

Las tarifas de Caltrain se fijan según criterio y aprobación de la JPB, y están sujetas a cambio. Estos cambios serán propuestos por el Comité de Finanzas de la JPB el 27 de octubre, ocasión en la que el personal recibirá los comentarios del Comité y del público. De haber cambios en las tarifas propuestas, estos se publicarán en el sitio web de Caltrain antes del 10 de octubre.

La JPB invita los comentarios del público sobre los cambios propuestos durante la reunión y la audiencia. La población puede participar en forma presencial, a través de un enlace web de Zoom y/o por teléfono.

Ubicación de la reunión presencial y la audiencia:
Peninsula Corridor Joint Powers Board
Bacciocco Auditorium, 2º piso
1250 San Carlos Avenue
San Carlos, CA 94070

Reunión pública
Miércoles, 15 de octubre de 2025 a las 5:40 p.m.
Información para conectarse por Zoom:
https://us02web.zoom.us/j/83818142155?pwd=U3pFbithdUsxVFVBYVF0eklSWU5Vdz09
Identificación del webinario: 838 1814 2155
Acceso por teléfono: 1.669.444 9171; Identificación de la reunión: 838 1814 2155

Audiencia pública
Lunes, 27 de octubre de 2025 a las 2:30 p.m.
Información de la sesión por Zoom:
https://us02web.zoom.us/j/81843266625?pwd=aDExTGltUUJSOUc5TkNnbU1QMTRHUT09
Identificación del webinario: 818 4326 6625
Acceso por teléfono: 1.669.444.9171; Identificación de la reunión: 818 4326 6625

Antes de la audiencia, los comentarios pueden enviarse por correo postal, por correo electrónico o por teléfono:
JPB Secretary
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave, San Carlos, CA 94070
publiccomment@caltrain.com 650.551.6108 (TTY 650.508.6448)

Para recibir asistencia de traducción o interpretación, llame a Caltrain al 1.800.660.4287 al menos tres días antes de la reunión.

Para servicios de traducción llame al 1.800.660.4287; 如需翻译，请拨打电话 1.800.660.4287.

半岛走廊共同权力委员会 (PCJPB)
公众听证会及会议通告
拟议票价结构及加州火车专列、自行车寄存及停车服务费调整

加州火车运营方半岛走廊共同权力委员会 (JPB) 将于 10 月 15 日举行公众会议，并于 2025 年 10 月 27 日举行公众听证会，听取公众对以下拟议票价结构及加州火车专列、自行车寄存及停车服务费调整的意见：

- 以下方案将取代原定于 2026 年 7 月 1 日起生效的现行票价结构票价调涨方案。
  - 2026 年 1 月 1 日：取消基本票价中的 Clipper 折扣
  - 2027 年 1 月 1 日：区间延长票价调涨 $0.25
  - 2028 年 1 月 1 日：基本票价调涨 $0.25
  - 2029 年 1 月 1 日：区间延长票价调涨 $0.25
  - 2030 年 1 月 1 日：基本票价调涨 $0.25
- 授权执行董事或指定人员根据具体情况制定专列服务收费标准。

加州火车票价由 JPB 全权制定和批准，且可能随时调整。拟议调整方案将于 10 月 27 日提交给 JPB 财务委员会，届时工作人员将收集委员会和公众意见。如果拟议票价有所调整，相关更新内容会于 10 月 10 日前在加州火车官网上公布。

JPB 邀请公众在会议和听证会上对拟议调整发表意见。公众可以前往现场参会，也可通过 Zoom 网站链接和/或电话参加会议。

现场会议和听证会地点：
Peninsula Corridor Joint Powers Board
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue
San Carlos, CA 94070

公众会议
2025 年 10 月 15 日（星期三）下午 5:40
Zoom 信息：
https://us02web.zoom.us/j/83818142155?pwd=U3pFbithdUsxVFVBYVF0eklSWU5Vdz09
网络研讨会 ID：838 1814 2155
通过电话参加：1.669.444 9171；
会议 ID：838 1814 2155

公众听证会
2025 年 10 月 27 日（星期一）下午 2:30
Zoom 信息：
https://us02web.zoom.us/j/81843266625?pwd=aDExTGltUUJSOUc5TkNnbU1QMTRHUT09
网络研讨会 ID：818 4326 6625
通过电话参加：1.669.444.9171；
会议 ID：818 4326 6625

听证会开始前，公众可以通过邮寄、电子邮件或电话发送意见至：

JPB 秘书
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave, San Carlos, CA 94070
publiccomment@caltrain.com **650.551.6108（听障专线 650.508.6448）**

如果需要翻译或口译协助，请在听证会开始之前至少提前三天拨打 1.800.660.4287 联系加州火车。

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

Peninsula Corridor Joint Powers Board PUBLIC HEARING & MEETING NOTICE – CHINESE

半島走廊聯合監管董事會 (Peninsula Corridor Joint Powers Board, PCJPB)
公聽會及會議通知
車費及費用結構變動提案

半島走廊聯合監管董事會 (PCJPB) 負責加州鐵路 (Caltrain) 的營運；董事會將於 2023 年 8 月 21 日和 2023 年 8 月 28 日分別舉行公開會議和公聽會，以聽取大眾對於加州鐵路車費結構變動的意見。

PCJPB 將舉行一場公開會議和公聽會，以聽取大眾對於以下車費結構變動的意見：

- 新車費調漲時間表
- 降低享有團體車費折扣的規定人數
- 參與地區交通折扣計劃
- 接受開放式付款方法

公開會議

半島走廊聯合監管董事會 (PCJPB) 誠邀大眾在聽證會上對可能變動的內容提出意見。大眾可以透過 Zoom 網站連結和/或電話參加會議。

2023 年 8 月 21 日（星期一）下午 5:00

Zoom 資訊：https://bit.ly/CaltrainMeetingFares

網路研討會 ID：83683061437

透過電話參加：1.669.219:1437；會議 ID：83683061437

公聽會

2023 年 8 月 28 日（星期一）下午 2:30

（或在本事項聽證後立即舉行）

Zoom 資訊：

https://us02web.zoom.us/j/81843266625?pwd=aDExTGltUUJSOUc5TkNnbU1QMTRHUT09

網路研討會 ID：81843266625

透過電話參加：1.669.900.6833；會議 ID:818 4326 6625

在聽證會舉行前，大眾可透過郵遞、電郵或電話提出意見：

Board Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070-1306
changes@caltrain.com1.800.660.4287 (TTY 裝置 650.508.6448)

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

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

ATTACHMENT 6 –
PRINT ADVERTISEMENTS OF NOTICES OF PUBLIC HEARING AND MEETING

San Francisco Chronicle – ENGLISH

Peninsula Corridor Joint Powers Board (PCJPB)
PUBLIC HEARING AND MEETING NOTICE
Proposed Fare Structure Changes and Caltrain Charter Train, Bike Locker, and Parking Fees

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In-Person Meeting and Hearing Location:
Peninsula Corridor Joint Powers Board
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue
San Carlos, CA 94070

Public Meeting
Wednesday, October 15, 2025, at 5:40 pm
Zoom Info:
https://us02web.zoom.us/j/83818142155?pwd=U3pFbithdUsxVFVBYVF0eklSWU5Vdz09
Webinar ID: 838 1814 2155
Access via Telephone: 1.669.444 9171;
Meeting ID: 838 1814 2155

Public Hearing
Monday, October 27, 2025, at 2:30 pm
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https://us02web.zoom.us/j/81843266625?pwd=aDExTGltUUJSOUc5TkNnbU1QMTRHUT09
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JPB Secretary
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave, San Carlos, CA 94070
publiccomment@caltrain.com **650.551.6108 (TTY 650.508.6448)**

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

CNSB # 3966563

San Mateo Daily Journal – ENGLISH

CALIFORNIA NEWSPAPER SERVICE BUREAU

DAILY JOURNAL CORPORATION

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Manuel Ojeda
SAN MATEO CO TRANSIT DIST/DIRECTOR
MARKETING
1250 SAN CARLOS AVE.
SAN CARLOS, CA 94070-1306

COPY OF NOTICE

Notice Type: HRG NOTICE OF HEARING

Ad Description: PUBLIC HEARING AND MEETING NOTICE Proposed Fare Structure Changes and Caltrain Charter Train, Bike Locker, and Parking Fees

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

10/13/2025 , 10/20/2025

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

CNS 3966571

Peninsula Corridor Joint Powers Board (PCJPB)
PUBLIC HEARING AND MEETING NOTICE
Proposed Fare Structure Changes and Caltrain Charter Train, Bike Locker, and Parking Fees

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Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue
San Carlos, CA 94070

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Access via Telephone: 1.669.444.9171;
Meeting ID: 818 4326 6625

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Peninsula Corridor Joint Powers Board
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publiccomment@caltrain.com 650.551.6108 (TTY 650.508.6448)

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10/13, 10/20/25
CNS-3966571#
SAN MATEO DAILY JOURNAL

* A 0 0 0 0 0 7 2 2 0 1 8 4 *

San Jose Mercury News – ENGLISH

Peninsula Corridor Joint Powers Board (PCJPB)
PUBLIC HEARING AND MEETING NOTICE
Proposed Fare Structure Changes and Caltrain Charter Train, Bike Locker, and Parking Fees

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Peninsula Corridor Joint Powers Board
1250 San Carlos Ave, San Carlos, CA 94070
publiccomment@caltrain.com 650.551.6108 (TTY 650.508.6448)

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CNSB # 3966573

El Observador – SPANISH

CALIFORNIA NEWSPAPER SERVICE BUREAU

DAILY JOURNAL CORPORATION

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Manuel Ojeda
SAN MATEO CO TRANSIT DIST/DIRECTOR
MARKETING
1250 SAN CARLOS AVE.
SAN CARLOS, CA 94070-1306

COPY OF NOTICE

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Ad Description: PUBLIC HEARING AND MEETING NOTICE Proposed Fare Structure Changes and Caltrain Charter Train, Bike Locker, and Parking Fees

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10/10/2025

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CNS 3966575

Junta de Poderes Conjuntos del Corredor de la Península (PCJPB)
AVISO DE AUDIENCIA Y REUNIONES PÚBLICAS
Propuestas de cambios en la estructura de tarifas y tarifas de trenes chárter de Caltrain, casilleros para bicicletas y estacionamiento

La Junta de Poderes Conjuntos del Corredor de la Península (JPB), que opera Caltrain, celebrará una reunión pública el 15 de octubre y una audiencia pública el 27 de octubre de 2025 para recibir los comentarios del público acerca de los siguientes cambios propuestos en la estructura de tarifas de Caltrain y las tarifas de trenes chárter de Caltrain, casilleros para bicicletas y estacionamiento:

- Los aumentos a las tarifas actuales que están programados en la Estructura de Tarifas, con efecto a partir del 1 de julio de 2026, serán reemplazados por las siguientes modificaciones.
- 1/1/26: Eliminar el descuento de Clipper de la tarifa base.
- 1/1/27: Aumentar la tarifa de actualización de la zona en $0.25
- 1/1/28: Aumentar la tarifa básica en $0.25
- 1/1/29: Aumentar la tarifa de actualización de la zona en $0.25
- 1/1/30: Aumentar la tarifa básica en $0.25
- Autorizar al Director Ejecutivo, o a su designado, a establecer las tarifas de tren chárter caso por caso.

Las tarifas de Caltrain se fijan según criterio y aprobación de la JPB, y están sujetas a cambio. Estos cambios serán propuestos por el Comité de Finanzas de la JPB el 27 de octubre, ocasión en la que el personal recibirá los comentarios del Comité y del público. De haber cambios en las tarifas propuestas, estos se publicarán en el sitio web de Caltrain antes del 10 de octubre.

La JPB invita los comentarios del público sobre los cambios propuestos durante la reunión y la audiencia. La población puede participar en forma presencial, a través de un enlace web de Zoom y/o por teléfono.

Ubicación de la reunión presencial y la audiencia:
Peninsula Corridor Joint Powers Board
Bacciocco Auditorium, 2o piso
1250 San Carlos Avenue
San Carlos, CA 94070

Reunión pública
Miércoles, 15 de octubre de 2025 a las 5:40 p.m.
Información para conectarse por Zoom:
https://us02web.zoom.us/j/83818142155?pwd=U3pFbithdUsxVFVBYVF0ekISWU5Vdz09
Identificación del webinario: 838 1814 2155
Acceso por teléfono: 1.669.444 9171; Identificación de la reunión: 838 1814 2155

Audiencia pública
Lunes, 27 de octubre de 2025 a las 2:30 p.m.
Información de la sesión por Zoom:
https://us02web.zoom.us/j/81843266625?pwd=aDExTGltUUJSOUc5TkNnbU1QMTRHUT09
Identificación del webinario: 818 4326 6625
Acceso por teléfono: 1.669.444.9171; Identificación de la reunión: 818 4326 6625

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

JPB Secretary
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave, San Carlos, CA 94070
publiccomment@caltrain.com 650.551.6108 (TTY 650.508.6448)

Para recibir asistencia de traducción o interpretación, llame a Caltrain al 1.800.660.4287 al menos tres días antes de la reunión.
Para servicios de traducción llame al 1.800.660.4287; 如需翻译，请拨打电话 1.800.660.4287.
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COPY OF NOTICE

Notice Type: HRG NOTICE OF HEARING

Ad Description: PUBLIC HEARING AND MEETING NOTICE Proposed Fare Structure Changes and Caltrain Charter Train, Bike Locker, and Parking Fees

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

10/13/2025

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

CNS 3966577

半 • 走廊共同 • 力委 • 会 (PCJPB)
公众听证会及会议通告
拟议票价结构及加州火车专列、自行车寄存及停车服务费调整

加州火车运营方半岛走廊共同权力委员会(JPB) 将于 10 月 15 日举行公众会议，并于 2025 年 10 月 27 日举行公众听证会，听取公众对以下拟议票价结构及加州火车专列、自行车寄存及停车服务费调整的意见：

- 以下方案将取代原定于 2026 年 7 月 1 日起生效的现行票价结构票价调涨方案。
- 2026 年 1 月 1 日：取消基本票价中的 Clipper 折扣
- 2027 年 1 月 1 日：区间延长票价调涨 $0.25
- 2028 年 1 月 1 日：基本票价调涨 $0.25
- 2029 年 1 月 1 日：区间延长票价调涨 $0.25
- 2030 年 1 月 1 日：基本票价调涨 $0.25
-

授权执行董事或指定人员根据具体情况制定专列服务收费标准。

加州火车票价由 JPB 全权制定和批准，且可能随时调整。拟议调整方案将于 10 月 27 日提交给 JPB 财务委员会，届时工作人员将收集委员会和公众意见。如果拟议票价有所调整，相关更新内容会于 10 月 10 日前在加州火车官网上公布。

JPB 邀请公众在会议和听证会上对拟议调整发表意见。公众可以前往现场参会，也可通过 Zoom 网站链接和/或电话参加会议。

现场会议和听证会地点：
Peninsula Corridor Joint Powers Board
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue
San Carlos, CA 94070

公众会议
2025 年 10 月 15 日（星期三）下午 5:40
Zoom 信息：https://us02web.zoom.us/j/83818142155?pwd=U3pFbithdUsxVFVBYVF0ekISWU5Vdz09
网络研讨会 ID：838 1814 2155
通过电话参加：1.669.444 9171；
会议 ID：838 1814 2155

公众听证会
2025 年 10 月 27 日（星期一）下午 2:30
Zoom 信息：
https://us02web.zoom.us/j/81843266625?pwd=aDExTGltUUJSOUc5TkNnbU1QMTRHUT09
网络研讨会 ID：818 4326 6625
通过电话参加：1.669.444.9171；
会议 ID：818 4326 6625

听证会开始前，公众可以通过邮寄、电子邮件或电话发送意见至：
JPB 秘书
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave, San Carlos, CA 94070
publiccomment@caltrain.com
650.551.6108（听障专线 650.508.6448)
如果需要翻译或口译协助，请在听证会开始之前至少提前三天拨打 1.800.660.4287 联系加州火车。
Para traducción llama al 1.800.660.4287;
如需翻譯,請電 1.800.660.4287.

10/13/25
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ATTACHMENT 7 –
PUBLIC HEARING AND MEETING PRESENTATION

Conduct Public Hearing and Adopt Fare and Charter Train Change Pricing Recommendations

Finance Committee Meeting

October 27, 2025

Overview of 2025 Fare Changes

May 2025

Board Budget Workshop

- Received Board direction to analyze additional potential fare changes that could drive revenue for the railroad (beyond already-adopted fare changes)

Fall 2025

Recommended Changes to Caltrain's Fare Structure

- Proposed changes to Caltrain's existing Fare Structure, anticipated to be proposed for adoption at the October Finance Committee / November JPB Meeting

Late 2026 – 2027

Caltrain Fare Strategy Study

- Expected to consider significant fare strategy changes including:
  - New **pricing structure** (such as point-to-point pricing)
  - New **products** (accumulators, etc.)
  - Potentially supporting an updated Fare Structure for Caltrain
  - Ideally will use Clipper Next Generation (C2) trip data and EMU's Automated Passenger Counter (APC) data; also investigating other potential data sources (Streetlight data, etc.)

2

Context: Fare changes are being considered in an uncertain environment

Caltrain faces an **annualized deficit** of $75M over the next 10 years (even with assumed future fare increases).

Regional funding measure proposed for November 2026 ballot and outcome is uncertain.

Strong **ridership momentum** from electrification and service improvements. July 2025 ridership was up 77% vs. July 2024.

Fares remain critical to Caltrain's business model, yet they can only provide a small portion of the outstanding annual revenue needed to close deficit.

Riders' **price elasticity of demand** for Caltrain service is unknown.

There is **significant economic uncertainty** and impacts of a potential recession on ridership are uncertain.

Caltrain

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Fare Change Goals

Primary Goals for Proposed Fare Changes, Developed From Caltrain Board Discussion at May 2025 Budget Workshop

1. Given Caltrain's projected deficit and ongoing uncertainty surrounding future economic conditions, federal funding, and travel behavior, recommended fare changes should strive to **increase fare revenue**.
2. After increasing fare revenue, recommended fare changes should also strive to **increase ridership**.
3. While it is important for Caltrain to consider the potential impact of proposed fare changes to ridership and revenue, the agency should also strive to ensure the system is **accessible** to passengers at a broad range of income levels.
4. Lastly, Caltrain's fare changes should support the agency's efforts to **advance a potential regional funding measure**.

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Recommended Fare Adjustments: FY26 – FY30

Caltrain's fare pricing is based on the number of zones in a passenger's trip:

- Fare charged = Base Fare for first zone traveled + Zone Upgrade for each additional zone traveled.
- Caltrain has 6 zones from San Francisco to Gilroy.

