



BOARD OF DIRECTORS 2019

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EXECUTIVE DIRECTOR

AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Finance Committee Meeting

San Mateo County Transit District Administrative Building
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070

August 26, 2019 – Monday

2:30 p.m.

1. Call to Order/Pledge of Allegiance
2. Roll Call
3. Public Comment on Items not on the Agenda
Comments by each individual speaker shall be limited to three (3) minutes. Items raised that require a response will be deferred for staff reply.
4. Approve Meeting Minutes of July 26, 2019 MOTION
5. Approval of Extension and Addition of Contract Capacity to the Transportation Planning On Call Contract MOTION
6. Award of Contract to ARINC, Inc. for Maintenance and Support of Train Control System MOTION
7. Authorize Amendment to the Contract with Turbo Data Systems, Inc. for Fare Evasion Citation Processing Services MOTION
8. Adoption of the Caltrain Fare Structure (Formerly the Codified Tariff), Adoption of Findings for a Statutory Exemption Under CEQA and Approval of Associated Title VI Equity Analysis MOTION
9. Committee Member Requests
10. Date/Time of Next Regular Finance Committee Meeting: Monday, September 23, 2019 at 2:30 p.m. San Mateo County Transit District Administrative Building, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
11. Adjourn

Committee Members: Dev Davis (Chair), Ron Collins, Shamann Walton

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 650.508.6242. Agendas are available on the Caltrain website at www.caltrain.com. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1.800.660.4287 or 511.

The JPB meets regularly on the first Thursday of the month at 10:00 a.m. The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 p.m. at the same location. Date, time and place may change as necessary.

Public Comment

If you wish to address the Committee, please fill out a speaker's card located on the agenda table and hand it to the JPB Secretary. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the JPB Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the JPB Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to board@caltrain.com; or by phone at 650.508.6242, or TDD 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 are 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.

Peninsula Corridor Joint Powers Board
Finance Committee Meeting
1250 San Carlos Avenue, San Carlos CA 94070

MINUTES OF JULY 26, 2019

MEMBERS PRESENT: D. Davis (Chair), R. Collins, S. Walton

MEMBERS ABSENT: None

STAFF PRESENT: M. Bouchard, J. Brook, C. Gumpal, C. Fromson, D. Hansel,
S. Petty, J. Cassman, S. van Hoften, D. Seamans

CALL TO ORDER

Chair Dev Davis called the meeting to order at 1:13 p.m.

ROLL CALL

District Secretary Dora Seamans called the roll and confirmed all present.

ADOPTION OF DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR FEDERAL TRANSIT ADMINISTRATION-ASSISTED PROJECTS FOR FEDERAL FISCAL YEARS 2020-22

Hayden Lee, Acting Manager, Civil Rights Program, provided the report; highlights included a recommendation to the Board to adopt a new three-year disadvantaged business enterprise (DBE) goal of 13.5 percent for Federal Transit Administration (FTA)-assisted contracts for Federal Fiscal Years (FFY) 2020-22, in accordance with the regulations issued by the U.S. Department of Transportation (DOT). Mr. Lee noted the last DBE overall goal adopted by the JPB in June 2016 was 14 percent, covering fiscal years 2017-2019.

The Committee requested a quarterly staff report on the DBE participation rates.

Derek Hansel, Chief Financial Officer, noted that this item will be included on the JPB Board meeting agenda in September.

Staff provided further clarification in response to the Committee comments and questions. The presentation can be found on the Caltrain website link provided here: http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-07-26+DBE+presentation.pdf

AWARD OF CONTRACT TO TRANSYSTEMS CORPORATION TO PROVIDE ON-CALL DESIGN REVIEW SERVICES

Julie Taylor, Director of Contracts & Procurement, provided a report; highlights included an award of a contract to TranSystems Corporation of Berkeley, California, for a not-to-exceed amount of \$2,900,000, to provide on-call design review services for a five-year term at the negotiated rates specified in the proposal. Ms. Taylor also noted that in accordance with federal and state laws governing the procurement of architectural and engineering services, proposals were evaluated, scored and ranked solely based on qualifications and a Selection Committee composed of qualified staff from the Engineering and Maintenance department, and a subject matter expert from the Capital Program Delivery department, reviewed, scored and ranked the proposals.

Staff provided further clarification in response to Board comments and questions.

PROPOSED CODIFIED TARIFF CHANGES

Derek Hansel, Chief Financial Officer, provided the report, which included the Caltrain Fare Study that was completed in 2018 and adopted by the Board in December 2018, Caltrain does not have a dedicated source of funding, costs of operating and maintaining service increase, proposed fare changes: Go Pass, Clipper, one-way/day pass/monthly pass, administrative changes, estimated fare revenue impact and revenue per passenger mile. Mr. Hansel also noted the various public meetings and hearings that were held in the month of July.

Mr. Hansel informed the Committee that the public hearing will be held at the August 1 Board meeting; Caltrain Board will be able to vote on the proposed changes at its September 5 meeting and the implementation timeline will be available after Board approval.

Staff provided further clarification in response to the Committee comments and questions. The presentation can be found on the Caltrain website link provided here: http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019-07-26+JPB+Finance+committee+codified+tariff+ppt.pdf

Public comment

Chair Davis announced that the public is allowed three minutes to speak during public comment.

Adina Levin, Friends of Caltrain, commented on the expansion of the Go Pass and fare increases.

Roland Lebrun, San Jose, commented on fare box recovery and Go Pass.

Drew, San Mateo, commended staff on the Chinese translation and Go Pass.

Director Ron Collins left the meeting at 2:40 p.m.

COMMITTEE MEMBER REQUESTS

Director Walton requested that staff keep low income pricing at a flat rate without an increase every two years, particularly if they have no effect on increased ridership.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Roland Lebrun, San Jose, commented on the public comment for items not on the agenda and the Disadvantaged Business Enterprise Goal.

Adina Levin, Friends of Caltrain, commented on the Means Based Program and the business case study.

DATE/TIME OF NEXT REGULAR FINANCE COMMITTEE MEETING: MONDAY, AUGUST 26, 2019 AT 2:30 P.M. SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING, 2nd FLOOR, 1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070

ADJOURN

The meeting was adjourned at 2:50 p.m.

An audio/video recording of this meeting is available online at www.caltrain.com. Questions may be referred to the Board Secretary's office by phone at 650.508.6279 or by email to board@caltrain.com.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Finance Committee and Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **AUTHORIZE AMENDMENTS TO CONTRACTS FOR PROVISION OF ON-CALL
TRANSPORTATION PLANNING AND SUPPORT SERVICES**

ACTION

Staff Coordinating Council recommends the Board:

1. Approve amendments to contracts with the firms listed below to extend the contracts by nine months from November 30, 2019 to August 31, 2020 and increase the aggregate contract total amount by \$1.5 million, from \$9.57 million to \$11.07 million, a 16 percent increase, to be shared as a pool for authorized tasks amongst:
 - CDM Smith, Inc.,
 - Fehr & Peers, Inc.,
 - HNTB Corporation, and
 - STANTEC Consulting Services, Inc.
2. Authorize the Executive Director, or his designee, to execute a contract amendment with each of the above firms in a form approved by legal counsel.

SIGNIFICANCE

Approval of the above actions will ensure uninterrupted services in connection with current and upcoming transportation planning efforts within the Peninsula Corridor Joint Powers Board (JPB) capital program and Caltrain Modernization Program, such as:

- Caltrain Business Plan: Phase 2,
- Network planning,
- Station access planning (including bike parking),
- Bike parking and micromobility policy,
- Grant applications, and
- Communication and outreach program support for Peninsula Corridor Electrification Project (PCEP).

The JPB is entering a new era of transportation planning given Caltrain electrification and the Caltrain Business Plan's consideration of 2040 service vision. To ensure that the JPB is able to attract critical technical skills and resources to support the railroad's growth and ambitions over the next five to seven years, the JPB will be releasing a Request for Proposals (RFP) for on-call transportation planning and support services in the fall. In preparation, the JPB first released a Request for Information and Interest (RFI) on July 15, 2019 and hosted a Caltrain Planning Industry Day on August 14, 2019 to seek additional information from consultants. The proposed contract extension will provide staff with planning and support services until the new contracts are in place.

BUDGET IMPACT

The services to be provided pursuant to the contract amendments will be performed under Work Directives (WDs) issued to each firm on an on-call basis. The WDs will be funded from previously adopted capital budgets and those approved in Fiscal Year 2020. WDs will be funded by a mix of federal, state and regional grants, local revenues and/or private funds.

BACKGROUND

In October 2013, Board Resolution No. 2013-46 authorized award of three-year contracts with an aggregate contract total amount of \$4 million to be shared as a pool under authorized WDs assigned to the four firms listed above. This resolution also authorized two, one-year option terms for an aggregate total of \$1 million per year. The option terms were exercised in December 2016 for an aggregate total of \$6.6 million (including \$600,000 in contingency). In December 2017, the contract term was extended from November 2018 through November 2019. In December 2018, Board Resolution No. 2018-56 authorized an additional \$2.7 million in contract capacity. The current aggregate contract value is \$9.57 million (including \$270,000 in contingency).

Over the past six years, the JPB has undertaken a significant number of transportation planning and support projects, efforts, and initiatives that were not anticipated when the contracts were awarded. The unanticipated work resulted from the JPB receiving additional grants and private sector funding for time-sensitive tasks. To date, an aggregate total of \$7.93 million in WDs has been issued under the subject contracts.

Staff anticipates needing \$3.14 million in additional WDs to meet current, ongoing anticipated and unanticipated needs of the JPB through August 31, 2020. An increase of \$1.5 million (from \$9.57 million to \$11.07 million) in the aggregate contract total amount will accommodate these needs.

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

Prepared by: Melissa Reggiardo, Principal Planner

650.508.6283

RESOLUTION NO. 2019 –

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

* * *

**AUTHORIZING AMENDMENT OF CONTRACTS FOR ON-CALL TRANSPORTATION PLANNING
AND SUPPORT SERVICES TO EXTEND THE CONTRACTS BY NINE MONTHS AND INCREASE
THE AGGREGATE CONTRACT TOTAL AMOUNT BY \$1,500,000**

WHEREAS, pursuant to Resolution No. 2013-46, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) awarded contracts for on-call transportation planning and support services to CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. for a three-year base term with two, one-year options; and

WHEREAS, the contracts were subsequently extended for one additional year until November 30, 2019 and, pursuant to Resolution No. 2018-56, the Board approved an amendment to increase the aggregate contract total amount by \$2.7 million, from \$6.6 million to a new aggregate contract total of \$9.57 million (including \$270,000 in contingency); and

WHEREAS, due to existing and new projects, tasks and additional consultant support now needed, but not anticipated at the time of the previous contract amendment, additional contract capacity is required; and

WHEREAS, staff also desires to extend the contracts through August 2020 to allow for time to competitively solicit new contracts for these services; and

WHEREAS, the Staff Coordinating Council recommends, and the Executive Director concurs, that the Board authorize amendments to the contracts with CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc.

to (a) extend the contract terms through August 2020, and (b) increase the aggregate contract total amount by \$1,500,000, from \$9,570,000 to a new aggregate contract total amount of \$11,070,000, to be shared amongst the four firms, with the understanding that increasing the contract total will not obligate the JPB to purchase any specific level of services from any firm, as services are provided on an as-needed basis.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Joint Powers Board hereby authorizes amendments to the contracts with CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. to extend the contracts for nine months and increase the aggregate contract total amount by \$1,500,000 from \$9,570,000, for a new aggregate contract total amount of \$11,070,000, to be shared amongst the four firms; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to execute an amendment with each of the firms listed above in a form approved by legal counsel.