Recommended adjustments to Fare Structure: gradual, incremental fare increases to occur on January 1:

Timing	Proposed Change	Change in Adult Pricing
FY26 – January 1, 2026	Remove Clipper Discount from Base Fare ($0.55 discount)	$3.45 to $4.00
FY27 – January 1, 2027	Zone Upgrade increases by $0.25	$2.25 to $2.50
FY28 – January 1, 2028	Base Fare increases by $0.25*	$4.00 to $4.25
FY29 – January 1, 2029	Zone Upgrade increases by $0.25*	$2.50 to $2.75
FY30 – January 1, 2030	Base Fare increases by $0.25	$4.25 to $4.50

Increases adopted in 2023 Fare Structure:
- ***FY26 – July 1, 2025:** Increase Base Fare by $0.25 (already implemented)*
- ***FY27 – July 1, 2026:** Increase Zone Fare by $0.25*
- ***FY28 – July 1, 2027:** Increase Base Fare by $0.25*

*Note: Increase only applies to Full Fares due to rounding rules for discounted fares (Eligible Discount, Clipper START, and Youth fares).

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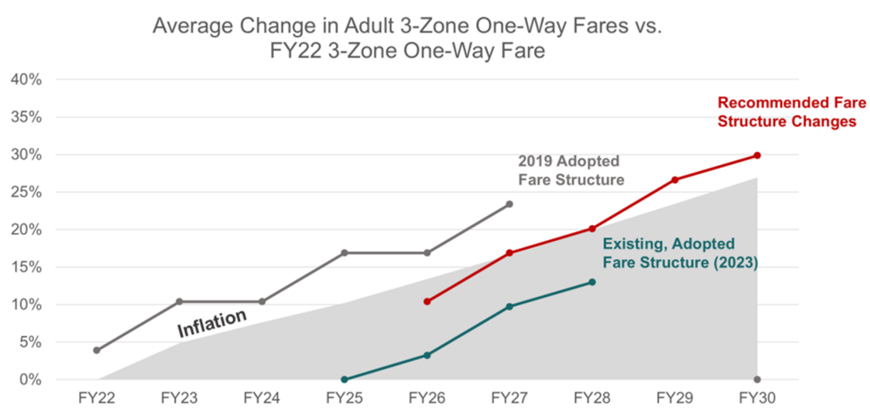
Recommended Fare Structure closely matches inflation and aligns with Caltrain's pre-Covid fare

- 2019 adopted fare increases were **indefinitely delayed** because of the pandemic.
- Pandemic-era fare reductions are **baked into the Adopted Fare Structure (2023)**, which does not keep pace with observed and projected inflation (increases end in FY28).
- **The Recommended Fare Structure very closely matches projected inflation.**



Reflects actual Bay Area inflation between FY22-25 and projected Bay Area inflation of 15% over 5 years between FY26 and FY30; 2019 adopted fares through FY27 only

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Annual Non-Pass Fare Revenue and Ridership Projections

The budget impact expected to be positive; however, full impact is unknown due to uncertainty with riders' price elasticity of demand, future ridership trends, and economic conditions.

	Range of Annual Projected	FY26	FY27	FY28	FY29	FY30
Recommended Fare Structure	Revenue	$45M – $54M	$52M – $59M	$60M – $65M	$68M – $72M	$78M – $82M
	Ridership	8M – 9M	8M – 9M	9M – 10M	10M – 11M	11M – 12M

Notes:
1. These are estimates only. Revenue and ridership exclude Go Pass and Bay Pass; totals shown here are different from annual ridership and fare revenue totals.
2. Results are draft and subject to additional review and change.

Charter Train Pricing – Delegation of Authority

- **Current Status:** Minimal charter train activity under fixed-rate structure
- **Rationale:** Chart train is an institutional product and flexibility in price negotiation based on customer needs are essential to build charters as a revenue source
- **Delegation:** Executive Director, or designee, authorized to set charter train rates case-by-case
- **Safeguards:**
  - Bi-annual reporting to the Board on charter activity
  - Publicly available rate schedule once framework established
  - Rates must aim to recover full cost of service, reflect market conditions, and align with agency financial and revenue generation objectives

Alignment with Caltrain's Fare Policy

Caltrain's Fare Policy sets high level goals for Caltrain's fares.

Caltrain Fare Policy Goal	Recommended Fare Structure's Potential Impact	Potential Impacts	Mitigations
Financial Sustainability	Positive Potential Impacts	• Increasing the price of fares and thus increasing fare revenue will help to keep up with inflation, supporting the agency's ongoing efforts to achieve financial sustainability	• None expected
Customer Experience	Mixed Potential Impacts	• Provides consistent, predictable, and gradual fare increases. • Enhanced customer experience and greatly improved legibility of Fare Structure with alignment of all prices. • Some riders may be frustrated by higher fares.	• None expected
Ridership and Operations	Mixed Potential Impacts	• Ridership may be slightly impacted by fare increases. • Need to communicate fare changes to the public and to TASI staff.	• Coordinate with TASI and Caltrain staff to train operators and conductors.

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Alignment with Caltrain's Fare Policy

Caltrain's Fare Policy sets high level goals for Caltrain's fares.

Caltrain Fare Policy Goal	Recommended Fare Structure's Potential Impact	Potential Impacts	Mitigations
Equity	Mixed Potential Impacts	• Aligning Clipper and TVM fare prices will create consistency and fairness in pricing – and will provide a greatly simplified fare chart. • Recommended Fare Structure would have higher prices than the Existing Fare Structure; Clipper START fares would increase with elimination of Clipper discount.	• Commitment to continue making Caltrain accessible and providing fare options for all customers. • Continue to participate in and market **Clipper START,** the region's program to provide discounted fares for low-income riders (already adopted). • Continue **Caltrain $1 Youth Fares** (already adopted). • Continue to administer Caltrain's **Pass Forward Program,** a community partnership program to provide Go Pass to qualified riders.

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Documents Change Process and Next Steps

September 2025	October 2025	November 2025	January 2026
Information item: discussed proposed changes with Finance Committee	CAC Meeting: discuss proposed changes Finance Committee: **public hearing and approval** of Title VI analysis & fare recommendation	November JPB: Proposal for **adoption** - Fare Structure & Title VI analysis findings Caltrain: submits fare changes to Cubic and programming begins	Fare changes go live on Clipper, TVMs

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Recommended Action

- Adopt two updated fare structures with the recommended fare changes integrated:
  - A Pre-Clipper Next Generation Fare Structure, effective 1/1/2024
  - A Post-Clipper Next Generation Fare Structure, effective upon MTC Clipper Next Generation execution
- Adopt the updated Caltrain Charter Train, Bike Lockers and Parking Fees Document effective upon board approval (11/7/2025) which provides the Executive Director or designee the authority to set charter train prices

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Title VI Equity Analysis

Disparate Impact (DI) & Disproportionate Burden (DB) Policies

A threshold for determining when adverse effects of fare changes disproportionately affect protected populations

Caltrain's threshold is 10%

Disparate Impact	Disproportionate Burden
Minority vs. Non-Minority	*Low-Income vs. Non-low-income*
If difference in fare change impacts minority users more than 10% compared with non-minority users	If difference in fare change impacts low-income users more than 10% compared with non-low-income users

A negative percentage indicates a benefit to users

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No Disparate Impact or Disproportionate Burden

Data Used

- FY25 Systemwide Ridership
- 2024 Caltrain Origin and Destination Customer Survey
- Current and Proposed Fare Structure

FY2026
Remove Clipper Discount
Minority: -0.20% Low Income: -0.44%

FY2027	FY2028	FY2029	FY2030
Base Fare Increase $0.25	*Zone Upgrade $0.25*	*Base Fare Increase $0.25*	*Zone Upgrade $0.25*
Minority: -0.01%	Minority: -0.01%	Minority: -0.01%	Minority: 0.01%
Low Income: -0.05%	Low Income: 0.07%	Low Income: -0.05%	Low Income: 0.01%

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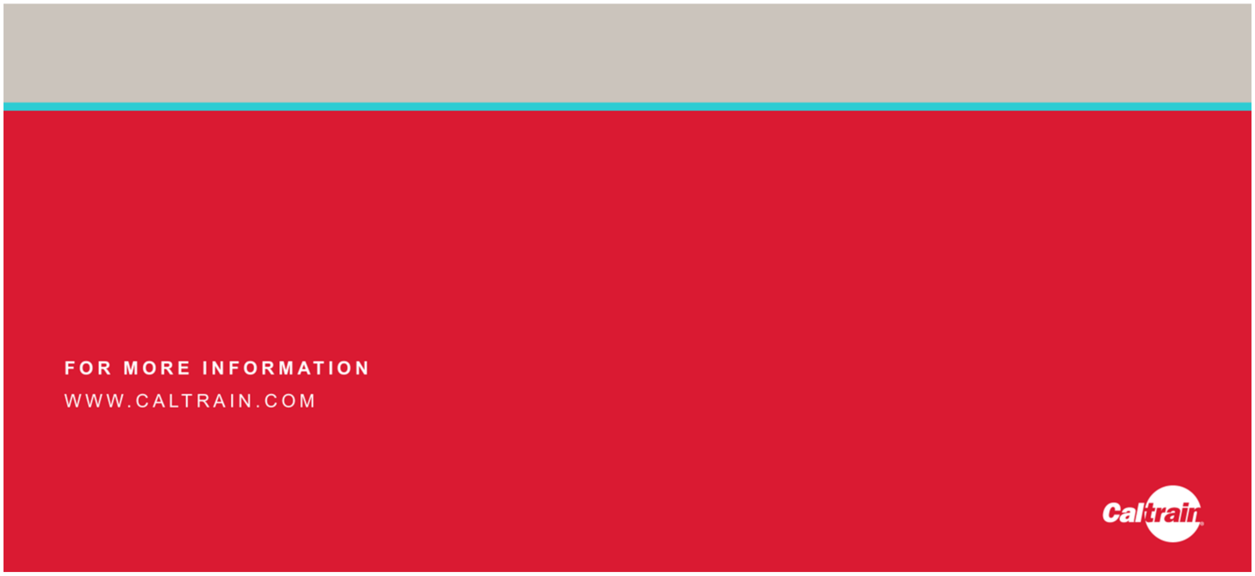
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APPENDIX
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Existing vs. Recommended Fare Structure
Schedule of Fare Changes (Clipper Prices)

Existing, 2023 Adopted Fare Structure		7/1/25	7/1/26	7/1/27	7/1/28	7/1/29	7/1/30
Maintain current schedule of already-adopted increases through FY28, to change on July 1 each year	Base Fare	**$3.45** +$0.25	$3.45	**$3.70** +$0.25	$3.70	$3.70	$3.70
	Zone Upgrade	$2.25	**$2.50** +$0.25	$2.50	$2.50	$2.50	$2.50

Recommended Fare Structure for Adoption		7/1/25	1/1/26	1/1/27	1/1/28	1/1/29	1/1/30
Extend increases through FY30; change prices on January 1 each year. Remove Clipper Discount, 2x Zone Fare Increase, 2x Base Fare Increase	Base Fare	**$3.45**	$4.00 +$0.55	$4.00	**$4.25** +$0.25	$4.25	**$4.50** +$0.25
	Zone Upgrade	$2.25	$2.25	**$2.50** +$0.25	$2.50	$2.75 +$0.25	$2.75

*Note: Clipper prices shown throughout. The schedule of increases for the current Fare Structure ends in FY28 (7/1/27).

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Existing vs. Recommended Fare Changes
1-, 3-, and 6-Zone Fare Prices (Clipper Prices)

Existing, 2023 Adopted Fare Structure	Zones	7/1/25	7/1/26	7/1/27	7/1/28	7/1/29	7/1/30
Maintain current schedule of already-adopted increases through FY28, to change on July 1 each year	1-Zone	**$3.45**	**$3.45**	**$3.70**	$3.70	$3.70	$3.70
	3-Zone	**$7.95**	**$8.45**	**$8.70**	$8.70	$8.70	$8.70
	6-Zone	**$14.70**	**$15.95**	**$16.20**	$16.20	$16.20	$16.20

Recommended Fare Structure for Adoption	Zones	7/1/25	1/1/26	1/1/27	1/1/28	1/1/29	1/1/30
Extend increases through FY30; change prices on January 1 each year. Remove Clipper Discount, 2x Zone Fare Increase, 2x Base Fare Increase	1-Zone	$3.45	**$4.00**	$4.00	**$4.25**	$4.25	**$4.50**
	3-Zone	$7.95	**$8.50**	**$9.00**	**$9.25**	**$9.75**	**$10.00**
	6-Zone	$14.70	**$15.25**	**$16.50**	**$16.75**	**$18.00**	**$18.25**

Note: Clipper fares shown throughout. The schedule of increases for the current Fare Structure ends in FY28 (7/1/27).

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Peer Agencies - Recent Fare Changes

Agency	Fare Change Direction	Description of Fare Change	Min and Max Fares (Adult Clipper Fares – Aug 2025)
BART	Increase	5.5% increase (+ $0.25 to avg. fare) (Eff. 1/1/2025), 6.2% increase (+ $0.15 - $0.55 to avg. fare) (Eff. 1/1/2026)	Min fare: $2.40; Max fare: $15.95 (SFO) Examples: Embarcadero – Millbrae, $5.80; Embarcadero – Berryessa, $9.35
WETA	Decrease	Reduced fares by 15-35% in FY24 (Eff. 7/1/2023), followed by annual 3% increase for 5 years (Eff. 7/1/2024 – 7/1/2028)	Min fare: $1.10 ("short hops"); Max fare: $9.90 (Vallejo)
SMART*	Targeted decrease	Fare-free pilot for youth and seniors (April 2024 – June 2026)	Min fare: $1.50; Max fare: $7.50
SFMTA^	Increase	$0.25 (+10%) increase to Clipper Adult (Eff. 1/1/2025), $0.10 (+3%) increase to Clipper Adult (Eff. 7/1/2025)	Min fare: $2.85; Max fare (day pass): $5.70
AC Transit	Increase	$0.25 (+10%) increase to Adult fares (Eff. 7/1/2025)	Min fare: $2.50; Max fare (transbay): $6.50
SEPTA Regional Rail*	Increase	7.5% increase (Eff. 12/1/2024), 21.5% increase (Eff. 9/1/2025)	Min fare: $4.00; Max fare: $10.00
MBTA Commuter Rail*	Targeted decrease	Launch of income-eligible reduced fares (Eff. Summer 2024); No fare increases since 6% increase in 2019	Min fare: $2.40; Max fare: $13.25
Metrolink	Decrease	Simplification of multi-ride passes, new pilot programs including new products and reduced price of monthly pass from 28 one-way trips to 25 one-way trips (-12%) (Eff. 7/1/2025)	Min fare: $2.50; Max fare: $17.00
UTA Frontrunner	Targeted decrease	Expansion of income-based reduced fare eligibility, new daily/weekly fare caps (Eff. 8/18/2024)	Min fare: $2.50; Max fare: $9.70
Caltrain	**Increase**	**$0.25 Increase to Base Fare on 7/1/25**	**Min fare: $3.45; Max fare: $14.70**

*Zone-based
^Bay Area agency with Clipper discount for **regional fares** (relative to cash fare)

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Peer Agencies – Farebox Recovery Ratios

Agency	2023 Total Fare Revenue	2023 Total Operating Expense	2023 Farebox Recovery Ratio
BART	$272,345,490	$1,037,903,095	26%
WETA	$10,992,497	$55,640,567	20%
SMART*	$4,393,497	$32,318,781	14%
SFMTA^	$129,332,273	$996,861,835	13%
AC Transit	$50,695,181	$537,551,914	9%
SEPTA Regional Rail*	$303,490,112	$1,514,042,327	20%
MBTA Commuter Rail*	$526,269,913	$2,084,540,245	25%
Metrolink	$51,166,447	$283,420,106	18%
UTA Frontrunner	$73,380,805	$536,631,037	14%
Caltrain	**$51,580,610**	**$175,837,473**	**29%**

Source: 2023 Data from National Transit Database (accessed 9/3/25).

Clipper Next Generation (C2)

- **Clipper Executive Board and MTC are working with Cubic on launch strategy with decisions expected mid October options include-**
  - Full program launch in November – December 2025 if Cubic can provide requested functionalities and resolve critical issues.
  - If full launch cannot be achieved MTC is considering the option to launch Open Payment pilot program for the whole region in November
  - BART is doing a pilot program this fall for Open Payments (pay with a credit card).

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Clipper Next Generation (C2)

- **Not yet launched; no launch date currently confirmed from MTC/Cubic**
  - BART is doing a pilot program this fall for open payments
- **Improvements for Caltrain riders will include:**
  - Open payments (tap credit card to pay Adult One-Way Clipper fare)
  - Standardized regional transfer discounts
  - Clipper START riders can purchase a discounted Monthly Pass (50%)
  - Monthly Pass will become a “Number of Zones” pass that can be used across the system

ATTACHMENT 8 –
PUBLIC COMMENTS

<u>JPB Citizens Advisory Committee – October 15, 2025</u>

Jeff Carter
Appreciate the presentation. I did attend the board meeting on October 9th. One of the Board members, Monique Zmuda, did bring up the issue of point-to-point pricing. I also brought it up. And this CAC did unanimously pass a resolution some time ago to go point-to-point. I think it's important because as many people have said before, you can go one stop and pay the same fare as you can go for 16 stops. So, it's kind of going distance based point-to-point would equalize the fares and help encourage ridership. I do like the idea of the monthly being zone to zone. How that works, I don't know, but I think the Caltrain is going to have monthly tag on and tag off each ride, which I actually do now. One thing I don't know is if you tag on and tag off and go beyond your zone without a zone upgrade, if it works or if it works on weekends. That may be a question for staff. I understand that we do need to go start increasing revenue with fares and I'm probably not going to complain about the fare increase. But I do think we should go distance based point-to-point fares to make the system more equitable for everybody.

Doug DeLong
Good evening, everyone, resident from Mountain View. Well, I would also be supportive of converting to point-to-point pricing. In the old days when we had conductors punching and selling tickets on the train that might not have been very practical but today with it all being implemented via computers, it seems like we're way long overdue to get to that point. But I mainly wanted to speak to the question about elasticity, this is something that you can never know for certain. But there's some interesting historical perspective here. Back in the Pre-COVID era – if anyone can remember that far back – Caltrain was just having fare increase after fare increase, and the ridership kept growing. Which is a strong suggestion that people were being driven to Caltrain ridership by the clogging freeways, and they were pretty insensitive to the exact price of the service. COVID came along, we didn't change the prices, and the ridership plummeted. So clearly, that didn't have anything to do with the economics of riding Caltrain. And we're kind of coming out of that valley now. I think it's probably accurate that the customers on average are not very sensitive to price. It's, as we're saying, a goal of increasing revenue for the agency seems like we could almost stand to catch up a little bit on inflation. But I'm grateful that we have programs like Clipper START. I've previously advocated for giving up my senior discount in favor of having a low-income discount, so I think it's appropriate that we try to be sensitive to the needs of the whole community. Thank you.