Regularly passed and adopted this 5th day of September, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers
Board

ATTEST:

District Secretary



Extension and Addition of Contract Capacity to the Planning On-Call Contract

Finance Committee

August 26, 2019

Agenda Item#5

BACKGROUND

- October 2013: Authorized three-year contracts with aggregate total of \$4m to be shared among four firms via work directives, and two one-year option terms for an aggregate total of \$1m per year
- December 2016: Exercised option terms for an aggregate total of \$6.6m
- December 2017: Extended term through November 2019
- December 2018: Authorized additional \$2.7m in capacity; current aggregate value is \$9.6m

ADDITIONAL NEEDS

- JPB has undertaken unanticipated planning projects and received grants and funding for time-sensitive tasks; \$7.9m in WDs has been issued
- Resulting needs:
 - 9 month contract extension to August 31, 2020
 - \$1.5m increase in contract capacity (from \$9.6m to \$11.0m)
- Allows for \$3.1m in additional WDs through August 31, 2020

PLANNING PROJECTS SUPPORTED

- Caltrain Business Plan Phase 2
- Network planning
- Station access planning (including bike parking)
- Bike parking and micromobility policy
- Grant applications
- Communication and outreach program support for Peninsula Corridor Electrification Project (PCEP)

NEXT STEPS

- Released RFI on July 15
- Hosted Industry Day on August 14
- Incorporating feedback in draft RFP
- RFP to be released in fall 2019
- Scoped to include anticipated planning needs for the next 7 years
- Board award in spring 2020*

*Date subject to change

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Finance Committee and Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

Derek Hansel
Chief Financial Officer

SUBJECT: **AWARD CONTRACT FOR MAINTENANCE AND SUPPORT OF TRAIN CONTROL SYSTEM**

ACTION

The Staff Coordinating Council recommends the Board:

1. Award a contract to ARINC, Inc. (ARINC), of Annapolis, Maryland, for a not-to-exceed amount of \$7,007,000, to maintain and support Caltrain's Rail Operations Control System (ROCS), Predictive Arrival and Departure System (PADS), and Radio Dispatch System (RDS) (Systems) for a six-year term, at the negotiated rates specified in the proposal.
2. Authorize the Executive Director, or his designee, to execute a contract with the above firm in full conformity with the terms and conditions of the solicitation documents and in a form approved by legal counsel.

SIGNIFICANCE

This contract will allow the Peninsula Corridor Joint Powers Board (JPB) to combine three separate contracts into one single comprehensive maintenance and support services agreement for the Systems. Together, the three Systems provide the backbone of the train control system. ROCS and PADs operate using ARINC's proprietary Advanced Information Management System (AIM) software. ARINC is the only vendor able to provide maintenance and support services for the ROCS and PADS. RDS is based upon Penta Rail Corporation's (Penta) proprietary software which was licensed to the JPB through ARINC. ARINC has unique knowledge and experience integrating the RDS system with ROCS and PADS so the Systems interface and function as one.

BUDGET IMPACT

The recommended actions establish a contract budget in the amount of \$7,007,000. Funding for the first year is included in the Fiscal Year (FY) 2020 Operating Budget and Positive Train Control (PTC) project capital budget for PTC ROCS future improvement and enhancements. Future funding will be supported through the annual Operating Budget process.

BACKGROUND

Pursuant to Resolution 2009-56, after a competitive procurement process, the JPB Board of Directors (Board) awarded a contract to ARINC for the provision of ROCS and PADS and associated maintenance and support services. Both ROCS and PADS were implemented based upon ARINC's proprietary AML software platform.

ROCS is Caltrain's train dispatch system, and ARINC provides maintenance and support services for ROCS through a Board-authorized agreement. In 2013, pursuant to Resolution 2013-53, the Board awarded a sole source contract to ARINC for the provision of further enhancements and modifications to ROCS to ensure that ROCS properly interfaces with the Caltrain Communication Based Overlay Signal System Positive Train Control Project. When the modified ROCS (also known as PTC ROCS) goes into production later this fall, it will replace the current ROCS, and a new maintenance and support services agreement will be needed to support PTC ROCS.

PADS distributes audio and visual announcements and generates automated messages based on the train schedules, real-time train movement messages, and GPS messages received from ROCS. Today, PADS is maintained and supported by ARINC through a Board-authorized agreement that expires in September 2019.

Pursuant to Board Resolution No. 2011-43, the Board awarded a contract to Parsons Transportations Group (PTG) for the provision of a PTC system for Caltrain. As part of that contract, the JPB replaced the old train voice dispatch communications and voice recorder system with RDS. ARINC, PTG's subcontractor, installed and implemented RDS and subcontracted with Penta for its proprietary RDS software. ARINC serves as the system integrator for the RDS system ensuring that it functions with the other systems. Currently, RDS is not supported by a maintenance and support agreement as it expired on June 30, 2019.