Marc Slakey
Hi, all. My name is Marc Slakey. Data analyst living here in Redwood City. Not here, sorry, very close by in Redwood City, obviously. Been a lifetime resident of the Bay Area. Just want to give some general comments with somebody with a roughly Econ undergraduate background. Even with that background, it's especially because of that background, I like to sometimes come to meetings like this and point out profit is not necessarily what you have to maximize for in these systems. In my view, a system like Caltrain, a lot of these integral systems, they are a good, they are accomplishing a goal for this whole area. They are essential for certain goals, like climate

change and rapid cost of living with density increases and whatnot. And I think it's important to keep that in mind when talking about something like fare increases. Obviously, there's been requests to try and meet the obvious budgetary needs by increasing this, but it might decrease ridership. There are some points that were made that I think are worth considering, but again, even if ridership is less or more elastic, the goal is not necessarily to profit maximize here it is to achieve something for the area. And just to point out, like, a very… the most stark contrast possible is Iowa City is running a free fare pilot program that they've now extended from 2023 and are planning to extend it through to 2027. And they've seen, while we've seen, you know, great return to ridership here. They are now at something like 20% above their previous COVID ridership because of that program. And while they are not charging, obviously, to me, they are accomplishing that goal very effectively. They are rapidly trying to meet this challenge of climate crisis that cannot necessarily be addressed by the slowly ramping out of cars and the current system that we have. So just some thoughts that I wanted to share with you all. Thank you.

Adrian Brandt
The main point I want to make is that, yes, our fares are, completely, I think in urgent need of revamping. The current fare structure was based on making it easy for conductors to make onboard cash sales of tickets. And we never really adopted, a really, a more, equitable, smooth, distance-based, some other fare structure. The current fares right now, range from as much as $3 to $4 per mile, in the worst case to, as low as the staff presentation, but the staff has cherry-picked, probably the lowest per mile fare available. I have a spreadsheet that someone I know prepared, and it lists every possible station pair, and the associated fare per mile, so it does all that math. And there's over 400 possible station fares. But eyeballing it, I'd say the median is closer to a dollar, between 50 cents and a dollar per mile. And with the worst cases being as much as $3 and $4 per mile. Because we do not actually have a distance-based fare, as some of the staff slides inaccurately state, we have a zone-based fare, and we have to pay, as everyone knows by now here, we have to pay for each entire zone that we touch, no matter how slightly. This is a horrible, horrible inequity. It really discourages and penalizes short-distance riders. And we cannot afford to turn away any riders at this point. It's extremely urgent and long overdue that we go to a smooth distance-based fare. The way staff can know we don't have a distance-based fare is that for any two trips of the exact same mileage should cost the same. And they vary wildly right now. So, I'll leave it at that.

Roland
With regards to the last item, I have point-to-point in London back in the 70s, okay? And the subjection is very simple. My recommendation to Finance Committee is that the General Manager does not get any more annual pay raises until the problem is fixed. We're going to see how long the distance-based fares are going to say to get fixed.

Christine
With regards to, fare increases, so far, most people who have shared comments have expressed relative, willingness to accept fare raises due to the necessity of using Caltrain, it seems. I would like to at least share my personal perspective. For me, that is less the case. When I take Caltrain, I usually see it as somewhat of a luxury, because usually when I go to the

Caltrain station, I have to take VTA buses or light rail to get there in the first place, and so, when I'm paying for the ticket, I'm paying for the VTA ticket on top of a Caltrain ticket, and so that increases the prices significantly, and because of the wait time from the transfer, often times taking Caltrain doesn't actually wind up saving that much time, and so it's mostly if I want to have, you know, the slightly comfier seats on Caltrain, then I'm willing to pay a slight premium for it, but if the prices were to go up significantly, then I would see myself doing that less, because right now it's more of a treat that I do every once in a while when I don't feel like making my back hurt on the 522. In terms of the fares as well for the transfers that I mentioned, I'm aware that the Clipper 2.0 system will have some interagency transfer discounts, so maybe that will resolve some of it in part. I actually got accepted into the Clipper 2.0 next generation pre-transition pilot program, so I have a card that they sent me that I can hopefully use to test that out. But it was supposed to include $20, and it included $0, so I have so far not been able to test that as of yet. And in terms of passes, monthly passes, and day passes and whatnot, I know Clipper 2.0 rollout had mentioned that they might be able to add, accumulators of some sort. I think that would be something that would definitely encourage my usage of Caltrain, personally, because right now, there's kind of stressful mind games of like, “Oh, will I use it enough? To actually make use of buying a pass? Or will I wind up with a net negative because I didn't use it enough?” and so not having to worry about that would be nice. I would also appreciate if it would be possible to buy monthly passes throughout the entire month. Currently, my job situation is on a per diem basis, so sometimes I do not know if I will be commuting on Caltrain enough to make up for pass until it is too late to buy one anymore. So I would appreciate slightly more flexibility, or some sort of accumulator with being able to arrange for passes as well, and I think that would increase my usage of Caltrain. Okay, thank you.

Finance Committee/ Public Hearing – October 27, 2025

Alita Dupree
I think the staff recommendation is reasonable. It's hard saying goodbye to the Clipper Discount but, ultimately, I'm hoping that we'll go all Clipper anyway, and then there won't be anything to discount or surcharge on. I'm expecting that when this goes before the board, that we'll have the full Fair Ordinance published, because I didn't see any particulars about how this will affect reduced fares. So that ordinance will have to be published so the public can review it before our final vote. That's my understanding. But really, I mean, we have to have an orderly series of fair degrees. I want this railroad to keep going. It takes a lot of money to run a railroad. And I don't get to use it as much as I would like. So, it's not perfect, but I think we have to do this.

Roland
Thank you. So, my only comment is about this late 26 to 27 for yet another phase study. Which, quite frankly, is not acceptable. So, I would like to bold to conclude a recommendation to accelerate this implementation by suspending any future executive, director compensation increases and replace them with a bonus that will be paid upon the successful implementation of point-to-point phase. Thank you.

Adrian Brandt
Good afternoon, Adrian Brandt speaking as an individual again. I just wanted to point out that in the appendix of this presentation that is available online and in your package, it shows that Caltrain fares are currently 18 cents per mile for the longest possible trip. That is highly misleading, because the longest possible trip is actually the cheapest per mile trip possible. To take some realistic examples, the average Caltrain rider rides about 22, 24 miles, according to previous staff information. And that kind of a trip, the fare is closer to a dollar per mile, currently. In fact, if you average all one-zone trips, the average fare is 99 cents per mile. And all two-zone trips right now, the average fare is 59 cents per mile. So, I just want to be sure, you know, we talked about elasticity. Elasticity varies very much depending on who you are, and so I want to be sure that Caltrain remains affordable. Thank you.

ATTACHMENT 9 –
BOARD APPROVAL OF ADOPTION OF FY26-30 CALTRAIN FARE STRUCTURE AND TITLE VI EQUITY ANALYSIS

Placeholder for
BOARD APPROVAL OF ADOPTION OF FY26-30 CALTRAIN FARE STRUCTURE
AND TITLE VI EQUITY ANALYSIS

Pre-Clipper Next Generation Fare Structure

Adopted – May 6, 1992
Last Revised – November 6, 2025
Effective – January 1, 2026

PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA
* * *

CALTRAIN FARE STRUCTURE

This document establishes the fare structure for use of Caltrain passenger rail service, which operates between San Francisco and Gilroy, California. For pricing, refer to Section V, Fare Chart.

I. FARE CATEGORIES

A. Full Fare

Full Fares apply to all customers except those who qualify for an Eligible Discount Fare, Youth Fare, or Clipper START.

B. Eligible Discount Fare

Customers qualifying for the Eligible Discount Fare receive at least a 50% discount off full fares. A customer qualifies for the Eligible Discount Fare by meeting or possessing any one or more of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.

1. Aged 65 years or older.
2. Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).
3. Medicare Card.
4. Regional Transit Connection (RTC) Discount Card for persons with disabilities, including Clipper® cards that are designated as RTC Discount Cards. A personal care attendant travelling with an RTC Discount Card holder can pay the Eligible Discount Fare if the RTC Discount Card is marked with an attendant symbol.
5. Valid transit discount card issued by another California transit agency, which is equivalent to the RTC Discount Card.

C. Youth Fare
Youth Fares apply to those aged 18 years or younger.

D. Clipper START Means-Based Fare Program
Caltrain's participation in the Regional Means based Clipper Start program, administered by the Metropolitan Transportation Commission (MTC), provides discounted fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit www.clipperstartcard.com. Customers qualifying for a Clipper START Fare receive at least a 50% discount compared to Clipper full fares.

E. Clipper Bay Pass Pilot Program - Regional All Agency Pass
Available to passengers who are selected to participate in the Clipper Bay Pass Pilot Program, part of the Regional Fare Coordination and Integration Study administered by the Bay Area Integration Task Force. Clipper Bay Pass is managed by MTC and Bay Area Rapid Transit (BART) in close coordination with regional transit operators and Caltrain.

F. Sworn Peace Officers
Uniformed and non-uniformed, sworn peace officers showing proper identification are allowed to ride Caltrain without paying a fare.

G. Children Four Years or Younger
One child aged four years or younger accompanied by a paying adult, including GoPass users, may ride Caltrain without paying a fare. Additional children traveling with the same adult are required to pay a fare.

H. Special Promotional Fares
From time to time, the Executive Director may authorize the establishment of special or promotional fares.

I. Group Travel Discount
A 10 percent discount on regular cash fares is provided to fare-paying groups of 15 or more passengers that pre-purchase through the Caltrain Group Travel program.

II. FARE TYPES

A. 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(s) indicated on such tickets.

B. Day Pass
Valid for use on a single day, through the last train on the service day on which sold. Day passes are honored for unlimited travel within the zone(s) indicated on the ticket.

C. Monthly Pass
Valid for use for the calendar month for which issued. Monthly Passes are honored for unlimited weekday trips between the zone(s) indicated on such passes. On Saturdays, Sundays and holidays, Monthly Passes are honored for unlimited trips between all zones.

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.

III. GoPass and Other Institutional Pass Programs

A. GoPass
The GoPass is an annual transit pass available to schools, employers, non-profit organizations, government agencies, and residential, commercial, and mixed-use development complexes. Each participating organization is subject to terms established in an agreement with the JPB.

The Executive Director, or designee, has the authority to set and adjust GoPass pricing and related terms and to execute agreements with participating organization based on their needs and overall program goals.

The GoPass is administered via a Clipper Card or a sticker affixed to valid participant-issued photo identification cards. The GoPass is honored for unlimited trips between all Caltrain zones, and GoPass users are eligible to purchase a Monthly Parking Permit.

B. Other Institutional Pass Programs
Caltrain may offer institutional pass options designed to meet the needs of a diverse range of organizations. Each institutional pass agreement is customized based on the unique requirements of the organization and the terms outlined in their agreement with the JPB.

The Executive Director, or designee, has the authority to set, modify, and adjust pricing and terms for these programs.

Administration of these passes is based on the specific agreement and may utilize various fare administration methods beyond those specified in the fare structure as acceptable fare types.

IV. FARE PAYMENT

A. Ticket Vending Machines

Customers may purchase the following Caltrain fare products at Caltrain stations via the ticket vending machines: (i) One-way Ticket; (ii) Day Pass; (iii) Zone Upgrade; (iv) Select Clipper products; (v) Add value to Clipper cards and (vi) Purchase Adult Clipper Cards. Cash, credit and debit cards are accepted.

B. Clipper

Customers may purchase the following fare products via the Clipper regional transit fare payment system: (i) One-way Ticket; (ii) Monthly Pass.
The Clipper card, which is issued and administered by MTC, is valid for use on public transit services throughout the San Francisco Bay Area. MTC may establish fees and a cash minimum associated with the use of a Clipper card.

C. JPB staff is empowered to distribute fare media through other means (e.g. a website) without amendment of this document.

V. DESCRIPTION OF ZONES

The zone designations for Caltrain service are:

Zone 1 San Francisco 22nd Street Bayshore South San Francisco San Bruno	Zone 2 Millbrae Broadway* Burlingame San Mateo Hayward Park Hillsdale Belmont San Carlos Redwood City	Zone 3 Menlo Park Palo Alto Stanford Stadium^ California Avenue San Antonio Mountain View Sunnyvale
Zone 4 Lawrence Santa Clara College Park# San Jose Diridon	Zone 5 Capitol# Blossom Hill#	Zone 6 Morgan Hill# San Martin# Gilroy#

* Weekend service only
^ Football/Other Select Levi Stadium events only
# Weekday service only

VI. GENERAL CONDITIONS

A. Conditions of Use

B. Tickets and passes are non-transferable. Tickets mutilated, altered or changed in any way, or used in any manner other than in accordance with the provision of this Fare Structure 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 valid fare 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
   One-Way, Day Pass and Zone Upgrade Tickets are not subject to refund.

2. GoPasses
   Fees paid for GoPasses are subject to refund only in case of termination of a contract between the JPB and the GoPass participant. The JPB will refund the pro-rated portion of the GoPass fee paid by the participating entity (equivalent to the number of unused months), less an administration fee, within 30 days of the contract termination date, provided that within 10 working days of the effective termination date, all undistributed GoPasses issued to the participating entity are returned to the JPB and the participating entity verifies in writing that it has made every good faith effort to collect or destroy all GoPasses that it distributed.

3. Monthly Passes
   Unused Monthly Passes may be returned for a full refund prior to the date the passes first become valid.

Monthly Passes returned for a refund during the validity period will be refunded for the difference between the 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 returned.

VII. FARE PRICES

Zones Travelled	Fare Type	Payment Option	Category	Eff 1/1/2026	Eff 1/1/2027	Eff 1/1/2028	Eff 1/1/2029	Eff 1/1/2030
1	One-way	Ticket Machine, Clipper, Open Payment	Adult	$4.00	$4.00	$4.25	$4.25	$4.50
			Clipper Start/ Eligible Discount	$2.00	$2.00	$2.00	$2.00	2.25
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$8.00	$8.00	$8.50	$8.50	$9.00
			Eligible Discount	$4.00	$4.00	$4.25	$4.25	$4.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$96.00	$96.00	$102.00	$102.00	$108.00
			Clipper Start* / Eligible Discount	$48.00	$48.00	$48.00	$48.00	$54.00
			Youth*	$48.00	$24.00	$24.00	$24.00	$24.00
2	One-way	Ticket Machine, Clipper, Open Payment	Adult	$6.25	$6.50	$6.75	$7.00	$7.25
			Clipper Start/ Eligible Discount	$3.00	$3.25	$3.25	$3.25	$3.50
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$12.50	$13.00	$13.50	$14.00	$14.50
			Eligible Discount	$6.00	$6.50	$6.50	$6.50	$7.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$150.00	$156.00	$162.00	$168.00	$174.00
			Clipper Start* / Eligible Discount	$72.00	$78.00	$78.00	$78.00	$84.00
			Youth*	$72.00	$24.00	$24.00	$24.00	$24.00
3	One-way	Ticket Machine, Clipper, Open Payment	Adult	$8.50	$9.00	$9.25	$9.75	$10.00
			Clipper Start/ Eligible Discount	$4.00	$4.50	$4.50	$4.50	$4.75
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$17.00	$18.00	$18.50	$19.50	$20.00
			Eligible Discount	$8.00	$9.00	$9.00	$9.00	$9.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$204.00	$216.00	$222.00	$234.00	$240.00
			Clipper Start* / Eligible Discount	$96.00	$108.00	$108.00	$108.00	$114.00
			Youth*	$96.00	$24.00	$24.00	$24.00	$24.00

Zones Travelled	Fare Type	Payment Option	Category	Eff 1/1/2026	Eff 1/1/2027	Eff 1/1/2028	Eff 1/1/2029	Eff 1/1/2030
4	One-way	Ticket Machine, Clipper, Open Payment	Adult	$10.75	$11.50	$11.75	$12.50	$12.75
			Clipper Start/ Eligible Discount	$5.00	$5.75	$5.75	$5.75	$6.00
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$21.50	$23.00	$23.50	$25.00	$25.50
			Eligible Discount	$10.00	$11.50	$11.50	$11.50	$12.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$258.00	$276.00	$282.00	$300.00	$306.00
			Clipper Start* / Eligible Discount	$120.00	$138.00	$138.00	$138.00	$144.00
			Youth*	$120.00	$24.00	$24.00	$24.00	$24.00
5	One-way	Ticket Machine, Clipper, Open Payment	Adult	$13.00	$14.00	$14.25	$15.25	$15.50
			Clipper Start/ Eligible Discount	$6.00	$7.00	$7.00	$7.00	$7.25
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$26.00	$28.00	$28.50	$30.50	$31.00
			Eligible Discount	$12.00	$14.00	$14.00	$14.00	$14.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$312.00	$336.00	$342.00	$366.00	$372.00
			Clipper Start* / Eligible Discount	$144.00	$168.00	$168.00	$168.00	$174.00
			Youth*	$144.00	$24.00	$24.00	$24.00	$24.00
6	One-way	Ticket Machine, Clipper, Open Payment	Adult	$15.25	$16.50	$16.75	$18.00	$18.25
			Clipper Start/ Eligible Discount	$7.00	$8.25	$8.25	$8.25	$8.50
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$30.50	$33.00	$33.50	$36.00	$36.50
			Eligible Discount	$14.00	$16.50	$16.50	$16.50	$17.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$366.00	$396.00	$402.00	$432.00	$438.00
			Clipper Start* / Eligible Discount	$168.00	$198.00	$198.00	$198.00	$204.00
			Youth*	$168.00	$24.00	$24.00	$24.00	$24.00

Zone Upgrade Table

Zone Upgrade				
Payment Option	**Category**	**Current**	**Eff. 1/1/2026**	**Eff. 1/1/2029**
Ticket Machine, Clipper*	Adult	$2.25	$2.50	$2.75
	Clipper Start*/Eligible Discount	$1.00	$1.25	$1.25

*Youth monthly pass pricing of $24, Clipper Start Purchases of month passes and zone upgrades on Clipper are reliant on Next Generation Clipper customer transition.

Post-Clipper Next Generation Fare Structure

Adopted – May 6, 1992
Last Revised – November 6, 2025
Effective – TBD by Metropolitan Transportation Commission, upon Clipper Next Generation Going Live

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CALTRAIN FARE STRUCTURE

This document establishes the fare structure for use of Caltrain passenger rail service, which operates between San Francisco and Gilroy, California. For pricing, refer to Section V, Fare Chart.

I. FARE CATEGORIES

A. Full Fare

Full Fares apply to all customers except those who qualify for an Eligible Discount Fare, Youth Fare or Clipper START.

B. Eligible Discount Fare

Customers qualifying for the Eligible Discount Fare receive at least a 50% discount off full fares. A customer qualifies for the Eligible Discount Fare by meeting or possessing any one or more of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.

1. Aged 65 years or older.
2. Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).
3. Medicare Card.
4. Regional Transit Connection (RTC) Discount Card for persons with disabilities, including Clipper® cards that are designated as RTC Discount Cards. A personal care attendant travelling with an RTC Discount Card holder can pay the Eligible Discount Fare if the RTC Discount Card is marked with an attendant symbol.
5. Valid transit discount card issued by another California transit agency, which is equivalent to the RTC Discount Card.

C. Youth Fare
Youth Fares apply to those 18 years and younger

D. Clipper START Means-Based Fare Program
Caltrain's participation in the Regional Means based Clipper START program, administered by the Metropolitan Transportation Commission (MTC), provides discounted fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit www.clipperstartcard.com. Customers qualifying for a Clipper START Fare receive at least a 50% discount compared to Clipper full fares.

E. Clipper Bay Pass Pilot Program - Regional All Agency Pass
Available to passengers who are selected to participate in the Clipper Bay Pass Pilot Program, part of the Regional Fare Coordination and Integration Study administered by the Bay Area Integration Task Force. Clipper Bay Pass is managed by MTC and Bay Area Rapid Transit (BART) in close coordination with regional transit operators and Caltrain

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

G. Sworn Peace Officers
Uniformed and non-uniformed, sworn peace officers showing proper identification are allowed to ride Caltrain without paying a fare.

H. Children Four Years or Younger
One child aged four years or younger accompanied by a paying adult, including GoPass users, may ride Caltrain without paying a fare. Additional children traveling with the same adult are required to pay a fare.

I. Special Promotional Fares
From time to time, the Executive Director may authorize the establishment of special or promotional fares.

J. Group Travel Discount
A 10 percent discount on regular cash fares is provided to fare-paying groups of 15 or more passengers that pre-purchase through the Caltrain Group Travel program.

II. FARE TYPES

A. 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(s) indicated on such tickets.

B. Day Pass

Valid for use on a single day, through the last train on the service day on which sold. Day passes are honored for unlimited travel within the zone(s) indicated on the ticket.

C. Monthly Pass

Valid for use for the calendar month for which issued. Monthly Passes are honored for unlimited weekday trips for the number of zones purchased. On Saturdays, Sundays and holidays, Monthly Passes are honored for unlimited trips between all zones.

D. Zone Upgrade Ticket

Valid for use within four hours of the date and time sold. Paper 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. Zone Upgrade tickets on Clipper will be available for use with a valid Clipper monthly pass and be automatically applied when month pass users travel exceed the number of purchased zones. Zone upgrade tickets do not apply to Youth.

III. GoPass and Other Institutional Pass Programs

A. GoPass

The GoPass is an annual transit pass available to schools, employers, non-profit organizations, government agencies, and residential, commercial, and mixed-use development complexes. Each participating organization is subject to terms established in an agreement with the JPB.

The Executive Director, or designee, has the authority to set and adjust GoPass pricing and related terms and to execute agreements with participating organization based on their needs and overall program goals.

The GoPass is administered via a Clipper Card, or a sticker affixed to valid participant-issued photo identification cards. The GoPass is honored for unlimited trips between all Caltrain zones, and GoPass users are eligible to purchase a Monthly Parking Permit.

B. Other Institutional Pass Programs

Caltrain may offer institutional pass options designed to meet the needs of a diverse range of organizations. Each institutional pass agreement is customized based on the unique requirements of the organization and the terms outlined in their agreement with the JPB.

The Executive Director, or designee, has the authority to set, modify, and adjust pricing and terms for these programs.

Administration of these passes is based on the specific agreement and may utilize various fare administration methods beyond those specified in the fare structure as acceptable fare types.

IV. FARE PAYMENT

A. Ticket Vending Machines

Customers may purchase the following Caltrain fare products at Caltrain stations via the ticket vending machines: (i) One-way Ticket; (ii) Day Pass; (iii) Zone Upgrade; (iv) Select Clipper products; (v) Add value to Clipper cards and (vi) Purchase Adult Clipper Cards. Cash, credit and debit cards are accepted.

B. Clipper

Customers may purchase the following fare products via the Clipper regional transit fare payment system: (i) One-way Ticket; (ii) Monthly Pass (iii) Zone Upgrade.The Clipper card, which is issued and administered by MTC, is valid for use on public transit services throughout the San Francisco Bay Area. MTC may establish fees and a cash minimum associated with the use of a Clipper card.

C. Open Payments

Customer may purchase a Caltrain One-Way ticket at all Clipper Stand Alone Validators at Caltrain stations.

D. JPB staff is empowered to distribute fare media through other means (e.g. a website) without amendment of this document

V. DESCRIPTION OF ZONES

The zone designations for Caltrain service are:

Zone 1	Zone 2	Zone 3
San Francisco 22nd Street Bayshore South San Francisco San Bruno	Millbrae Broadway* Burlingame San Mateo Hayward Park Hillsdale Belmont San Carlos Redwood City	Menlo Park Palo Alto Stanford Stadium^ California Avenue San Antonio Mountain View Sunnyvale
Zone 4	**Zone 5**	**Zone 6**
Lawrence Santa Clara College Park# San Jose Diridon	Capitol# Blossom Hill#	Morgan Hill# San Martin# Gilroy#

* Weekend service only
^ Football/Other Select Levi's Stadium events only
# Weekday service only

VI. GENERAL CONDITIONS

A. Conditions of Use

Tickets and passes are non-transferable. Tickets mutilated, altered or changed in any way, or used in any manner other than in accordance with the provision of this Fare Structure 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 valid fare 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
   One-Way, Day Pass and Zone Upgrade Tickets are not subject to refund.

2. GoPasses
   Fees paid for GoPasses are subject to refund only in case of termination of a contract between the JPB and the GoPass participant. The JPB will refund the pro-rated portion of the GoPass fee paid by the participating entity (equivalent to the number of unused months), less an administration fee, within 30 days of the contract termination date, provided that within 10 working days of the effective termination date, all undistributed GoPasses issued to the participating entity are returned to the JPB and the participating entity verifies in writing that it has made every good faith effort to collect or destroy all GoPasses that it distributed.

3. Monthly Passes
   Unused Monthly Passes may be returned for a full refund prior to the date the passes first become valid.

   Monthly Passes returned for a refund during the validity period will be refunded for the difference between the 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 returned.

VII. FARE PRICES

Zones Travelled	Fare Type	Payment Option	Category	Upon Next Generation Clipper Transition	Eff 1/1/2027	Eff 1/1/2028	Eff 1/1/2029	Eff 1/1/2030
1	One-way	Ticket Machine, Clipper, Open Payment	Adult	$4.00	$4.00	$4.25	$4.25	$4.50
			Clipper Start/ Eligible Discount	$2.00	$2.00	$2.00	$2.00	2.25
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$8.00	$8.00	$8.50	$8.50	$9.00
			Eligible Discount	$4.00	$4.00	$4.25	$4.25	$4.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$96.00	$96.00	$102.00	$102.00	$108.00
			Clipper Start / Eligible Discount	$48.00	$48.00	$48.00	$48.00	$54.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00
2	One-way	Ticket Machine, Clipper, Open Payment	Adult	$6.25	$6.50	$6.75	$7.00	$7.25
			Clipper Start/ Eligible Discount	$3.00	$3.25	$3.25	$3.25	$3.50
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$12.50	$13.00	$13.50	$14.00	$14.50
			Eligible Discount	$6.00	$6.50	$6.50	$6.50	$7.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$150.00	$156.00	$162.00	$168.00	$174.00
			Clipper Start / Eligible Discount	$72.00	$78.00	$78.00	$78.00	$84.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00
3	One-way	Ticket Machine, Clipper, Open Payment	Adult	$8.50	$9.00	$9.25	$9.75	$10.00
			Clipper Start/ Eligible Discount	$4.00	$4.50	$4.50	$4.50	$4.75
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$17.00	$18.00	$18.50	$19.50	$20.00
			Eligible Discount	$8.00	$9.00	$9.00	$9.00	$9.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$204.00	$216.00	$222.00	$234.00	$240.00
			Clipper Start / Eligible Discount	$96.00	$108.00	$108.00	$108.00	$114.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00

Zones Travelled	Fare Type	Payment Option	Category	Upon Next Generation Clipper Transition	Eff 1/1/2027	Eff 1/1/2028	Eff 1/1/2029	Eff 1/1/2030
4	One-way	Ticket Machine, Clipper, Open Payment	Adult	$10.75	$11.50	$11.75	$12.50	$12.75
			Clipper Start/ Eligible Discount	$5.00	$5.75	$5.75	$5.75	$6.00
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$21.50	$23.00	$23.50	$25.00	$25.50
			Eligible Discount	$10.00	$11.50	$11.50	$11.50	$12.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$258.00	$276.00	$282.00	$300.00	$306.00
			Clipper Start / Eligible Discount	$120.00	$138.00	$138.00	$138.00	$144.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00
5	One-way	Ticket Machine, Clipper, Open Payment	Adult	$13.00	$14.00	$14.25	$15.25	$15.50
			Clipper Start/ Eligible Discount	$6.00	$7.00	$7.00	$7.00	$7.25
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$26.00	$28.00	$28.50	$30.50	$31.00
			Eligible Discount	$12.00	$14.00	$14.00	$14.00	$14.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$312.00	$336.00	$342.00	$366.00	$372.00
			Clipper Start / Eligible Discount	$144.00	$168.00	$168.00	$168.00	$174.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00
6	One-way	Ticket Machine, Clipper, Open Payment	Adult	$15.25	$16.50	$16.75	$18.00	$18.25
			Clipper Start/ Eligible Discount	$7.00	$8.25	$8.25	$8.25	$8.50
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$30.50	$33.00	$33.50	$36.00	$36.50
			Eligible Discount	$14.00	$16.50	$16.50	$16.50	$17.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$366.00	$396.00	$402.00	$432.00	$438.00
			Clipper Start / Eligible Discount	$168.00	$198.00	$198.00	$198.00	$204.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00

Zone Upgrade Table

Zone Upgrade				
Payment Option	**Category**	**Current**	**Eff. 1/1/2026**	**Eff. 1/1/2029**
Ticket Machine, Clipper	Adult	$2.25	$2.50	$2.75
	Clipper Start/Eligible Discount	$1.00	$1.25	$1.25

Adopted – May 6, 1992
Revised – November 6, 2025
Effective – November 6, 2025

PENINSULA CORRIDOR JOINT POWERS BOARD STATE OF CALIFORNIA

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CALTRAIN CHARTER TRAIN, BIKE LOCKERS AND PARKING FEES

I. CHARTER TRAIN

A. Delegated Authority

Pursuant to Resolution 2025-XX the Board delegated to the Executive Director, or designee, the authority to establish and modify charter train rates on a case-by-case basis. Individual instances of the Executive Director, or designee, negotiating and executing charter rates with sponsors are not legislative enactments, and will not be subject to public hearings under the California Government Code. Any schedule for charter rates which the Executive Director, or designee sets, shall be made publicly available on Caltrain's public website. The Executive Director shall present a report on charter rates to the Board bi-annually.

B. Pricing Principles- Charter Train Rates will aim to:

- Recover the full cost of service, including direct staff time, train operations, and associated indirect expenses
- Reflect prevailing market conditions and customer requirements
- Support the agency's financial policy and revenue generation objectives

C. Unique Costs

Any extraordinary costs (such as decorations, security, and Union Pacific Trackage/Pilot fees) will be borne by the charter train sponsor.

D. 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.

II. BICYCLE LOCKER FEES

Bicycle lockers are available at certain stations for a base rate of $0.05 per hour.

The JPB may offer promotional discounts to encourage use.

Customers may pay for bike parking using a BikeLink account. To access lockers and use BikeLink accounts, customers may use:

- Prepaid BikeLink cards that can be purchased with cash, check or credit card
- Clipper® cards that are linked to an online BikeLink account
- A mobile BikeLink app.

At the beginning of their rentals, customers select the amount of time they anticipate using the lockers. Customers exceeding those time periods may be charged overtime fees of up to $0.15 per hour for time beyond what was originally selected.

When customers end their rentals and retrieve their bikes, fees for unused time will be refunded to their BikeLink accounts.

Additional payment options may be made available through other means (e.g. purchased through a website) without amendment of this document.

III. PARKING AT CALTRAIN STATIONS

A. 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 Permit. Monthly Parking Permits can be purchased only by customers with a Caltrain Monthly Pass, Regional Bay Pass or Go 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 at parking lots close to 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 $82.50 per month.

Daily and Monthly Parking Permits are sold through the Ticket Vending Machines at Caltrain stations. Eligible customers also may purchase Monthly Parking Permits at Caltrain Administrative Office. Parking fees may be paid and permits made available through other means (e.g. purchased through a website) without amendment of this

B. **Waived Fees**

Parking fees are 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).

C. **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 dashboard of the parked vehicle.

Pre-Clipper Next Generation Fare Structure

Adopted – May 6, 1992
Last Revised – ~~April 3, 2025~~ November 6, 2025
Effective – ~~April 3, 2025~~January 1, 2026

PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA
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CALTRAIN FARE STRUCTURE

This document establishes the fare structure for use of Caltrain passenger rail service, which operates between San Francisco and Gilroy, California. For pricing, refer to Section V, Fare Chart.

I. FARE CATEGORIES

A. Full Fare
Full Fares apply to all customers except those who qualify for an Eligible Discount Fare, Youth Fare, or Clipper START.

B. Eligible Discount Fare
Customers qualifying for the Eligible Discount Fare receive at least a 50% discount off full fares. A customer qualifies for the Eligible Discount Fare by meeting or possessing any one or more of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.

1. Aged 65 years or older.
2. Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).
3. Medicare Card.
4. Regional Transit Connection (RTC) Discount Card for persons with disabilities, including Clipper® cards that are designated as RTC Discount Cards. A personal care attendant travelling with an RTC Discount Card holder can pay the Eligible Discount Fare if the RTC Discount Card is marked with an attendant symbol.
5. Valid transit discount card issued by another California transit agency, which is equivalent to the RTC Discount Card.

C. Youth Fare
Youth Fares apply to those aged 18 years or younger.

D. Clipper START Means-Based Fare Program
Caltrain's participation in the Regional Means based Clipper Start program, administered by the Metropolitan Transportation Commission (MTC), provides discounted fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit www.clipperstartcard.com. Customers

qualifying for a Clipper START Fare receive at least a 50% discount compared to Clipper full fares.

E. Clipper Bay Pass Pilot Program - Regional All Agency Pass
Available to passengers who are selected to participate in the Clipper Bay Pass Pilot Program, part of the Regional Fare Coordination and Integration Study administered by the Bay Area Integration Task Force. Clipper Bay Pass is managed by MTC and Bay Area Rapid Transit (BART) in close coordination with regional transit operators and Caltrain.

F. Sworn Peace Officers
Uniformed and non-uniformed, sworn peace officers showing proper identification are allowed to ride Caltrain without paying a fare.

G. Children Four Years or Younger
One child aged four years or younger accompanied by a paying adult, including GoPass users, may ride Caltrain without paying a fare. Additional children traveling with the same adult are required to pay a fare.

H. Special Promotional Fares
From time to time, the Executive Director may authorize the establishment of special or promotional fares.

I. Group Travel Discount
A 10 percent discount on regular cash fares is provided to fare-paying groups of 15 or more passengers that pre-purchase through the Caltrain Group Travel program.

II. FARE TYPES

A. 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(s) indicated on such tickets.

B. Day Pass
Valid for use on a single day, through the last train on the service day on which sold. Day passes are honored for unlimited travel within the zone(s) indicated on the ticket.

C. Monthly Pass
Valid for use for the calendar month for which issued. Monthly Passes are honored for unlimited weekday trips between the zone(s) indicated on such passes. On Saturdays, Sundays and holidays, Monthly Passes are honored for unlimited trips between all zones.

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.

III. GoPass and Other Institutional Pass Programs

A. GoPass

The GoPass is an annual transit pass available to schools, employers, non-profit organizations, government agencies, and residential, commercial, and mixed-use development complexes. Each participating organization is subject to terms established in an agreement with the JPB.

The Executive Director, or designee, has the authority to set and adjust GoPass pricing and related terms and to execute agreements with participating organization based on their needs and overall program goals.

The GoPass is administered via a Clipper Card or a sticker affixed to valid participant-issued photo identification cards. The GoPass is honored for unlimited trips between all Caltrain zones, and GoPass users are eligible to purchase a Monthly Parking Permit.

B. Other Institutional Pass Programs

Caltrain may offer institutional pass options designed to meet the needs of a diverse range of organizations. Each institutional pass agreement is customized based on the unique requirements of the organization and the terms outlined in their agreement with the JPB.

The Executive Director, or designee, has the authority to set, modify, and adjust pricing and terms for these programs.

Administration of these passes is based on the specific agreement and may utilize various fare administration methods beyond those specified in the fare structure as acceptable fare types.

IV. FARE PAYMENT

A. Ticket Vending Machines

Customers may purchase the following Caltrain fare products at Caltrain stations via the ticket vending machines: (i) One-way Ticket; (ii) Day Pass; (iii) Zone Upgrade; (iv) Select Clipper products; (v) Add value to Clipper cards and (vi) Purchase Adult Clipper Cards. Cash, credit and debit cards are accepted.

~~B. Mobile Ticketing Application Program*~~

~~Customers may purchase the following fare products via the Caltrain Mobile App: (i) One-way Ticket; (ii) Day Pass; and (iii) Zone Upgrade. Credit and debit cards, PayPal, Google Pay and Apple Pay are accepted.~~

~~C.~~B. Clipper

Customers may purchase the following fare products via the Clipper regional transit fare payment system: (i) One-way Ticket; (ii) Monthly Pass. ~~Customers paying with Clipper for a One-way ride receive a 55-cent discount on Full Fares compared to paper and mobile tickets. Customers qualifying for an Eligible Discount Fare receive at least a 50% discount compared to Clipper full fares.~~

The Clipper card, which is issued and administered by MTC, is valid for use on public transit services throughout the San Francisco Bay Area. MTC may establish fees and a cash minimum associated with the use of a Clipper card.

~~D.~~C. JPB staff is empowered to distribute fare media through other means (e.g. a website) without amendment of this document.

~~*Mobile Ticketing Application Program will be discontinued within 6 months of Clipper Next Generation execution~~

V. DESCRIPTION OF ZONES

The zone designations for Caltrain service are:

Zone 1 San Francisco 22nd Street Bayshore South San Francisco San Bruno	Zone 2 Millbrae Broadway* Burlingame San Mateo Hayward Park Hillsdale Belmont San Carlos Redwood City	Zone 3 Menlo Park Palo Alto Stanford Stadium^ California Avenue San Antonio Mountain View Sunnyvale
Zone 4 Lawrence Santa Clara College Park# San Jose Diridon	Zone 5 Capitol# Blossom Hill#	Zone 6 Morgan Hill# San Martin# Gilroy#

* Weekend service only
^ Football/Other Select Levi Stadium events only
# Weekday service only

VI. GENERAL CONDITIONS

A. Conditions of Use

Tickets and passes are non-transferable. Tickets mutilated, altered or changed in any way, or used in any manner other than in accordance with the provision of this Fare Structure 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 valid fare 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. <u>One-way, Day Pass, and Zone Upgrade Tickets</u>
   One-Way, Day Pass and Zone Upgrade Tickets are not subject to refund.

2. <u>GoPasses</u>
   Fees paid for GoPasses are subject to refund only in case of termination of a contract between the JPB and the GoPass participant. The JPB will refund the pro-rated portion of the GoPass fee paid by the participating entity (equivalent to the number of unused months), less an administration fee, within 30 days of the contract termination date, provided that within 10 working days of the effective termination date, all undistributed GoPasses issued to the participating entity are returned to the JPB and the participating entity verifies in writing that it has made every good faith effort to collect or destroy all GoPasses that it distributed.

3. <u>Monthly Passes</u>
   Unused Monthly Passes may be returned for a full refund prior to the date the passes first become valid.

   Monthly Passes returned for a refund during the validity period will be refunded for the difference between the 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 returned.