Under Federal rules, a sole source contract award is justified if a single vendor has a unique capability to perform the needed service, in particular when Intellectual Property (IP) rights preclude competition and the contract is for continued development of a highly specialized system like ROCS, PADS and RDS. The ARINC software is proprietary and owned by ARINC. Only ARINC has the knowledge, experience and the software rights, to provide maintenance and support services for ROCS and PADS.

A single source contract award is justified where more than one source of supply exists, but it is in the best interest of the agency to waive the competitive solicitation process. ARINC has unique knowledge, qualifications and experience integrating RDS with ROCS and PADS, which are run on ARINC's proprietary software; therefore a change in software and vendor support for RDS would not be efficient or cost effective.

As a result, staff issued a letter request for proposal to ARINC to provide maintenance and support services, including spare parts, for the Systems for a six-year term. ARINC submitted a proposal and a selection committee (Committee) composed of qualified staff from the Railroad Systems Engineering department reviewed it.

The Committee determined that ARINC's proposal met all of the JPB's requirements and the firm possesses the requisite depth of experience and required qualifications to successfully perform the scope of services. Staff negotiated contract terms and conditions, including price, with ARINC. Staff determined prices to be fair, reasonable, and consistent with those currently paid by the JPB.

Procurement Administrator III: Jillian Ragia

650.508.7767

Deputy Director of System Engineering: Matt Scanlon

650.622.7819

RESOLUTION NO. 2019 –

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

* * *

**AWARDING A CONTRACT TO ARINC, INC.
FOR MAINTENANCE AND SUPPORT OF TRAIN CONTROL SYSTEM FOR
A NOT-TO-EXCEED AMOUNT OF \$7,007,000**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) requires maintenance and support services for Caltrain's Rail Operations Control System (ROCS), Predictive Arrival and Departure System (PADS), and Radio Dispatch System (RDS) (Systems); and

WHEREAS, ROCS and PADs operate using ARINC, Inc.'s (ARINC) proprietary Advanced Information Management System (AIM) software; and

WHEREAS, ARINC is the only vendor able to provide maintenance and support services for the ROCS and PADs; and

WHEREAS, the RDS is based upon Penta Rail Corporation's (Penta) proprietary software, which was licensed to the JPB through ARINC; and

WHEREAS, ARINC has unique knowledge, qualifications, and experience integrating the RDS system with ROCS and PADS so the Systems interface and function as one; and

WHEREAS, the JPB issued a letter Request for Proposal (RFP) to ARINC to provide maintenance and support services (Services), including the provision of spare parts, for the Systems for a six-year term; and

WHEREAS, a selection committee composed of qualified staff from the Railroad Systems Engineering department reviewed ARINC's proposal and determined that ARINC's proposal met all of the JPB's requirements and the firm possesses the requisite depth of experience and required qualifications to successfully perform the scope of services; and

WHEREAS, staff negotiated contract terms and conditions, including price, with ARINC and determined the prices to be fair, reasonable, and consistent with those currently paid by the JPB; and

WHEREAS, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board of Directors award a contract to ARINC for the Services for a total not-to-exceed amount of \$7,007,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to ARINC, Inc., of Annapolis, Maryland, for a not-to-exceed amount of \$7,007,000, to maintain and support Caltrain's Rail Operations Control System, Predictive Arrival and Departure System, and Radio Dispatch System for a six-year term, at the rates specified in the proposal.

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to execute a contract with ARINC in full conformity with all the terms and conditions of the RFP and in a form approved by legal counsel.

Regularly passed and adopted this 5th day of September, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary



ARINC Maintenance and Support Services

Finance Committee

August 26, 2019

Agenda Item#6

Overview

ARINC will provide Maintenance and Support Service for three major systems that are located in both Central Control Facility (CCF) and the Backup Central Control Facility (BCCF) that support Rail Operations, they are:

1. The central train control system is known as the Rail Operations Control System (ROCS). ROCS is based upon the proprietary software platform Advanced Information Management System (AIM), provided by ARINC.
2. The Caltrain Predictive Train Arrival/Departure System (PADS). PADS is an integrated system based on the proprietary ARINC AIM® CIS software product.
3. Train Voice Radio Dispatch System (RDS) is a railroad oriented communication system and comprised of voice dispatch consoles at the CCF, BCCF, CEMOF, San Carlos Central and 4th & King Station to support at least 48 Voice Radio Base Station sites.

Contract Duration and Terms

- Total 6 Year Term of Agreement starting upon execution of this Agreement; expiration date is June 30, 2025.
- Three Maintenance and Service Categories:
 - Services at a Fixed Yearly Price
 - Service on a Time & Material Basis
 - Additional Services on a Work Directive Basis

Scope - Fixed Price Services

- Hardware Maintenance of ROCS and PADS.
 - Emergency Phone Support 24/7
 - Unlimited hardware maintenance telephone consultation
- Software Maintenance of ROCS and PADS
 - Emergency Phone Support 24/7
 - Emergency On-Site or Remote Access Support
 - All Software Maintenance Telephone Consultation
 - Latent Software Defect Correction
 - Windows Patch Management
 - Historical Data Storage

Scope - Time and Materials Services

- RDS System will be maintained on T&M Basis
- ROCS and PADS
 - Additional Services on a T&M Basis
 - Caltrain Requested Reporting
 - On-Site or Off-Site Repairs
 - Refresher Training
 - Technology Discussions

Scope - Additional Services

- Work Directives for Discrete Projects or Services Upon Approval from Caltrain in terms of Scope, Priority, and Implementation Schedule:
 - Any Future Improvements for ROCS, PADS and RDS
 - System Enhancements
 - Any modifications to support Operation Needs
 - Additional Hand-on Training

ARINC Maintenance and Support Agreement Costs

	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Total Fixed Price	\$ 347,898	\$ 375,502	\$ 363,186	\$ 373,458	\$ 384,080	\$ 443,772	\$ 2,287,896
Total T&M	\$ 324,884	\$ 418,270	\$ 436,133	\$ 454,990	\$ 474,907	\$ 495,963	\$ 2,605,148
Total Spares	\$ 45,580	\$ 34,185	\$ -	\$ 34,185	\$ -	\$ -	\$ 113,950
Total Additional Projects							\$ 2,000,000
						Total (Rounded)	\$ 7,007,000

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Finance Committee and Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operations Officer, Rail

SUBJECT: **AUTHORIZE AMENDMENT TO THE CONTRACT WITH TURBO DATA SYSTEMS, INC.
FOR FARE EVASION CITATION PROCESSING SERVICES**

ACTION

Staff Coordinating Council recommends the Board:

1. Approve an amendment to the fare evasion citation processing contract with Turbo Data Systems, Inc. (TDS) to extend the term by eight years and increase the total not-to-exceed contract amount by \$446,400 from \$150,000 to \$596,400; and
2. Authorize the Executive Director, or designee, to execute a contract amendment in a form approved by legal counsel.

SIGNIFICANCE

Approval of a contract amendment with TDS will provide the Peninsula Corridor Joint Powers Board (JPB) with uninterrupted fare evasion citation processing and adjudication services through May 31, 2028.

BUDGET IMPACT

Primary funding to support the contract will be from revenues collected through fare evasion citations. In the event revenues are insufficient to support monthly fixed and variable expenses, operating funds will need to be used.

BACKGROUND

Caltrain commuter rail service passengers do not pass through barriers or gates before boarding, which would require evidence of fare payment and fare validation prior to boarding. The absence of a mechanism to check fares before passengers board led the JPB to institute a proof-of-payment (POP) fare enforcement system requiring patrons to carry a valid form of fare media to prove that they have paid their proper fares for each trip. State law permits the JPB to impose administrative penalties for fare evasion in addition to pursuing criminal penalties. The JPB found that enforcing POP violations exclusively through the superior courts creates challenges for the JPB and patrons that could be diminished by an administrative citation process for first and second time offenses, with both administrative and criminal citations being issued only to adult patrons. As a result, on January 1, 2018, the Board of Directors (Board) of the JPB adopted Ordinance No. 2 to establish administrative penalties, fees, and hearing procedures for

passengers riding Caltrain without proper fares and proof of payment (Ordinance).

TDS is the only third-party vendor permitted to process electronic traffic and administrative penalties/violations in Santa Clara, San Mateo and San Francisco County Superior Courts. Currently, TDS handles all of the San Mateo County Sheriff's Office administrative hearings for parking citations.

On June 1, 2018, the JPB entered into a sole source contract with TDS to provide fare evasion citation processing services and mobile fare enforcement devices for a two-year period or until total compensation reached \$150,000, whichever came first. TDS provides citation processing and payment collection services by mail, telephone and online; distributes all levels of citation reminder notices and collection notices, and administers administrative adjudication services and advanced collection efforts in accordance with the Ordinance. In addition, TDS provides leased handheld mobile ticketwriters; associated software, maintenance and support services; and data reporting.

In order to continue supporting the administrative citation process, staff proposes to amend the contract with TDS to increase the contract capacity by \$446,400 from \$150,000 to \$596,400 and extend the term for 8 years until May 31, 2028. TDS has agreed to upgrade the current 20 ticketwriter devices with faster processors and improved capacity, and will include 5 additional devices, for a total of 25 units.

Project Manager:	Joe Navarro, Deputy Chief, Rail Operations	650.508.7792
Contract Administrator:	Tomisha Young, Rail Contracts & Budget	650.508.7968

RESOLUTION NO. 2019 –

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

* * *

**AUTHORIZING AN AMENDMENT TO THE CONTRACT WITH TURBO DATA SYSTEMS INC. FOR
FARE EVASION CITATION PROCESSING SERVICES AND MOBILE FARE ENFORCEMENT
DEVICES TO EXTEND THE CONTRACT BY EIGHT YEARS AND INCREASE THE TOTAL
NOT-TO-EXCEED CONTRACT AMOUNT BY \$446,400 TO \$596,400**

WHEREAS, on January 1, 2018, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) adopted Ordinance No. 2 to establish administrative penalties, fees, and hearing procedures for passengers riding Caltrain without proper fares and proof of payment (Ordinance); and

WHEREAS, Turbo Data Systems Inc. (TDS) is the only third-party vendor permitted to process electronic administrative penalties and violations in Santa Clara, San Mateo and San Francisco County Superior Courts; and

WHEREAS, in order to implement the Ordinance, on June 1, 2018, the JPB entered into a sole source contract with TDS to provide fare evasion citation processing services and mobile fare enforcement devices for a two-year period or until total compensation reached \$150,000, whichever came first (Contract); and

WHEREAS, staff desires to extend the Contract to continue fare evasion citation processing and has negotiated an amendment with TDS for the provision of services and equipment lease for eight additional years; and

WHEREAS, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board approve an amendment to the Contract to extend the term by eight years and increase the not-to-exceed contract amount by \$446,400 to \$596,400,

with costs to be based on fixed fees for fare evasion citation processing services and lease of mobile fare enforcement devices.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director, or his designee, to amend the fare evasion processing contract between the JPB and Turbo Data Systems Inc. to extend the term by eight years and increase the total not-to-exceed contract amount by \$446,400 from \$150,000 to \$596,400.