VII. <u>FARE PRICES</u>

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff 7/1/2025	Eff 7/1/2026	Eff 7/1/2027
1	One-way	Ticket Machine, Mobile App	Adult	$3.75	$4.00	$4.00	$4.25
			Eligible Discount	$1.75	$2.00	$2.00	$2.00
		Clipper	Adult	$3.20	$3.45	$3.45	$3.70
			Clipper START, Eligible Discount	$1.60	$1.70	$1.70	$1.70
		Ticket Machine , Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$7.50	$8.00	$8.00	$8.50
			Eligible Discount	$3.50	$4.00	$4.00	$4.00
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$76.80	$82.80	$82.80	$88.80
			Eligible Discount, Youth	$38.40	$40.80	$40.80	$40.80
2	One-way	Ticket Machine, Mobile App	Adult	$6.00	$6.25	$6.50	$6.75
			Eligible Discount	$2.75	$3.00	$3.25	$3.25
		Clipper	Adult	$5.45	$5.70	$5.95	$6.20
			Clipper START, Eligible Discount	$2.60	$2.70	$2.95	$2.95
		Ticket Machine , Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$12.00	$12.50	$13.00	$13.50
			Eligible Discount	$5.50	$6.00	$6.50	$6.50
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$130.80	$136.80	$142.80	$148.80
			Eligible Discount, Youth	$62.40	$64.80	$70.80	$70.80
3	One-way	Ticket Machine, Mobile App	Adult	$8.25	$8.50	$9.00	$9.25
			Eligible Discount	$3.75	$4.00	$4.50	$4.50
		Clipper	Adult	$7.70	$7.95	$8.45	$8.70
			Clipper START, Eligible Discount	$3.60	$3.70	$4.20	$4.20
		Ticket Machine , Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$16.50	$17.00	$18.00	$18.50
			Eligible Discount	$7.50	$8.00	$9.00	$9.00
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$184.80	$190.80	$202.80	$208.80
			Eligible Discount, Youth	$86.40	$88.80	$100.80	$100.80

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff 7/1/2025	Eff 7/1/2026	Eff 7/1/2027
4	One-way	Ticket Machine, Mobile App	Adult	$10.50	$10.75	$11.50	$11.75
			Eligible Discount	$4.75	$5.00	$5.75	$5.75
		Clipper	Adult	$9.95	$10.20	$10.95	$11.20
			Clipper START, Eligible Discount	$4.60	$4.70	$5.45	$5.45
		Ticket Machine , Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$21.00	$21.50	$23.00	$23.50
			Eligible Discount	$9.50	$10.00	$11.50	$11.50
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$238.80	$244.80	$262.80	$268.80
			Eligible Discount, Youth	$110.40	$112.80	$130.80	$130.80
5	One-way	Ticket Machine, Mobile App	Adult	$12.75	$13.00	$14.00	$14.25
			Eligible Discount	$5.75	$6.00	$7.00	$7.00
		Clipper	Adult	$12.20	$12.45	$13.45	$13.70
			Clipper START, Eligible Discount	$5.60	$5.70	$6.70	$6.70
		Ticket Machine , Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$25.50	$26.00	$28.00	$28.50
			Eligible Discount	$11.50	$12.00	$14.00	$14.00
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$292.80	$298.80	$322.80	$328.80
			Eligible Discount	$134.40	$136.80	$160.80	$160.80
6	One-way	Ticket Machine, Mobile App	Adult	$15.00	$15.25	$16.50	$16.75
			Eligible Discount	$6.75	$7.00	$8.25	$8.25
		Clipper	Adult	$14.45	$14.70	$15.95	$16.20
			Clipper Start, Eligible Discount	$6.60	$6.70	$7.95	$7.95
		Ticket Machine , Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$30.00	$30.50	$33.00	$33.50
			Eligible Discount	$13.50	$14.00	$16.50	$16.50
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$346.80	$352.80	$382.80	$388.80
			Eligible Discount, Youth	$158.40	$160.80	$190.80	$190.80

Zones Travelled	Fare Type	Payment Option	Category	Eff 1/1/2026	Eff 1/1/2027	Eff 1/1/2028	Eff 1/1/2029	Eff 1/1/2030
1	One-way	Ticket Machine, Clipper, Open Payment	Adult	$4.00	$4.00	$4.25	$4.25	$4.50
			Clipper Start/ Eligible Discount	$2.00	$2.00	$2.00	$2.00	2.25
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$8.00	$8.00	$8.50	$8.50	$9.00
			Eligible Discount	$4.00	$4.00	$4.25	$4.25	$4.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$96.00	$96.00	$102.00	$102.00	$108.00
			Clipper Start* / Eligible Discount	$48.00	$48.00	$48.00	$48.00	$54.00
			Youth*	$48.00	$24.00	$24.00	$24.00	$24.00
2	One-way	Ticket Machine, Clipper, Open Payment	Adult	$6.25	$6.50	$6.75	$7.00	$7.25
			Clipper Start/ Eligible Discount	$3.00	$3.25	$3.25	$3.25	$3.50
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$12.50	$13.00	$13.50	$14.00	$14.50
			Eligible Discount	$6.00	$6.50	$6.50	$6.50	$7.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$150.00	$156.00	$162.00	$168.00	$174.00
			Clipper Start* / Eligible Discount	$72.00	$78.00	$78.00	$78.00	$84.00
			Youth*	$72.00	$24.00	$24.00	$24.00	$24.00
3	One-way	Ticket Machine, Clipper, Open Payment	Adult	$8.50	$9.00	$9.25	$9.75	$10.00
			Clipper Start/ Eligible Discount	$4.00	$4.50	$4.50	$4.50	$4.75
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$17.00	$18.00	$18.50	$19.50	$20.00
			Eligible Discount	$8.00	$9.00	$9.00	$9.00	$9.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$204.00	$216.00	$222.00	$234.00	$240.00
			Clipper Start* / Eligible Discount	$96.00	$108.00	$108.00	$108.00	$114.00
			Youth*	$96.00	$24.00	$24.00	$24.00	$24.00

Zones Travelled	Fare Type	Payment Option	Category	Eff 1/1/2026	Eff 1/1/2027	Eff 1/1/2028	Eff 1/1/2029	Eff 1/1/2030
4	One-way	Ticket Machine, Clipper, Open Payment	Adult	$10.75	$11.50	$11.75	$12.50	$12.75
			Clipper Start/ Eligible Discount	$5.00	$5.75	$5.75	$5.75	$6.00
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$21.50	$23.00	$23.50	$25.00	$25.50
			Eligible Discount	$10.00	$11.50	$11.50	$11.50	$12.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$258.00	$276.00	$282.00	$300.00	$306.00
			Clipper Start* / Eligible Discount	$120.00	$138.00	$138.00	$138.00	$144.00
			Youth*	$120.00	$24.00	$24.00	$24.00	$24.00
5	One-way	Ticket Machine, Clipper, Open Payment	Adult	$13.00	$14.00	$14.25	$15.25	$15.50
			Clipper Start/ Eligible Discount	$6.00	$7.00	$7.00	$7.00	$7.25
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$26.00	$28.00	$28.50	$30.50	$31.00
			Eligible Discount	$12.00	$14.00	$14.00	$14.00	$14.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$312.00	$336.00	$342.00	$366.00	$372.00
			Clipper Start* / Eligible Discount	$144.00	$168.00	$168.00	$168.00	$174.00
			Youth*	$144.00	$24.00	$24.00	$24.00	$24.00
6	One-way	Ticket Machine, Clipper, Open Payment	Adult	$15.25	$16.50	$16.75	$18.00	$18.25
			Clipper Start/ Eligible Discount	$7.00	$8.25	$8.25	$8.25	$8.50
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$30.50	$33.00	$33.50	$36.00	$36.50
			Eligible Discount	$14.00	$16.50	$16.50	$16.50	$17.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$366.00	$396.00	$402.00	$432.00	$438.00
			Clipper Start* / Eligible Discount	$168.00	$198.00	$198.00	$198.00	$204.00
			Youth*	$168.00	$24.00	$24.00	$24.00	$24.00

Zone Upgrade Table

~~Zone Upgrade~~			
~~Payment Option~~	~~Category~~	~~Current~~	~~Eff. 7/1/2026~~
~~Ticket Machine, Mobile App~~	~~Adult~~	~~$2.25~~	~~$2.50~~
	~~Eligible Discount/ Youth~~	~~$1.00~~	~~$1.25~~

Zone Upgrade				
Payment Option	Category	Current	Eff. 1/1/2026	Eff. 1/1/2029
Ticket Machine, Clipper*	Adult	$2.25	$2.50	$2.75
	Clipper Start*/Eligible Discount	$1.00	$1.25	$1.25

*Youth monthly pass pricing of $24, Clipper Start Purchases of month passes and zone upgrades on Clipper are reliant on Next Generation Clipper customer transition.

Post-Clipper Next Generation Fare Structure

Adopted – May 6, 1992
Last Revised – ~~April 3, 2024~~ November 6, 2025
Effective – TBD by Metropolitan Transportation Commission, upon Clipper Next Generation Going Live

PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA
* * *

CALTRAIN FARE STRUCTURE

This document establishes the fare structure for use of Caltrain passenger rail service, which operates between San Francisco and Gilroy, California. For pricing, refer to Section V, Fare Chart.

I. FARE CATEGORIES

A. Full Fare

Full Fares apply to all customers except those who qualify for an Eligible Discount Fare, Youth Fare or Clipper START.

B. Eligible Discount Fare

Customers qualifying for the Eligible Discount Fare receive at least a 50% discount off full fares. A customer qualifies for the Eligible Discount Fare by meeting or possessing any one or more of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.

1. Aged 65 years or older.

2. Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).

3. Medicare Card.

4. Regional Transit Connection (RTC) Discount Card for persons with disabilities, including Clipper® cards that are designated as RTC Discount Cards. A personal care attendant travelling with an RTC Discount Card holder can pay the Eligible Discount Fare if the RTC Discount Card is marked with an attendant symbol.

5. Valid transit discount card issued by another California transit agency, which is equivalent to the RTC Discount Card.

C. Youth Fare
Youth Fares apply to those 18 years and younger

D. Clipper START Means-Based Fare Program
Caltrain's participation in the Regional Means based Clipper START program, administered by the Metropolitan Transportation Commission (MTC), provides discounted fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit www.clipperstartcard.com. Customers qualifying for a Clipper START Fare receive at least a 50% discount compared to Clipper full fares.

E. Clipper Bay Pass Pilot Program - Regional All Agency Pass
Available to passengers who are selected to participate in the Clipper Bay Pass Pilot Program, part of the Regional Fare Coordination and Integration Study administered by the Bay Area Integration Task Force. Clipper Bay Pass is managed by MTC and Bay Area Rapid Transit (BART) in close coordination with regional transit operators and Caltrain

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

G. Sworn Peace Officers
Uniformed and non-uniformed, sworn peace officers showing proper identification are allowed to ride Caltrain without paying a fare.

H. Children Four Years or Younger
One child aged four years or younger accompanied by a paying adult, including GoPass users, may ride Caltrain without paying a fare. Additional children traveling with the same adult are required to pay a fare.

I. Special Promotional Fares
From time to time, the Executive Director may authorize the establishment of special or promotional fares.

J. Group Travel Discount
A 10 percent discount on regular cash fares is provided to fare-paying groups of 15 or more passengers that pre-purchase through the Caltrain Group Travel program.

II. FARE TYPES

A. 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(s) indicated on such tickets.

B. Day Pass

Valid for use on a single day, through the last train on the service day on which sold. Day passes are honored for unlimited travel within the zone(s) indicated on the ticket.

C. Monthly Pass

Valid for use for the calendar month for which issued. Monthly Passes are honored for unlimited weekday trips for the number of zones purchased. On Saturdays, Sundays and holidays, Monthly Passes are honored for unlimited trips between all zones.

D. Zone Upgrade Ticket

Valid for use within four hours of the date and time sold. Paper 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. Zone Upgrade tickets on Clipper will be available for use with a valid Clipper monthly pass and be automatically applied when month pass users travel exceed the number of purchased zones. Zone upgrade tickets do not apply to Youth.

III. GoPass and Other Institutional Pass Programs

A. GoPass

The GoPass is an annual transit pass available to schools, employers, non-profit organizations, government agencies, and residential, commercial, and mixed-use development complexes. Each participating organization is subject to terms established in an agreement with the JPB.

The Executive Director, or designee, has the authority to set and adjust GoPass pricing and related terms and to execute agreements with participating organization based on their needs and overall program goals.

The GoPass is administered via a Clipper Card, or a sticker affixed to valid participant-issued photo identification cards. The GoPass is honored for unlimited trips between all Caltrain zones, and GoPass users are eligible to purchase a Monthly Parking Permit.

B. Other Institutional Pass Programs

Caltrain may offer institutional pass options designed to meet the needs of a diverse range of organizations. Each institutional pass agreement is customized based on the unique requirements of the organization and the terms outlined in their agreement with the JPB.

The Executive Director, or designee, has the authority to set, modify, and adjust pricing and terms for these programs.

Administration of these passes is based on the specific agreement and may utilize various fare administration methods beyond those specified in the fare structure as acceptable fare types.

IV. FARE PAYMENT

A. Ticket Vending Machines

Customers may purchase the following Caltrain fare products at Caltrain stations via the ticket vending machines: (i) One-way Ticket; (ii) Day Pass; (iii) Zone Upgrade; (iv) Select Clipper products; (v) Add value to Clipper cards and (vi) Purchase Adult Clipper Cards. Cash, credit and debit cards are accepted.

~~**B. Mobile Ticketing Application Program***~~

~~Customers may purchase the following fare products via the Caltrain Mobile App: (i) One-way Ticket; (ii) Day Pass; and (iii) Zone Upgrade. Credit and debit cards, PayPal, Google Pay and Apple Pay are accepted.~~

~~C.~~**B. Clipper**

Customers may purchase the following fare products via the Clipper regional transit fare payment system: (i) One-way Ticket; (ii) Monthly Pass. ~~Customers paying with Clipper for a One-way ride receive a 55-cent discount on Full Fares compared to paper and mobile tickets. Customers qualifying for an Eligible Discount Fare receive at least a 50% discount compared to Clipper full fares.~~

The Clipper card, which is issued and administered by MTC, is valid for use on public transit services throughout the San Francisco Bay Area. MTC may establish fees and a cash minimum associated with the use of a Clipper card.

~~D.~~**C.** JPB staff is empowered to distribute fare media through other means (e.g. a website) without amendment of this document.

~~*Mobile Ticketing Application Program will be discontinued within 6 months of Clipper Next Generation execution~~

~~E.~~**D. Open Payments**

Customer may purchase a Caltrain One-Way ticket at all Clipper Stand Alone Validators at Caltrain stations. ~~Customers paying using open payment will be charged the Clipper Full fare~~

~~F.~~**E.** JPB staff is empowered to distribute fare media through other means (e.g. a website) without amendment of this document.

V. DESCRIPTION OF ZONES

The zone designations for Caltrain service are:

Zone 1 San Francisco 22nd Street Bayshore South San Francisco San Bruno	Zone 2 Millbrae Broadway* Burlingame San Mateo Hayward Park Hillsdale Belmont San Carlos Redwood City	Zone 3 Menlo Park Palo Alto Stanford Stadium^ California Avenue San Antonio Mountain View Sunnyvale
Zone 4 Lawrence Santa Clara College Park# San Jose Diridon	Zone 5 Capitol# Blossom Hill#	Zone 6 Morgan Hill# San Martin# Gilroy#

* Weekend service only
^ Football/Other Select Levi's Stadium events only
\# Weekday service only

VI. GENERAL CONDITIONS

A. Conditions of Use

Tickets and passes are non-transferable. Tickets mutilated, altered or changed in any way, or used in any manner other than in accordance with the provision of this Fare Structure 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 valid fare 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
   One-Way, Day Pass and Zone Upgrade Tickets are not subject to refund.

2. GoPasses
   Fees paid for GoPasses are subject to refund only in case of termination of a contract between the JPB and the GoPass participant. The JPB will refund the pro-rated portion of the GoPass fee paid by the participating entity (equivalent to the number of unused months), less an administration fee, within 30 days of the contract termination date, provided that within 10 working days of the effective termination date, all undistributed GoPasses issued to the participating entity are returned to the JPB and the participating entity verifies in writing that it has made every good faith effort to collect or destroy all GoPasses that it distributed.

3. Monthly Passes
   Unused Monthly Passes may be returned for a full refund prior to the date the passes first become valid.

   Monthly Passes returned for a refund during the validity period will be refunded for the difference between the 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 returned.

VII. FARE PRICES

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff 7/1/2025	Eff 7/1/2026	Eff 7/1/2027
1	One-way	Ticket Machine, Mobile App	Adult	$3.75	$4.00	$4.00	$4.25
			Eligible Discount	$1.75	$2.00	$2.00	$2.00
		Clipper, Open Payment	Adult	$3.20	$3.45	$3.45	$3.70
		Clipper	Clipper Start/ Eligible Discount	$1.60	$1.70	$1.70	$1.70
		Ticket Machine, Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$7.50	$8.00	$8.00	$8.50
			Eligible Discount	$3.50	$4.00	$4.00	$4.00
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$76.80	$82.80	$82.80	$88.80
			Clipper Start / Eligible Discount	$38.40	$40.80	$40.80	$40.80
			Youth	$38.40	$24.00	$24.00	$24.00
2	One-way	Ticket Machine, Mobile App	Adult	$6.00	$6.25	$6.50	$6.75
			Eligible Discount	$2.75	$3.00	$3.25	$3.25
		Clipper, Open Payment	Adult	$5.45	$5.70	$5.95	$6.20
		Clipper	Clipper Start / Eligible Discount	$2.60	$2.70	$2.95	$2.95
		Ticket Machine, Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$12.00	$12.50	$13.00	$13.50
			Eligible Discount	$5.50	$6.00	$6.50	$6.50
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$130.80	$136.80	$142.80	$148.80
			Clipper Start / Eligible Discount	$62.40	$64.80	$70.80	$70.80
			Youth	$62.40	$24.00	$24.00	$24.00
3	One-way	Ticket Machine, Mobile App	Adult	$8.25	$8.50	$9.00	$9.25
			Eligible Discount	$3.75	$4.00	$4.50	$4.50
		Clipper, Open Payment	Adult	$7.70	$7.95	$8.45	$8.70
		Clipper	Clipper Start / Eligible Discount	$3.60	$3.70	$4.20	$4.20
		Ticket Machine, Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$16.50	$17.00	$18.00	$18.50
			Eligible Discount	$7.50	$8.00	$9.00	$9.00
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$184.80	$190.80	$202.80	$208.80
			Clipper Start / Eligible Discount	$86.40	$88.80	$100.80	$100.80
			Youth	$86.40	$24.00	$24.00	$24.00

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff 7/1/2025	Eff 7/1/2026	Eff 7/1/2027
4	One-way	Ticket Machine, Mobile App	Adult	$10.50	$10.75	$11.50	$11.75
			Eligible Discount	$4.75	$5.00	$5.75	$5.75
		Clipper, Open Payment	Adult	$9.95	$10.20	$10.95	$11.20
		Clipper	Clipper Start / Eligible Discount	$4.60	$4.70	$5.45	$5.45
		Ticket Machine, Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$21.00	$21.50	$23.00	$23.50
			Eligible Discount	$9.50	$10.00	$11.50	$11.50
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$238.80	$244.80	$262.80	$268.80
			Clipper Start / Eligible Discount	$110.40	$112.80	$130.80	$130.80
			Youth	$24.00	$24.00	$24.00	$24.00
5	One-way	Ticket Machine, Mobile App	Adult	$12.75	$13.00	$14.00	$14.25
			Eligible Discount	$5.75	$6.00	$7.00	$7.00
		Clipper, Open Payment	Adult	$12.20	$12.45	$13.45	$13.70
		Clipper	Clipper Start / Eligible Discount	$5.60	$5.70	$6.70	$6.70
		Ticket Machine, Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$25.50	$26.00	$28.00	$28.50
			Eligible Discount	$11.50	$12.00	$14.00	$14.00
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$292.80	$298.80	$322.80	$328.80
			Clipper Start / Eligible Discount	$134.40	$136.80	$160.80	$160.80
			Youth	$134.40	$24.00	$24.00	$24.00
6	One-way	Ticket Machine, Mobile App	Adult	$15.00	$15.25	$16.50	$16.75
			Eligible Discount	$6.75	$7.00	$8.25	$8.25
		Clipper, Open Payment	Adult	$14.45	$14.70	$15.95	$16.20
		Clipper	Clipper Start / Eligible Discount	$6.60	$6.70	$7.95	$7.95
		Ticket Machine, Mobile App, Clipper	Youth	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine, Mobile App	Adult	$30.00	$30.50	$33.00	$33.50
			Eligible Discount	$13.50	$14.00	$16.50	$16.50
			Youth	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$346.80	$352.80	$382.80	$388.80
			Clipper Start / Eligible Discount	$158.40	$160.80	$190.80	$190.80
			Youth	$158.40	$24.00	$24.00	$24.00

Zones Travelled	Fare Type	Payment Option	Category	Upon Next Generation Clipper Transition	Eff 1/1/2027	Eff 1/1/2028	Eff 1/1/2029	Eff 1/1/2030
1	One-way	Ticket Machine, Clipper, Open Payment	Adult	$4.00	$4.00	$4.25	$4.25	$4.50
			Clipper Start/ Eligible Discount	$2.00	$2.00	$2.00	$2.00	2.25
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$8.00	$8.00	$8.50	$8.50	$9.00
			Eligible Discount	$4.00	$4.00	$4.25	$4.25	$4.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$96.00	$96.00	$102.00	$102.00	$108.00
			Clipper Start / Eligible Discount	$48.00	$48.00	$48.00	$48.00	$54.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00
2	One-way	Ticket Machine, Clipper, Open Payment	Adult	$6.25	$6.50	$6.75	$7.00	$7.25
			Clipper Start/ Eligible Discount	$3.00	$3.25	$3.25	$3.25	$3.50
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$12.50	$13.00	$13.50	$14.00	$14.50
			Eligible Discount	$6.00	$6.50	$6.50	$6.50	$7.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$150.00	$156.00	$162.00	$168.00	$174.00
			Clipper Start / Eligible Discount	$72.00	$78.00	$78.00	$78.00	$84.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00
3	One-way	Ticket Machine, Clipper, Open Payment	Adult	$8.50	$9.00	$9.25	$9.75	$10.00
			Clipper Start/ Eligible Discount	$4.00	$4.50	$4.50	$4.50	$4.75
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$17.00	$18.00	$18.50	$19.50	$20.00
			Eligible Discount	$8.00	$9.00	$9.00	$9.00	$9.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$204.00	$216.00	$222.00	$234.00	$240.00
			Clipper Start / Eligible Discount	$96.00	$108.00	$108.00	$108.00	$114.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00

Zones Travelled	Fare Type	Payment Option	Category	Upon Next Generation Clipper Transition	Eff 1/1/2027	Eff 1/1/2028	Eff 1/1/2029	Eff 1/1/2030
4	One-way	Ticket Machine, Clipper, Open Payment	Adult	$10.75	$11.50	$11.75	$12.50	$12.75
			Clipper Start/ Eligible Discount	$5.00	$5.75	$5.75	$5.75	$6.00
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$21.50	$23.00	$23.50	$25.00	$25.50
			Eligible Discount	$10.00	$11.50	$11.50	$11.50	$12.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$258.00	$276.00	$282.00	$300.00	$306.00
			Clipper Start / Eligible Discount	$120.00	$138.00	$138.00	$138.00	$144.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00
5	One-way	Ticket Machine, Clipper, Open Payment	Adult	$13.00	$14.00	$14.25	$15.25	$15.50
			Clipper Start/ Eligible Discount	$6.00	$7.00	$7.00	$7.00	$7.25
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$26.00	$28.00	$28.50	$30.50	$31.00
			Eligible Discount	$12.00	$14.00	$14.00	$14.00	$14.50
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$312.00	$336.00	$342.00	$366.00	$372.00
			Clipper Start / Eligible Discount	$144.00	$168.00	$168.00	$168.00	$174.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00
6	One-way	Ticket Machine, Clipper, Open Payment	Adult	$15.25	$16.50	$16.75	$18.00	$18.25
			Clipper Start/ Eligible Discount	$7.00	$8.25	$8.25	$8.25	$8.50
			Youth	$1.00	$1.00	$1.00	$1.00	$1.00
	Day Pass	Ticket Machine	Adult	$30.50	$33.00	$33.50	$36.00	$36.50
			Eligible Discount	$14.00	$16.50	$16.50	$16.50	$17.00
			Youth	$2.00	$2.00	$2.00	$2.00	$2.00
	Monthly Pass	Clipper	Adult	$366.00	$396.00	$402.00	$432.00	$438.00
			Clipper Start / Eligible Discount	$168.00	$198.00	$198.00	$198.00	$204.00
			Youth	$24.00	$24.00	$24.00	$24.00	$24.00

Zone Upgrade Table

~~Zone Upgrade~~			
~~Payment Option~~	~~Category~~	~~Current~~	~~Eff. 7/1/2026~~
~~Ticket Machine, Mobile App, Clipper~~	~~Adult~~	~~$2.25~~	~~$2.50~~
	~~Eligible Discount~~	~~$1.00~~	~~$1.25~~

Zone Upgrade				
Payment Option	**Category**	**Current**	**Eff. 1/1/2026**	**Eff. 1/1/2029**
Ticket Machine, Clipper	Adult	$2.25	$2.50	$2.75
	Clipper Start/Eligible Discount	$1.00	$1.25	$1.25

Adopted – May 6, 1992
Revised – ~~April 3, 2025~~November 6, 2025
Effective – ~~April 3, 2025~~November 6, 2025

PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA
* * *

CALTRAIN CHARTER TRAIN, BIKE LOCKERS AND PARKING FEES

I. CHARTER TRAIN

~~A. Minimum Charge~~

~~Charter train sponsors are required to pay a minimum of $5,600 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.~~

~~B. Cost Basis~~

~~Charter train sponsors will pay by the train mile for all revenue miles on their trip. The rate in 2017 was about $47.50 per train mile and is based on data contained in the Peninsula Corridor Joint Powers Board's (JPB) National Transit Database (NTD) submittal. The rate includes all operating cost items except depreciation and rent. JPB staff adjust the rates within +/-10 percent limit annually based on JPB's NTD submittal. The rate is sufficient to cover deadheading costs, if any.~~

~~C. 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 the charter train sponsor depending on scheduling and cost issues). These fees will be subject to periodic administrative adjustment.~~

D. Delegated Authority

Pursuant to Resolution 2025-XX the Board delegated to the Executive Director, or designee, the authority to establish and modify charter train rates on a case-by-case basis. Individual instances of the Executive Director, or designee, negotiating and executing charter rates with sponsors are not legislative enactments, and will not be subject to public hearings under the California Government Code. Any schedule for charter rates which the Executive Director, or designee sets, shall be made publicly available on Caltrain's public website. The Executive Director shall present a report on charter rates to the Board bi-annually.

E. Pricing Principles- Charter Train Rates will aim to:

- Recover the full cost of service, including direct staff time, train operations, and associated indirect expenses
- Reflect prevailing market conditions and customer requirements
- Support the agency's financial policy and revenue generation objectives

F. Unique Costs

Any extraordinary costs (such as decorations, security, and Union Pacific Trackage/Pilot fees) will be borne by the charter train sponsor.

G. 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.

II. BICYCLE LOCKER FEES

Bicycle lockers are available at certain stations for a base rate of $0.05 per hour.

The JPB may offer promotional discounts to encourage use.

Customers ~~can~~ may pay for bike parking using a BikeLink account. To access lockers and use BikeLink accounts, customers may use:

- Prepaid BikeLink cards that can be purchased with cash, check or credit card
- Clipper® cards that are linked to an online BikeLink account
- A mobile BikeLink app.

At the beginning of their rentals, customers select the amount of time they anticipate using the lockers. Customers exceeding those time periods ~~can~~ may be charged overtime fees of up to $0.15 per hour for time beyond what was originally selected.

When customers end their rentals and retrieve their bikes, fees for unused time will be refunded to their BikeLink accounts.

Additional payment options may be made available through other means (e.g. purchased through a website) without amendment of this document.

III. PARKING AT CALTRAIN STATIONS

A. 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 Permit. Monthly Parking Permits can be purchased only by customers with a Caltrain Monthly Pass, Regional Bay Pass or Go 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 at parking lots close to 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 $82.50 per month.

Daily and Monthly Parking Permits are sold through the Ticket Vending Machines at Caltrain stations. Eligible customers also may purchase Monthly Parking Permits at Caltrain Administrative Office. Parking fees may be paid and permits made available through other means (e.g. purchased through a website) without amendment of this

B. Waived Fees

Parking fees are 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).

C. 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 dashboard of the parked vehicle.

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Emily Beach, Chief Communications Officer
For:	November 2025 JPB Board of Directors Meeting
Subject:	**Receive Results of the Annual Caltrain Customer Satisfaction Survey**

☐ Finance Committee Recommendation ☒ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

The annual Customer Satisfaction Survey gathers customer feedback on Caltrain services, with a focus on the rider experience both onboard the train and at the station. The results are used to guide planning decisions aimed at enhancing the customer experience.

This presentation is for informational purposes only, and no Board action is required.

Discussion

This update provides the Committee with key insights into how effectively Caltrain is addressing rider priorities and its performance relative to those priorities. The discussion will also highlight projects aimed at addressing rider concerns.

Overall rider satisfaction is at a record high, 4.41 out of 5.00, with year-over-year improvements both onboard the train (4.08 in 2024, 4.42 in 2025) and at the station (4.07 in 2024 and 4.30 in 2025). A key driver of the high satisfaction was the 4.41 rating for on-time train performance, which helps build rider trust that they can reach their destination on schedule. This was the first customer satisfaction survey conducted since the launch of electrified service, and comparisons were made with the ratings from the 2024 survey that was conducted pre-electrification. The largest improvements in the ratings were for cleanliness of interiors (3.82 in 2024, 4.51 in 2025) and the schedule/arrival frequency (3.54 in 2024, 4.15 in 2025). Key benefits of the new electric trains include shorter travel time/faster trains (55 percent) and increased frequency/more trains per hour (52 percent).

Caltrain is advancing multiple initiatives to enhance the rider experience and maximize the benefits of electrified service. Updates include new display materials with refreshed content and video graphics, expanded Wi-Fi coverage through tree trimming, maintenance, and increased number of radio antennas. Schedule enhancements support continued on-time performance, while improvements to station communications have increased the accuracy of train arrival predictions, with further refinements planned for more precise platform notifications.

Budget Impact
No impact on the budget.

Prepared By: Julian Jest Manager, Market Research 10/16/2025

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Casey Fromson, Chief of Staff
For:	November 2025 JPB Board of Directors Meeting
Subject:	**Receive State and Federal Legislative Update**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

The 2025 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Staff recommends that the Board receive the attached State and Federal Legislative Update.

Discussion

The update will discuss the federal budget situation and the results of the state legislative session.

Congress and the White House were unable to reach agreement on a continuing resolution to keep the Federal Government funded, resulting in a shutdown on Wednesday, October 1. This is now the third longest United States government shutdown in history and the longest full government shutdown ever. As the Federal Transit Administration is financed by the Highway Trust Fund and previously advanced Infrastructure Investment and Jobs Act appropriations, operations will largely continue, but no new grants are likely to be approved. However, the Federal Railroad Administration has been forced to furlough roughly one-quarter of its workforce. It remains to be seen how things may change the longer the shutdown continues for.

Budget Impact
There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Officer	10/19/2025
	Isabella Conferti	Government and Community Affairs Specialist	10/19/2025

Shaw Yoder Antwih Schmelzer & Lange

October 14, 2025

TO: Board of Directors
Peninsula Corridor Joint Powers Board (Caltrain)

FM: Matt Robinson, Michael Pimentel and Brendan Repicky
Shaw Yoder Antwih Schmelzer & Lange

RE: STATE LEGISLATIVE UPDATE – November 2025

General Update
The Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13, sending nearly 800 bills to the Governor. The Governor had until October 13 to sign or veto these bills. The Legislature is in recess until January 5, 2026. For information about key legislative and budget deadlines for next year, please see the tentative 2026 Legislative Calendar here.

Also, in mid-September, Senate President Pro Tempore Mike McGuire announced that he would step down as leader of the State Senate on an earlier timeline than initially anticipated. Senator McGuire announced that effective November 17, 2025, Senator Limon will take over as Senate Pro Tem. The initial timeline for this transition had been described as "early 2026." We expect to see some changes in leadership and committee roles before the year is out.

Bay Area Regional Measure Update
The Bay Area Regional Measure, reflected in SB 63 (Wiener and Arreguín), would authorize a sub-regional sales tax in five Bay Area counties – one-half cent in Alameda, Contra Costa, Santa Clara & San Mateo Counties and one cent in San Francisco County – to generate additional revenue to support Bay Area public transit systems. In the last month, the bill has moved through several procedural hurdles, including a hearing in the Assembly Appropriations Committee on August 29 and a hearing in the Assembly Transportation Committee on September 9. In this process, the bill was amended three additional times – on September 3, September 4, and September 9.

The bill defines appropriations from the regional measure to the named transit agencies as subventions from the revenue generated in each county in the measure and allows money returned to counties to be used for local streets and roads projects benefitting fixed-route transit. The bill also requires a financial efficiency review of AC Transit, BART, Caltrain, and Muni and requires these transit agencies to implement the strategies identified in the review. The bill establishes a new maintenance of effort requirement for the named transit agencies and establishes "enhanced accountability" by providing a pathway for the creation of new "ad hoc" adjudication committees at the Metropolitan Transportation Commission. These "ad hoc" adjudication committees would have the opportunity to review claims filed against a named transit agency and implement corrective action, which could include the partial withholding of funds.

The final version of this bill passed the Assembly Floor with 46 ayes, 20 no votes, and 14 abstentions, and it passed the Senate Floor on concurrence with 29 ayes, 8 no votes, and 3 abstentions. Almost every member of the Bay Area Caucus supported the bill, with only Assemblymembers Lee and Papan abstaining. **This bill was signed by the Governor and will take effect on January 1, 2026.**

Bay Area Transit Loan
During budget negotiations earlier this year, the Governor and Legislative leaders agreed to a $750 million emergency loan for four Bay Area transit agencies facing various degrees of fiscal crises (AC Transit, BART, Caltrain, and SF Muni). Pursuant to the Budget Act, this emergency loan was generally conditioned upon the agencies having repayment plans *and* the passage of the Bay Area Regional Measure (by the Legislature, not the voters).

On September 8, language was amended into SB 105 (Wiener). Section 239 extends to January 10, 2026, the timeline for the state to consider a "*loan or other financing options that might be used to provide sufficient short-term state financial assistance for local transit agencies*" for possible inclusion "*as part of the 2026-27 Governor's Budget, which the Legislature may act upon in early 2026.*" This section also includes new language regarding full repayment of the loan principal, applicable interest rate, repayment schedule, and guaranteed repayment mechanism.

Additionally, on September 10, Governor Newsom issued a press release stating that the *"Department of Finance and the California State Transportation Agency will work with agencies and regional partners to design short-term financing tools — such as structured loans or other mechanisms — that align with operational needs, protect service, and support fiscal reforms, with clear and reliable repayment plans."* **SB 105 was signed by the Governor on September 17.**

Cap-and-Invest Program Reauthorization Update
As reported last month, the Governor and Legislative Leadership announced in the last week of session they had reached a long-awaited agreement to re-authorize the Cap-and-Trade program, re-name it the Cap-and-Invest program, and significantly amend its expenditure plan.

These changes were reflected in AB 1207 (Irwin) and SB 840 (Limon).

As a brief refresher, AB 1207 modifies the Cap-and-Invest program, extending the program's market-based compliance mechanism from January 1, 2031 through January 1, 2046 and advancing changes to the mechanism to, among other things, limit the program's cost impact on Californians.

SB 840 (Limon) recasts the Cap-and-Invest Expenditure Plan, substantially modifying appropriations from the Greenhouse Gas Reduction Fund. It maintains the continuous appropriations for the Transit and Intercity and Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP) but converts the current percentage-based annual appropriation to these programs to a fixed dollar annual appropriation. Historically, TIRCP and LCTOP receive 10% and 5%, respectively, of total annual GGRF revenue, representing on average $301.1 million and $144.6 million, respectively, to these programs. Under SB 840, these programs would receive $400 million and $200 million, respectively – with a major caveat.

SB 840 effectively establishes priority tiers for the GGRF appropriations outlined in the Cap-and-Invest Expenditure Plan. Off the top, the legislation appropriates GGRF revenue a variety of backfills and administrative expenses – what we identify as "Tier 1." The legislation then appropriates $1 billion in

GGRF revenue for high-speed rail and $1 billion in GGRF revenue for the Legislature's discretionary priorities – what we identify as "Tier 2." Note that, for Fiscal Year 2026-27, the Legislature's discretionary priorities include $125,000,000 for "Transit Passes." Then, the legislation appropriates nearly $2 billion for the historic continuous appropriations, including TIRCP and LCTOP – what we identify as "Tier 3."

Importantly, if the Cap-and-Invest program doesn't raise enough GGRF to fund Tier 1 and Tier 2 programs at the levels prescribed in a given year, the funds for "Tier 3" programs will be decreased proportionally. In explicit terms, if the Cap-and-Invest program fails to bring in $4.2 billion in proceeds, we can expect to receive less than $400 and $200 million for TIRCP and LCTOP, respectively. **AB 1207 and SB 840 passed the Legislature with a super-majority vote and were signed into law on September 19. Both bills contained an urgency clause, meaning they go into effect immediately.**

Budget Act of 2025 – SB 125 and TIRCP Cycle 6 Update
As we reported to you earlier this year, the Budget Act of 2025 re-affirmed the appropriation of the balance of the $5.1 billion in flexible transit capital and operations funding (commonly referred to as the "SB 125 program"), scheduled to be appropriated in FYs 2025-26 to 2027-28, as well as to one-time competitive TIRCP Cycle 6.

As you may recall, the SB 125 program is comprised of $4 billion for the TIRCP and $1.1 billion for the Zero-Emission Transit Capital Program (ZETCP).