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to execute a contract amendment with TDS in a form approved by legal counsel.

Regularly passed and adopted this 5th day of September, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary



Turbo Data Systems, Inc. Contract Extension: Proof of Payment

Finance Committee
August 26, 2019
Agenda Item #7

Background

- JPB award Turbo Data Systems, Inc. (TDS) Proof-of-Payment agreement in June 1, 2018.
- 2-year base agreement with option to extend for 8-years.
- Base agreement expires on May 31, 2020.
- January 16, 2019 staff presented Contract status to the Board.
- Approve amendment to the contract with TDS to extend the contract term for an additional eight-years until May 31, 2028
- Increase the contract capacity by \$446,400 from \$150,000 to \$596,400



Scope of Work (SOW)

- TDS provides services in the following areas
 - Citation processing
 - Citation payment collection
 - Lease of handheld ticketwriter units
 - Maintenance support
 - Data reporting



Benefits to the Contract Extension

- TDS will provide uninterrupted service for Fare Evasion citation processing and adjudication.
- Increase ticketwriter units to enhance enforcement.
- Reduce lease cost per month for handheld ticketwriter units.



Overview of Proof-of-Payment Program

- Adopted new Fare Enforcement Ordinance on January 4, 2018
- New Fare Enforcement Program launch July 2018
- Incremental rollout
- All conductors must take an 8-hour mandatory Proof-of-payment course and pass two exams
 - trained on procedures
 - techniques for conducting fare checks:
 - demeanor, diffusing conflict, de-escalation



Goals of Fare Ordinance

- Standardize “Zero-Tolerance” approach to ensure equity
- Identifying and penalizing fare evaders
- Reduce court congestion
- Standardize adjudication process
- Standardize electronic issuance procedures
- Reducing the amount of incidents of assaults on conductors
- Provide a safer commuter rail system
- Recoup money lost due to fare evasion