To fulfill the state's obligation to these programs, the Budget Act appropriated $1.196 billion in General Fund for SB 125 – TIRCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: $812M for SB 125-TIRCP
- FY 2025-26: $384M for TIRCP Cycle 6

The Budget Act also maintained $1.078 billion in GGRF funding commitment for SB 125 – TIRCP and ZETCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: $188M for SB 125 – TIRCP
- FY 2025-26: $180M for TIRCP Cycle 6
- FY 2026-27: $230M for SB 125 – ZETCP
- FY 2027-28: $460M for SB 125 – ZETCP

The FY 2025-26 GGRF funding for SB 125 – TIRCP and TIRCP Cycle 6 were set for appropriation later this year.

Following initial reports of challenge to this appropriation and advocacy from the California Transit Association (the trade organization to which Caltrain belongs) to maintain these funds, these GGRF appropriations are now advanced in SB 105 (Committee on Budget and Fiscal Review), the Budget Bill Jr. These GGRF appropriations, combined with the General Fund appropriations noted above fully fund FY 2025-26 SB 125-TIRCP and TIRCP Cycle 6. **As noted above, SB 105 was signed by the Governor on September 17. As a budget bill, it went into effect immediately.**

CalSTA Transit Transformation Task Force Update
The California State Transportation Agency's Transit Transformation Task Force met on September 30 in Sacramento for its thirteenth and final meeting. CalSTA is now required to submit a report of

recommendations to the Legislature by no later than October 31, 2025. Once the report is published, Caltrain's state advocates and the California Transit Association will review its actionable recommendations for any necessary follow-up.

Federal Government Shutdown

Congress and the White House were unable to reach agreement on a continuing resolution to keep the Federal Government funded, resulting in a shutdown on Wednesday, October 1. As the Federal Transit Administration (FTA) is financed by the Highway Trust Fund and previously advanced Infrastructure Investment and Jobs Act (IIJA) appropriations, FTA operations will largely continue, but no *new* grants are likely to be approved. However, the Federal Railroad Administration (FRA), has been forced to furlough roughly one-quarter of its workforce.

While current impacts may be minor, it remains to be seen how things may change the longer the shutdown continues for. For example, FTA or the U.S. Department of Transportation may subsequently announce that grant cycles or approvals will be delayed.

Bills with Positions

SB 30 (Cortese) Diesel-Powered On-Track Equipment Transfer Restrictions – SUPPORT IF AMENDED

This bill would prohibit a public entity that owns Tier 0 or Tier 1 diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity ceases the service of on-track equipment by replacing it with lower emission on-track equipment.

Originally, SB 30 would have also prohibited the transfer of Tier II, Tier III, and Tier IV locomotives. However, after significant engagement by Caltrain and its state advocates, the bill now permits a public entity to transfer these locomotives, or an emissions equivalent locomotive, if authorized at a public meeting. Given Caltrain's fleet of Tier 0 and Tier 1 trainsets, SB 30's enactment will represent a total asset loss of approximately $25 million for the agency. **This bill was signed by the Governor and will take effect on January 1, 2026.**

SB 63 (Wiener) Regional Measure – SUPPORT

This bill seeks to generate additional revenue to support the Bay Area's public transit systems by way of a regional transportation measure. **This bill was signed by the Governor and will take effect on January 1, 2026.**

SB 71 (Wiener) CEQA Exemptions for Transit Projects – SUPPORT

Co-Sponsored by the California Transit Association, this bill, as amended July 17, would extend the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects to January 1, 2040, add additional project-types to the list of exemptions (ferry terminals, transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project's cost estimate). Caltrain previously supported SB 922, as well as AB 2503 (Lee, 2024), which added to the list of statutory exemptions an exemption for zero-emission rail. **This bill was signed by the Governor and will take effect on January 1, 2026.**

AB 394 (Wilson) Transit Safety -- SUPPORT

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California's public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by expanding existing law (Penal Code Section 243.3) to protect all transit employees against battery. Further, AB 394 clarifies that our state's public transit operators are employers for purposes of seeking a temporary restraining order (TRO) against violent offenders. The Amalgamated Transit Union, Teamsters, and SMART-TD are co-sponsors of this bill. **This bill was signed by the Governor and will take effect on January 1, 2026.**

AB 476 (M. González) Metal Theft – SUPPORT
Co-sponsored by the City of San Jose, this bill seeks to combat the theft of copper wire – an increasing problem affecting infrastructure, construction, and transit projects. The bill would require junk dealers and recyclers to collect more detailed transaction records and provide access to these records to law enforcement. The bill also requires that people selling copper obtain a state license and increases the fine for junk dealers or recyclers who fail to follow the law. **This bill was signed by the Governor and will take effect on January 1, 2026.**

Bills of Interest
SB 79 (Wiener) Transit Oriented Development
This bill would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, and further requires that the development be eligible for streamlined, ministerial approval, while establishing allowable densities on these properties. Amendments taken to the bill as it passed out of the Assembly Appropriations Committee reduce the number of communities impacted by the bill by: limiting the applicability of its streamlining provisions to projects located near existing or currently planned Tier 1 or Tier 2 transit-oriented development stops in <u>the 8 most transit-rich counties of the state</u>, unless a local jurisdiction chooses to designate a station as a Tier 3 transit-oriented stop; removing ferries and low frequency commuter rail from the service types that may define a Tier 3 transit-oriented stop; and creating exemptions from its streamlining provisions to protect historical resources and limit greater density in very high fire severity zones and in local jurisdictions that have already upzoned station areas. Additionally, these amendments would advance new housing affordability and anti-demolition and displacement provisions and limit transit agencies' land use authority. **This bill was signed by the Governor and will take effect on January 1, 2026.**

SB 545 (Cortese) High-Speed Rail Economic Opportunity Study
This bill requires the State's Office of Land Use and Climate Innovation to study economic opportunities along the High-Speed Rail Corridor. The study will examine strategies such as land value capture, development incentives, and public-private partnerships. This will help ensure California maximizes the economic potential of the HSR project and its station areas. In addition, SB 545 requires an infrastructure district that uses its revenues to finance the construction of the HSR project to dedicate a majority of its revenue to infrastructure projects *within* the jurisdiction of the local agencies that established the district. **This bill was held in the Assembly Appropriations Committee.**

SB 707 (Durazo) Brown Act Reform
This bill would make several changes to the Brown Act, including new public access and participation requirements for specified legislative bodies, new exemptions from certain teleconferencing requirements for eligible subsidiary bodies and eligible multi-jurisdictional bodies, and extensions of law providing exemptions from certain teleconferencing requirements for specified legislative bodies or under specified circumstances. This bill contains several other provisions related to the Brown Act, including that certain special districts provide agenda translations and to reasonably assist members of the public with translation services, but does not require an agency to provide an interpretation for a meeting. **This bill was signed by the Governor and will take effect on January 1, 2026.**

Caltrain Bill Matrix as of Friday, October 10, 2025

Bill ID/Topic	Location	Summary	Position
AB 12 Wallis R Low-carbon fuel standard: regulations.	This is a two-year bill.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.	Watch
AB 23 DeMaio R The Cost of Living Reduction Act of 2025.	This bill is in the Assembly Utilities & Energy Committee.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the PUC to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 61 Pacheco D Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	This is a two-year bill.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions to prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would repeal these provisions on January 1, 2032.	Watch
AB 99 Ta R Electrical corporations: rates.	This is a two-year bill.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing a rate increase above the rate of inflation, as defined, as a systemwide average for any general rate case cycle, except the bill would expressly authorize the commission to approve a rate increase above the rate of inflation if the commission determines that the costs underlying the rate increase are directly related to safety enhancements and modernization or to higher commodity or fuel costs. This bill contains other related provisions and other existing laws.	Watch
AB 102 Gabriel D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	The Budget Act of 2025 would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would amend the Budget Act of 2025 by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch

Bill ID/Topic	Location	Summary	Position
AB 105 Gabriel D Budget Acts of 2021, 2023, 2024, and 2025.	This bill was ordered to the inactive file on September 13, 2025.	The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
AB 153 Committee on Budget Transportation budget trailer bill.	This bill was ordered to the inactive file on September 13, 2025.	Existing law imposes various functions and duties on the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Existing law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board’s reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs.	Watch

Bill ID/Topic	Location	Summary	Position
AB 259 Rubio, Blanca D Open meetings: local agencies: teleconferences.	This is a two-year bill.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. This bill contains other related provisions and other existing laws.	Recommend Support

Bill ID/Topic	Location	Summary	Position
AB 267 Macedo R Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.	This is a two-year bill.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.	Watch
AB 273 Sanchez R Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.	This is a two-year bill.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.	Watch

Bill ID/Topic	Location	Summary	Position
AB 314 Arambula D Affordable Housing and Sustainable Communities Program: project eligibility.	This is a two-year bill.	Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program, including, among others, transit capital projects, active transportation capital projects, and transit-oriented development projects, as provided. This bill would expressly include certain transit capital projects and transit-oriented development projects near planned high-speed rail stations that meet specific criteria as eligible for funding under the program.	Watch
AB 339 Ortega D Local public employee organizations: notice requirements.	This bill was signed by the Governor on October 13, 2025.	Existing law, the Meyers-Milias-Brown Act, contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Existing law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 45 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization, subject to certain exceptions. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 340 Ahrens D Employer-employee relations: confidential communications.	This is a two-year bill.	Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.	Watch

Bill ID/Topic	Location	Summary	Position
AB 370 Carrillo D California Public Records Act: cyberattacks.	This bill was signed by the Governor on July 14, 2025.	The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines “unusual circumstances” to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency’s ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.	Watch
AB 377 Tangipa R High-Speed Rail Authority: business plan: Merced to Bakersfield segment.	This bill was signed by the Governor on July 30, 2025.	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. The act requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.	Watch

Bill ID/Topic	Location	Summary	Position
AB 394 Wilson D Public transportation providers.	This bill was signed by the Governor on October 1, 2025.	Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding $10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding $10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support April 2025
AB 421 Solache D Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.	This bill is in the Assembly Public Safety committee.	Existing law, the California Values Act, generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Existing law provides certain limited exceptions to this prohibition, including transfers of persons pursuant to a judicial warrant and providing certain information to federal authorities regarding serious and violent felons in custody. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, on in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 476 González, Mark D Metal theft.	This bill was signed by the Governor on October 13, 2025.	Existing law governs the business of buying, selling, and dealing in secondhand and used machinery and all ferrous and nonferrous scrap metals and alloys, also known as “junk.” Existing law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk and a description of the item or items, as specified. Existing law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Existing law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver’s license of the seller or other specified identification. Existing law requires a junk dealer or recycler to preserve the written record for at least 2 years. Existing law makes a violation of the recordkeeping requirements a misdemeanor. This bill would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would revise the type of information required to be included in the description of the item or items of junk purchased or sold, as specified. The bill would require the statement referenced above indicating ownership or the name of the person from whom the seller obtained the junk from to be signed. This bill contains other related provisions and other existing laws.	Support April 2025

Bill ID/Topic	Location	Summary	Position
AB 541 DeMaio R California Public Records Act Ombudsperson.	This is a two-year bill.	Existing law, the California Public Records Act, requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people's business is a fundamental and necessary right of every person in this state. This bill would, until January 1, 2029, and subject to appropriation, establish the Office of the California Public Records Act Ombudsperson. The bill would require the Governor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would require the ombudsperson to create a process through which a person whose information is contained in a record being reviewed may intervene to assert their privacy and confidentiality rights, and would otherwise require the ombudsperson to maintain the privacy and confidentiality of records, as provided. The bill would require the ombudsperson to report to the Legislature, on or before March 31, 2027, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year.	Watch
AB 555 Jackson D Air resources: regulatory impacts: transportation fuel costs.	This is a two-year bill.	Existing law vests the State Air Resources Board with the authority to regulate transportation fuels and requires the state board to adopt standards and regulations providing for specification for vehicular fuel composition to achieve the maximum degree of emission reduction possible from vehicular sources to attain the state air quality standards. This bill would require the state board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers.	Watch

Bill ID/Topic	Location	Summary	Position
AB 810 Irwin D Local government: internet websites and email addresses.	This is a two-year bill.	Existing law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a ".gov" top-level domain or a ".ca.gov" second-level domain no later than January 1, 2029. Existing law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a ".gov" domain name or a ".ca.gov" domain name no later than January 1, 2029. Existing law defines "local agency" for these purposes as a city, county, or city and county. This bill would recast these provisions by instead requiring a city, county, or city and county to comply with the above-described domain requirements and by deleting the term "local agency" from the above-described provisions. The bill would also require a special district, joint powers authority, or other political subdivision to comply with similar domain requirements no later than January 1, 2031. The bill would allow a community college district or community college to use a ".edu" domain to satisfy these requirements, and would specify that these requirements do not apply to a K–12 public school district. By adding to the duties of local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 939 Schultz D The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.	This bill is in the Assembly Transportation Committee.	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of $19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety. This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of $20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Watch

Bill ID/Topic	Location	Summary	Position
AB 941 Zbur D California Environmental Quality Act: electrical infrastructure projects.	This is a two-year bill.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. Existing law prohibits an electrical corporation from beginning the construction of a line, plant, or system, or extensions of those facilities without first obtaining from the Public Utilities Commission a certificate that the present or future convenience and necessity require or will require the construction. Existing law specifies that the certificate is not required for the extension, expansion, upgrade, or other modification of existing electrical transmission facilities. This bill would require the commission to determine whether to certify the environmental impact report for an electrical infrastructure project that is a priority project, as defined, no later than 270 days after the commission determines that an application for an electrical infrastructure project is complete, except as specified. The bill would require a project applicant to identify an electrical infrastructure project that is a priority project and the basis for the designation in the application to the commission. The bill would require commission staff to review an application for a priority project no later than 30 days after it is filed and notify the applicant in writing of any deficiencies in the information and data submitted in the application. The bill would require the applicant to correct any deficiencies or notify the commission in writing why it is unable to, to correct those deficiencies, as specified, within 60 days of that notification. The bill would require the commission to deem an application for a priority project complete with a preliminary ruling setting the scope and schedule, as provided. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 942 Calderon D Electricity: climate credits.	This bill is in the Senate Rules committee, pending referral to policy committee.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating those emissions. The implementing regulations adopted by the state board provide for the direct allocation of greenhouse gas allowances to electrical corporations pursuant to a market-based compliance mechanism. Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the PUC to continue a program of assistance to low-income electric and gas customers with annual household incomes that are no greater than 200% of the federal poverty guidelines, as specified, which is referred to as the California Alternate Rates for Energy (CARE) program. Existing law also requires the PUC to continue a program of assistance to residential customers of the state's 3 largest electrical corporations consisting of households of 3 or more persons with total household annual gross income levels between 200% and 250% of the federal poverty guideline level, which is referred to as the Family Electric Rate Assistance (FERA) program. Existing law, except as provided, requires revenues received by an electrical corporation as a result of the direct allocation of greenhouse gas allowances to be credited directly to residential, small business, and emissions-intensive trade-exposed retail customers of the electrical corporation, commonly known as the California Climate Credit. This bill would exclude residential customers from receiving the California Climate Credit if they are not enrolled in the CARE or FERA program and their total electricity bills for the previous year were less than $300. This bill contains other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1058 Gonzalez, Jeff R Motor Vehicle Fuel Tax Law: suspension of tax.	This bill is in the Assembly Transportation Committee.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1067 Quirk-Silva D Public employees' retirement: felony convictions.	This bill was signed by the Governor on October 6, 2025.	Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Existing law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Existing law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency, and would then authorize the public employer to close the investigation. Under the bill, if the public employee is convicted of a felony for any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions governing forfeiture described above. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1070 Ward D Transit districts: governing boards: compensation: nonvoting members.	This is a two-year bill.	Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing, among other things, negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1132 Schiavo D Department of Transportation: climate change vulnerability assessment: community resilience assessment.	This is a two-year bill.	Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1167 Berman D Electrical corporations and gas corporations: rate recovery: political activities and promotional advertising.	This bill was signed by the Governor on October 11, 2025.	Existing law authorizes the Public Utilities Commission to fix the rates and charges for public utilities, including electrical corporations and gas corporations, and requires those rates and charges to be just and reasonable. Under existing law, a regulated public utility is prohibited from using ratepayer funds for advocacy-related activities that are political or do not otherwise benefit ratepayers. This bill would prohibit, except as provided, each electrical corporation or gas corporation from recording to accounts that contain expenses that the electrical corporation or gas corporation recovers from ratepayers, or otherwise recovering from ratepayers, various expenses, including those associated with political influence activities or promotional advertising, as specified. The bill would require each electrical corporation or gas corporation to clearly and conspicuously disclose in all of its public messages whether the costs of the public messages are paid for by the corporation's shareholders or ratepayers. The bill would require each electrical corporation or gas corporation, on or before May 31, 2026, and annually thereafter, to report, as part of a specified statement to the commission, certain related information. The bill would require the commission to make the reports publicly available, as provided.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1198 Haney D Public works: prevailing wages.	This is a two-year bill.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1207 Irwin D Climate change: market-based compliance mechanism: extension.	This bill was signed by the Governor on September 19, 2025.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. This bill would require the state board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions to instead achieve certain emissions reductions goals and the purposes of the act. The bill would require the state board, in adopting regulations, to design the regulations in a manner that transitions support from gas corporations to electrical distribution utilities to minimize ratepayer impacts and meet the emissions reduction goals of the act. The bill would require the state board to consider the effects of the regulations on affordability, cost-effectiveness, minimization of leakage in California, and achieving the emissions reduction goals of the act. The bill would state the intent of the Legislature that the market-based compliance mechanism be known as the California Cap-and-Invest Program. This bill contains other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1218 Soria D Copper theft.	This is a two-year bill.	Under existing law it is grand theft to steal copper materials valued at more than $950. A violation of this provision is punishable either as a misdemeanor or a felony by imprisonment in county jail and specified fines. This bill would make it a crime to unlawfully possess copper materials, as specified. The bill would define what it means to “unlawfully possess” copper materials to include possessing without documentation proving lawful possession. The bill would prescribe the information that constitutes proof of lawful possession, as specified, including the identity of the seller and the date of the transaction. By expanding the scope of a crime, this bill would impose a state-mandated local program. The bill would also prohibit a person from falsifying any record intending to show proof of lawful possession. By creating a new crime, this bill would impose a state-mandated local program. Existing law prohibits any collector or dealer of metals to purchase certain junk metals, as specified, without first ascertaining that the seller legally possesses the materials. Existing law also requires the dealer to obtain evidence of the identity of the seller, including, but not limited to, the seller’s name and address. This bill would require any collector or dealer of metals to ascertain the location from which the purchased material was obtained. Existing law makes it a crime for a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal to possess certain items that have been stolen or obtained by theft or extortion, as specified, and requires that the person knew or reasonably should have known that the property was stolen or failed to report possession of the items, as specified. This bill would additionally prohibit a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal, as specified, from possessing certain items knowing that those items were possessed without proof of lawful possession. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1222 Bauer-Kahan D Public utilities: judicial review.	This is a two-year bill.	Existing law authorizes a party aggrieved by a decision or order of the Public Utilities Commission to file a petition for a writ of review in the court of appeal or the Supreme Court for purposes of reviewing the decision or order within 30 days after the commission issues its decision denying the application for a rehearing, or, if the application was granted, within 30 days after the commission issues its decision on the rehearing, or at least 120 days after the application is granted if no decision on rehearing has been issued. This bill would extend the 30-day time periods to 90 days. For a petition challenging a final decision of the commission on the grounds that the final decision substantially deviated from a proposed decision of a commission administrative law judge, the bill would require the court to presume the final decision to be arbitrary and unlawful unless the commission can demonstrate to the satisfaction of the court that the deviations were necessary to comply with state or federal law. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1243 Addis D Polluters Pay Climate Superfund Act of 2025.	This bill is in the Assembly Judiciary Committee.	The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided. Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1268 Macedo R Motor Vehicle Fuel Tax Law: adjustment suspension.	This bill is in the Assembly Transportation Committee.	The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.	Watch
AB 1290 Wilson D High-Speed Rail Authority: Senate confirmation.	This is a two-year bill.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would require that the members of the authority appointed by the Governor be subject to appointment with the advice and consent of the Senate.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1331 Elhawary D Workplace surveillance.	This is a two-year bill.	Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles. This bill would subject an employer who violates the bill to a civil penalty of $500 per violation and would authorize a public prosecutor to bring specified enforcement actions.	Watch
AB 1337 Ward D Information Practices Act of 1977.	This is a two-year bill.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1340 Wicks D Transportation network company drivers: labor relations.	This bill was signed by the Governor on October 3, 2025.	Existing law declares the public policy of the state regarding labor organization, including, among other things, that it is necessary for a worker to have full freedom of association, self-organization, and designation of representatives of their own choosing, to negotiate the terms and conditions of their employment, and to be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. Existing law, the Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Existing law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Existing case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Existing law also establishes the Public Employment Relations Board (board) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Existing law vests the board with jurisdiction to enforce certain provisions over charges of unfair practices for represented employees. This bill, the Transportation Network Company Drivers Labor Relations Act (act), would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations, to bargain through representatives of their own choosing, to engage in concerted activities for the purpose of bargaining or other mutual aid or protection, and to refrain from such activities. The bill would require the board to enforce these provisions. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1372 Papan D Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	This is a two-year bill.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and subtariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided.	Sponsor February 2025
AB 1410 Garcia D Utilities: service outages and updates: alerts.	This bill was signed by the Governor on October 6, 2025.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, gas corporations, and water corporations, while local publicly owned electric utilities are under the direction of their governing boards. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed. This bill would require, except as provided, each electrical corporation, gas corporation, water corporation, or local publicly owned electric utility, on or before March 1, 2026, to automatically enroll its customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts they do not wish to receive, except as provided. The bill would require each of those utilities to annually provide information on customers' bills on how to update their preferred contact methods and to allow customers to update their contact information on the utility's internet website or, if feasible, by telephone. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1421 Wilson D Vehicles: Road Usage Charge Technical Advisory Committee.	This is a two-year bill.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.	Watch
AB 1472 Hart D California Sea Level Rise State and Regional Support Collaborative.	This is a two-year bill.	Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.	Watch
SB 30 Cortese D Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	This bill was signed by the Governor on October 13, 2025.	Existing law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring ownership of that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of the ownership of that equipment from the prohibition if the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives, the equipment produces emissions equivalent to any equipment within any of those federal categories, or the diesel engine is removed from the equipment, as specified.	Concerns March 2025

Bill ID/Topic	Location	Summary	Position
SB 63 Wiener D San Francisco Bay area: local revenue measure: public transit funding.	This bill was signed by the Governor on October 13, 2025.	Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Public Transit Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 14 years, and in an amount of 0.5% in each of the above-described counties located within the district and 1% in the City and County of San Francisco, subject to voter approval at the November 3, 2026, statewide general election. After payments are made for various administrative expenses, the bill would require the district to transfer specified portions of the proceeds of the tax to the commission for allocation to certain programs and other purposes and for allocation to the Alameda-Contra Costa Transit District, the Peninsula Corridor Joint Powers Board, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, and other specified transit agencies, for transit operations expenses, and would require the district to transfer specified portions of the proceeds of the tax directly to other specified local transportation agencies, including the San Mateo County Transit District and the Santa Clara Valley Transportation Authority, for public transit expenses, as prescribed. This bill contains other related provisions and other existing laws.	Support July 2025

Bill ID/Topic	Location	Summary	Position
SB 71 Wiener D California Environmental Quality Act: exemptions: transit projects.	This bill was signed by the Governor on October 13, 2025.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support April 2025

Bill ID/Topic	Location	Summary	Position
SB 79 Wiener D Housing development: transit-oriented development.	This bill was signed by the Governor on October 10, 2025.	Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires the inventory of land to be used to identify sites throughout the community that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction’s share of the regional housing need. Existing law requires each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would require a project to include at least 5 dwelling units and establish requirements concerning height limits, density, and residential floor area ratio in accordance with a development’s proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions as well as applicable local objective general plan and zoning standards shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, beginning on January 1, 2027, as provided. These provisions would not apply to a local agency until July 1, 2026, except as specified, or within unincorporated areas of counties until the 7th regional housing needs allocation cycle. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements and would specify that the project is required to comply with certain affordability requirements, under that law. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 101 Wiener D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	This bill would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
SB 105 Wiener D Budget Acts of 2021, 2023, 2024, and 2025.	This bill was signed by the Governor on September 17, 2025.	The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch

Bill ID/Topic	Location	Summary	Position
SB 131 Committee on Budget and Fiscal Review Public Resources.	This bill was signed by the Governor on June 30, 2025.	Existing law establishes the Homeless Housing, Assistance, and Prevention program, administered by the Interagency Council on Homelessness, with respect to rounds 1 to 5, inclusive, of the program, and the Department of Housing and Community Development, with respect to round 6 of the program, for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. This bill would establish round 7 of the program. The bill would authorize the Department of Finance to augment Item 2240-001-0001 of the Budget Act of 2025 by $8,000,000 from the General Fund to prepare to administer round 7 of the program, as specified. The bill would require the Department of Finance to provide notification of any augmentation within 10 days to the Joint Legislative Budget Committee. The bill would, effective July 1, 2026, appropriate $500,000,000, as specified, provided that these funds be disbursed in accordance with specified requirements, including that funds from this appropriation be disbursed to a city, county, tribe, or continuum of care for round 7 of the program after a declaration by the director of the department, in consultation with the Director of Finance, that the department has substantially completed its initial disbursement of round 6 funds to the city, county, tribe, or continuum of care, and that the city, county, tribe, or continuum of care has obligated at least 50% of its total round 6 award. The bill would state the intent of the Legislature to enact future legislation that specifies the parameters for round 7 of the program, as specified.This bill contains other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 153 Committee on Budget and Fiscal Review Transportation budget trailer bill.	This bill was signed by the Governor on September 17, 2025.	Existing law imposes various functions and duties on the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Existing law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board's reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs. This bill contains other existing laws.	Watch
SB 272 Becker D San Mateo County Transit District: job order contracting: pilot program.	This bill was signed by the Governor on October 3, 2025.	The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a $5,000,000 cap on awards under a single job order contract and a $1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.	Watch

Bill ID/Topic	Location	Summary	Position
SB 348 Hurtado D State Air Resources Board: Low Carbon Fuel Standard.	This is a two-year bill.	Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law requires the state board to adopt standards, rules, and regulations necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations, as provided, to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to its authority, the state board has adopted the Low Carbon Fuel Standard regulations to reduce the carbon intensity of transportation fuels used in California, as specified. This bill would require the state board, beginning no later than January 31, 2026, to reconsider and revise the Low Carbon Fuel Standard to reduce the program's financial burden on drivers in the state, including by taking specified actions.	Watch

Bill ID/Topic	Location	Summary	Position
SB 400 Cortese D Labor: elective compensation under the Inflation Reduction Act of 2022.	This bill was signed by the Governor on October 1, 2025.	Existing law, with certain exceptions, establishes 8 hours as a day's work and a 40-hour workweek, and requires payment of prescribed overtime compensation for additional hours worked. Existing law requires a person who unlawfully withholds wages due an employee, as provided, to be subject to specified civil penalties. Existing law charges the Labor Commissioner with enforcement of these provisions. Existing law makes every person who fails to pay the wages of each employee subject to a specified penalty. Existing law requires the penalty to either be recovered by an employee as a statutory penalty or by the Labor Commissioner as a civil penalty, as prescribed. Existing law defines "public works," for purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law further requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a violation of this requirement. Existing law provides that for the purposes of provisions of law relating to the payment of prevailing wages, "public works" includes specified types of construction, alteration, demolition, installation, and repair work. Existing law, the Labor Code Private Attorneys General Act of 2004, authorizes an aggrieved employee to recover through a civil action a civil penalty that may be assessed and collected by the Labor and Workforce Development Agency, as specified. This bill would, until January 1, 2029, authorize a taxpayer, employer, contractor, or subcontractor to make an elective retroactive wage payment, as defined, to workers who performed work on a qualified renewable clean energy facility pursuant to the Inflation Reduction Act of 2022 (Public Law 117-169) if certain requirements are met, including, among others, that the facility is not a public works project, as defined, and would not otherwise be subject to the Davis-Bacon Act, as specified. The bill would specify that those provisions do not apply to, among others, violations of any other provision of law unrelated to the payment of retroactive prevailing wage correction payments in connection with the application for federal tax benefits pursuant to the Inflation Reduction Act of 2022. The bill would limit that authorization to renewable energy facility construction or repairs commenced on or after January 1, 2023, that were completed on or before December 31, 2024. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 445 Wiener D High-speed rail: third-party agreements, permits, and approvals: regulations.	This is a two-year bill.	The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 496 Hurtado D Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	This is a two-year bill.	Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made.	Watch

Bill ID/Topic	Location	Summary	Position
SB 506 Committee on Transportation Transportation: omnibus bill.	This bill was signed by the Governor on October 6, 2025.	Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Existing law requires the authority's governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority's governing board. This bill contains other related provisions and other existing laws.	Watch
SB 544 Laird D Railroad crossings: permit applications: review.	This bill was signed by the Governor on October 1, 2025.	Under existing law, the Public Utilities Commission has the exclusive power to, among other things, determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of railroad crossings. Existing law prohibits the construction of a public road, highway, or street across the track of any railroad corporation at grade and other specified actions with regard to railroad crossings without the permission of the commission. This bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would require the commission to adopt an expedited review and approval process for ratesetting proceedings for an exempt railroad crossing application, as defined. The bill also would require the commission, upon initiating a ratesetting proceeding, to determine whether the proceeding is for an exempt railroad crossing application, and if so, to issue a proposed resolution pursuant to the expedited review and approval process.	Watch

Bill ID/Topic	Location	Summary	Position
SB 545 Cortese D High-speed rail: economic opportunities.	This is a two-year bill.	Existing law establishes the Governor's Office of Business and Economic Development as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system. This bill would require the Governor's Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.	Watch

Bill ID/Topic	Location	Summary	Position
SB 559 Stern D Electricity: deenergization events: communications.	This is a two-year bill.	Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays when safe to do so. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 578 Smallwood-Cuevas D California Workplace Outreach Program.	This bill was signed by the Governor on October 13, 2025.	Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would, until January 1, 2031, require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application for qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights. This bill would require the department to guide discussions with qualified organizations regarding priority topics for outreach and education and to consult with those organizations and the Labor and Workforce Development Agency and, as relevant, its departments and boards to create education and outreach materials informing workers of their rights on priority topics and training materials for workers and organizations. The bill would require the materials to be translated into non-English languages, to be determined by the department in consultation with each qualified organization, as appropriate for the geographic region the qualified organization serves. The bill would require the department and qualified organizations to meet at least twice a year to coordinate outreach and education efforts and for qualified organizations to share information relevant to enforcement activities of the department.	Watch
SB 642 Limón D Employment: payment of wages.	This bill was signed by the Governor on October 8, 2025.	Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines “pay scale” as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of “pay scale” to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 667 Archuleta D Railroads: safety: wayside detectors: train length: emergency vehicle crossing.	This is a two-year bill.	The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train with maximum spacing specified for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require the Public Utilities Commission to (1) establish a process for freight train crews to receive alerts from wayside detectors, (2) create standards for freight train inspections to be conducted following the receipt of an alert from a wayside detector, as provided, and (3) adopt rules necessary to implement these provisions. This bill contains other related provisions.	Watch

Bill ID/Topic	Location	Summary	Position
SB 707 Durazo D Open meetings: meeting and teleconference requirements.	This bill was signed by the Governor on October 3, 2025.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, beginning July 1, 2026, and until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified. This bill contains other related provisions and other existing laws.	Watch
SB 714 Archuleta D Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	This bill is in the Senate Rules committee, pending referral to policy committee.	Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California's workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.	Watch
SB 735 Committee on Local Government Validations.	This bill was signed by the Governor on July 14, 2025.	This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	Watch

Bill ID/Topic	Location	Summary	Position
SB 741 Blakespear D Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.	This is a two-year bill.	The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.	Watch
SB 752 Richardson D Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	This bill was held in the Senate Appropriations Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.	Watch

Bill ID/Topic	Location	Summary	Position
SB 840 Limón D Greenhouse gases: Greenhouse Gas Reduction Fund: studies.	This bill was signed by the Governor on September 19, 2025.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. Existing law requires the state board, in regulations implementing the market-based compliance mechanism to, among other things, establish limits on the use of offset credits as a means for a covered entity to meet its compliance obligations. Existing law requires moneys collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes. This bill would state the intent of the Legislature to direct specific percentages of the revenues deposited into the Greenhouse Gas Reduction Fund to individual funds dedicated to funding clean transportation, housing and community investment, clean air and water, wildfire prevention and resilience, agriculture, clean energy, and climate-focused innovation. The bill would make the continuous appropriations from the fund inoperative on July 1, 2026. The bill would, beginning with the 2026–27 fiscal year, allocate moneys in the fund in a specified priority and would continuously appropriate a certain amount of moneys in the fund for certain purposes. This bill contains other related provisions.	Watch

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Congressional Update

Government Shutdown Continues

- Members finished last week with no deal in sight on government funding. With President Trump abroad in Asia, the prospects of an agreement this week remain slim. Democrats continue to push for a continuing resolution (CR) that includes renewals for Affordable Care Act (ACA) subsidies, while Republicans are advocating for a "clean" CR that extends funding without the Democrats' demands. The House will not return to Washington as scheduled this week, with Democrats and Republicans holding virtual and in-person meetings despite legislative business being cancelled.

- Lawmakers are eyeing November 1 as a crucial date when benefits from programs like the Supplemental Nutrition Assistance Program (SNAP) and the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC) run out, and millions of Americans are notified of increased healthcare premiums. Democrats believe their leverage will increase once some of the most painful effects of the shutdown take effect.

- Congress could vote this week on additional measures to pay some federal workers, such as the military and air traffic controllers. The American Federation of Government Employees, the largest federal employee union representing over 800,000 employees, called on Congress to pass a clean CR and "reopen the government immediately." Adding to the growing list of factors that could force members to strike a deal or pass a clean CR, air traffic controllers missed their first full paychecks on Tuesday. Transportation Secretary Sean Duffy warned that flight delays would increase as more federal workers at the nation's airports go without pay.

- The House has not been in session since September 19, when it passed H.R. 5371, and Speaker Mike Johnson (R-LA) has reiterated that he will not reconvene the chamber until the government is reopened. Speaker Johnson may need to call the House back to pass an additional CR as the shutdown approaches the original proposed extension date of November 21.

- Senate Democratic Leader Chuck Schumer (D-NY) has made it clear that Senate Democrats will not support a CR unless Republicans are willing to include extensions for ACA subsidies. In response, Senate Majority Leader John Thune (R-SD) has offered to hold a Senate vote on renewing the ACA subsidies, but only after Democrats vote to reopen the government.

- President Trump and White House Office of Management and Budget (OMB) Director Russell Vought continue to threaten RIFs in the likely event that the shutdown continues. However, the Department of Transportation (DOT) has largely avoided the mass firings that have rattled some agencies.

- For the Department of Transportation, the Highway Administration (FHWA) continues to operate, and Infrastructure Investment and Jobs Act (IIJA) grants are still being disbursed. The Federal Transit Administration (FTA) will remain largely operational; however, it is unlikely FTA officials will award new grants. The Federal Railroad Administration (FRA) will experience a furlough rate of approximately 23%, while approximately half of workers will remain without pay.

Senate Advances Seval Oz for DOT Lead on Research and Technology

- The Senate Commerce, Science, and Transportation Committee voted 16-12 to advance the nomination of Seval Oz to lead research and technology at the Transportation Department. Prior to her nomination, Oz worked at Google in its self-driving car portfolio. Oz is also the sister of Centers for Medicare and Medicaid Director Mehmet Oz.

- Oz's nomination will now be taken up by the full Senate, where she will need 50 votes to be confirmed.

ROAD to Housing Act Includes Provisions for Increasing Housing-Transit Connections

- On September 10, the Senate advanced the ROAD to Housing Act as a Manager's Amendment included in the FY26 National Defense Authorization Act (NDAA). One key provision within the bill is the Build More Housing Near Transit Act.

- The Build More Housing Near Transit Act encourages municipalities to build housing when expanding public transit systems. It specifically amends the Capital Investment Grants (CIG) program to provide an optional increased rating in FTA's evaluation process for projects in areas that establish pro-housing policy near public transportation routes.

- Congressional staff on the House and Senate Armed Services Committee began negotiations over the composition of the final NDAA. The bill is considered must-pass, and members are aiming to approve the legislation before the December 31 expiration date of the past bill's provisions.

Administration Update

Sens. Padilla and Schiff Condemn Cancellation of Hydrogen Hub Funding

- Sens. Alex Padilla (D-CA) and Adam Schiff (D-CA) condemned the Trump Administration's unilateral cancellation of over $7.5 billion for clean energy project development. Included was $1.5 billion designated for California's Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) hydrogen hub.

- The Senators accused the Department of Energy's move of being unlawful. Since the start of the government shutdown, OMB Director Russ Vought has sought to cancel projects in Democratic states and districts. While the Department of Energy (DOE) was the entity primarily responsible for the cancellation, Vought, under direction from President Trump, is leading the effort.

- In a letter to DOE Secretary Chris Wright, Padilla and Schiff cite the hub's expected creation and support of 220,000 good-paying jobs. However, it is unclear whether DOE will reverse its decision or if any legal action will be successful in returning funding.

DOT Requests Nominations for the Beautifying Transportation Infrastructure Council

- The Department of Transportation is requesting nominations for the Beautifying Transportation Infrastructure Council. The Council will advise the Secretary of Transportation on enhancing the aesthetic value of the nation's transportation systems. In particular, the Council provides recommendations on policies, designs, and funding priorities that beautify transportation infrastructure, including highways, bridges, and transit hubs, while maintaining safety and efficiency. The Council identifies best practices, develops aesthetic performance metrics, and advises on projects that enhance public spaces and reflect local character.

- The Council will comprise up to 11 members, including architects, landscape designers, urban planners, artists, transportation engineers, historic preservationists, and other community advocates, and representatives from State, local, and Tribal governments. The deadline for nominations for Council members must be received on or before November 21, 2025.