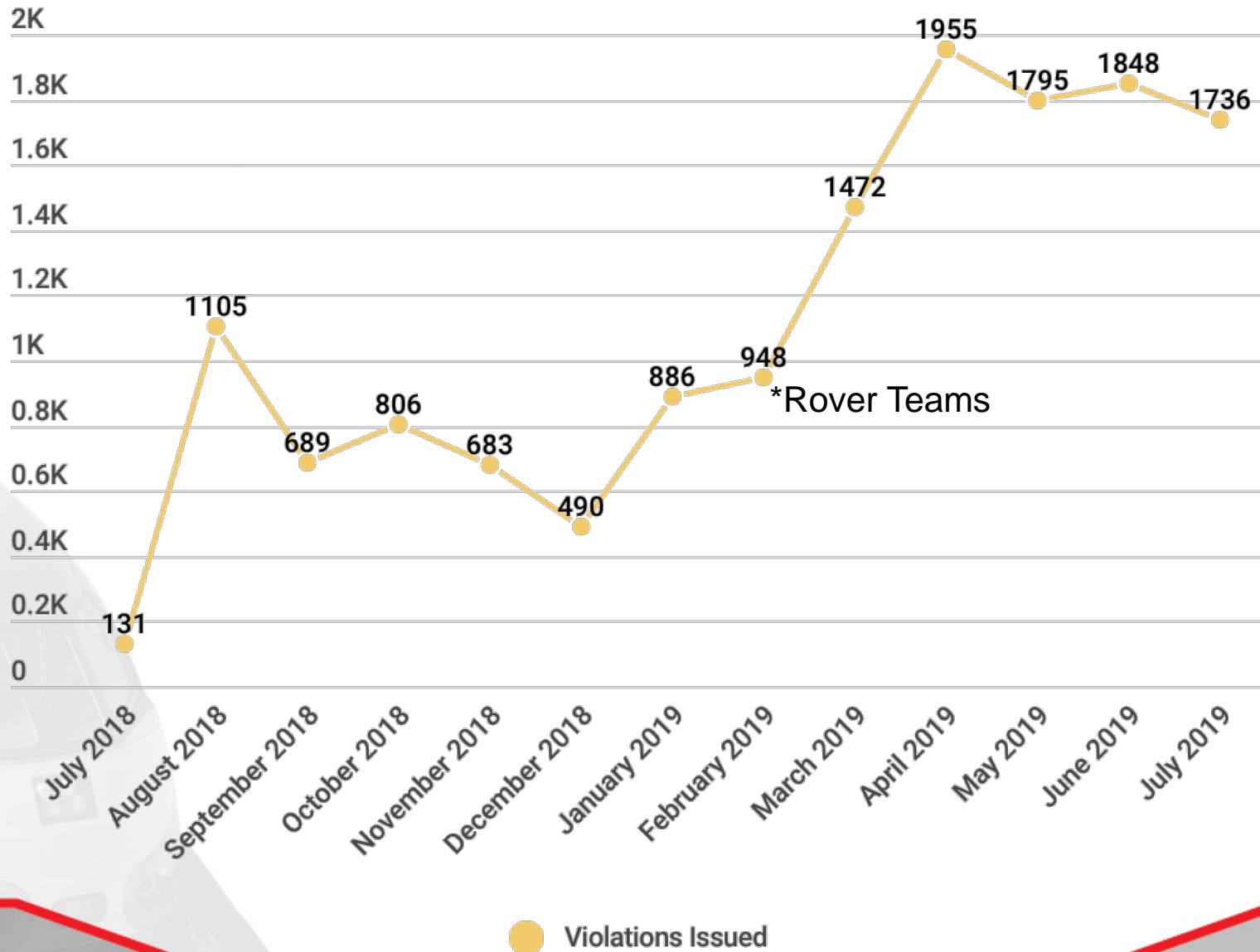


Proof-of-Payment: July 1, 2018 – July 31, 2019

- Total Notice of Violations for Fare Evasion Given: 14,550
 - Closed: 10,143
 - 7 out of every 10 people ticketed paid
 - Open: 4,407
 - In the review process or payment deadline has not past.
 - Delinquent: 3,031
 - Late Penalty \$75
 - 100% Closure Rate
 - Collection Services
 - Franchise Tax Board Collection Services
 - 3rd Offense or Greater
 - Fare Evasion Citation by Transit Police
 - Ejection
 - Exclusion for 90 days



Proof-of-Payment : By the Numbers



Proof-of-Payment

- Fare recovery from the Proof-of-Payment program: \$578,579
- Fare enforcement identifies, deters, and penalizing fare evaders on Caltrain.
- Standardize “Zero-Tolerance” approach to ensure equity with consistent inspection across routes and times of day.
- Enhances safety for both the conductors and Caltrain passengers.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Finance Committee and Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **ADOPTION OF THE CALTRAIN FARE STRUCTURE (FORMERLY THE CODIFIED TARIFF), ADOPTION OF FINDINGS FOR A STATUTORY EXEMPTION UNDER CEQA AND APPROVAL OF ASSOCIATED TITLE VI EQUITY ANALYSIS**

ACTION

Staff Coordinating Council recommends the Board:

1. Adopt a new Caltrain Fare Structure to replace the Codified Tariff and include the following revisions:
 - a. Go Pass – An increase in the price of the Go Pass of 20%, effective January 1, 2020, from \$285 to \$342, raising the annual minimum cost to employers from \$23,940 to a new minimum of \$28,728. Additional increases in the price of the Go Pass of 5% on January 1, 2022 and 5% on January 1, 2024;
 - b. Clipper Discount – Reduction of the Clipper discount from \$0.55 to \$0.25 per One-way adult fare and corresponding Monthly Passes (with no change in the discount for Eligible Discount One-way fares), effective April 1, 2020;
 - c. Periodic Fare Increases – Adoption of a program of scheduled increases to the full price One-way base fare and zone fare (with corresponding increases to related products), on the following schedule:
 - Base fare increase of \$0.50, effective July 1, 2020
 - Zone fare increase of \$0.25, effective July 1, 2022
 - Base fare increase of \$0.50, effective July 1, 2024;
 - d. Regional Means-Based Fare Pilot Program – Provide enrolled participants with a 20% discount off of One-way adult Clipper Card fares on Caltrain for the duration of the Regional Means-Based Fare Pilot Program (Pilot Program), which is administered by the Metropolitan Transportation

Commission (MTC). The program is expected to begin by the first quarter of 2020;

- e. Other Fees/Charges - Remove the charter train, parking, and bicycle locker charges from the Fare Structure and place them in a separate document.
2. Find that the proposed fare changes are for the purpose of meeting operating expenses, including employee wage rates and fringe benefits; purchasing or leasing supplies, equipment, or materials; and meeting financial reserve needs and requirements, and thus are statutorily exempt from environmental review under the California Environmental Quality Act (CEQA).
3. Approve the associated Title VI Fare Equity Analysis, which finds that the proposed changes will not give rise to a disparate impact or disproportionate burden on minority or low-income passengers, respectively.

SIGNIFICANCE

The Peninsula Corridor Joint Powers Board (JPB) approved the Fiscal Year (FY) 2020 Operating and Capital Budgets on June 6, 2019. The Operating Budget totals \$155.7 million, and includes a deficit of \$1.1 million, to be funded from the JPB's Revenue Stabilization Fund. Additionally, the Board has received information from staff about expected budgetary challenges for FY 2021 and 2022, which include anticipated increases in baseline expenditures, costs anticipated with operation and maintenance of Positive Train Control, constraints on operating budget funding provided by the JPB's member agencies (particularly in light of significant recent increases in such funding), and the continued lack of a dedicated source of revenue for Caltrain. Absent any changes, the JPB would be required to draw down a significant portion of its limited reserves in order to balance the budget.

The JPB's revenues are derived primarily from fares and funding from the three member agencies: the Santa Clara Valley Transportation Authority, the San Mateo County Transit District, and the City and County of San Francisco. Fares and parking fees are projected to cover about 72 percent of the FY2020 Operating Budget. Fare revenue has increased as Caltrain ridership has grown; in the past two years, member agency funding of operations increased by \$5.0 million (24%) in FY 2019, and \$4.5 million (18%) in FY 2020.

After receiving feedback from the public and the Board, staff's recommendation for fare changes has been revised from the initial proposal presented to the Board on August 1, 2019.

Staff is proposing to retain but reduce the Clipper discount, and to postpone implementation of the reduction of the Clipper discount after receiving an update from the MTC that the Means-Based Fare Pilot Program likely will not be implemented until the first quarter of 2020. Delaying the Clipper discount reduction will allow low-income riders to avoid the impact of the lower Clipper discount if they participate in the Pilot Program.

The proposed changes are further detailed in the Fare Table included in the Fare Structure (Attachment A).

Title VI Equity Analysis

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

Staff also have determined that the proposed changes are statutorily exempt from environmental review under the CEQA.

BUDGET IMPACT

The table below demonstrates the impact of the fare changes over the next three years. The proposed fare increases would generate an estimated \$3.1 million in FY2020, \$10.6 million in FY2021 and \$11.2 million in FY2022.

SCENARIO		FY 2020	FY 2021	FY 2022
GO PASS +20%, CLIPPER DISCOUNT \$0.25 on 4/1/2020	PROJECTED OPERATING	(\$1.1)	(\$8.3)	(\$14.7)
	FARE REVENUE INCREASE	\$3.1	\$10.6	\$11.2
	*ADJUSTED OPERATING	\$2.0	\$2.3	(\$3.5)
	*FAREBOX RECOVERY	70%	72%	70%

*Adjusted operating deficits and farebox recovery are shown with the increase fare revenue from the proposed fare changes.

BACKGROUND

The JPB has had a recent practice of raising Caltrain fares every other year, alternating between increasing the base fare and the zone fare, and Board-approved planning documents anticipate continued fare increases on this schedule. The last system-wide fare increase was adopted in August 2017, with a package of changes to the zone fare, the price of Monthly Passes (which was done in two steps), and the price of the Go Pass (which was also done in two steps). As a result, daily and monthly parking fees were increased, and the discounted 8-ride Ticket was eliminated.

Subsequent to the adoption of the 2017 fare increases, the JPB completed its Comprehensive Fare Study in 2018, and the Board adopted a Fare Policy at its December 6, 2018 meeting. The proposed fare changes are consistent with the goals in the Caltrain Fare Policy.

Go Pass

The Go Pass is available by contract to employers, universities and residential complexes. For participating employers, Go Passes must be made available to all employees that work more than 20 hours per week (and may be made available to employees who work less than 20 hours per hours (part-time) and interns).

Universities must offer Go Passes to all students and/or employees that work more than 20 hours per week. Residential complexes must offer Go Passes to all residents aged five years and older. Each pass is a sticker affixed to a valid photo identification card issued by the purchasing entity. The Go Pass also is offered on Clipper as part of a pilot program. Each pass is honored for unlimited trips between all zones during the calendar year for which it is issued. Each participating entity must purchase at least 84 Go Passes per year.

Clipper Discount

The Clipper card is a transit fare payment card issued and administered by the MTC that is valid for use on public transit services throughout the San Francisco Bay Area. There may be fees and a cash minimum associated with the use of a Clipper card. Such fees and cash minimums, if any, are set by the MTC.

Base Fare

The base fare is the one-way adult fare which all other fares in the Clipper and Ticket Vending Machines (TVMs) systems are based on, equivalent to one zone fare.

Zone Fare

Caltrain service operates across six zones. For each additional zone travelled, customers pay a Zone Upgrade.

Regional Fare

MTC has been leading an effort to create a regional means-based fare program with large transit operators in the region to help address the issue of transportation affordability in the Bay Area. MTC approved a Means-Based Fare Pilot Program Framework (Pilot Program Framework) on May 23, 2018. Under this new Pilot Program Framework, participating agencies will provide a fare discount for low-income transit riders. Per the approved Pilot Program Framework, the Pilot Program will run for 12 to 18 months and be implemented through a Clipper card discount coupon on the existing Clipper system. Staff recommends participating in the Pilot Program and offering a 20% discount off of One-way adult Clipper card fares to enrolled participants.

Other Administrative Changes

Staff recommends removing the charter train, parking, and bicycle locker charges from the Fare Structure that is replacing the Codified Tariff. These fees will be placed in a separate document, and any substantive changes to the fees or the rules will be brought to the Board in a later process.

Public Outreach and Feedback

The process for considering changes to the Caltrain fares included a public meeting and outreach plan that provided multiple opportunities for riders and the general public to learn from Caltrain staff about the proposed fare changes and share feedback through a number of available channels. The outreach plan included three community meetings, a virtual town hall and Caltrain advisory committee meetings between July 17, 2019 and July 30, 2019, concluding with a Public Hearing at the August 1, 2019 Board meeting. Comments were also accepted via an online comment form, mail, a dedicated e-mail address, and by telephone. Information about the

proposed changes and how to provide feedback was published in newspaper notices, a news release, onboard flyers, visual messages at stations, notification to community-based organizations, social media and on a dedicated page on the Caltrain website. The website and comment forms were available in English, Spanish, and Chinese.

Title VI Equity Analysis

Before adopting the proposed fare change, the Board is required to consider the attached Title VI Equity Analysis. This analysis is consistent with policies adopted by the Board to comply with Title VI of the Civil Rights Act of 1964.

The Title VI Equity Analysis:

- Analyzes the fare proposal on a system-wide level to determine whether the impacts would result in disparate treatment among protected classes
- Uses Title VI Policies and analysis thresholds that were adopted by the JPB in 2013
- Is based on the 2016 Caltrain Triennial Survey, 2019 Caltrain Ridership Statistics, and Caltrain Customer Service data
- Disaggregates data by fare type, zone, income and ethnicity to create a Fare Equity Matrix to meet the requirements of federal Title VI guidance
- Identifies fare proposal purposes and adverse effects,
- Summarizes public engagement related to consideration of the fare proposal, and
- Concludes that the fare change proposal does not present disparate impacts on minority riders or disproportionate burdens on low-income riders .

Prepared By:	Ryan Hinchman, Manager, Financial Planning and Analysis	650.508.7733
	Christiane Kwok, Manager Fare Program Operations	650.508.7926
	Melissa Jones, Principal Planner	650.295.6852

RESOLUTION NO. 2019 –

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

* * *

**ADOPTING A NEW FARE STRUCTURE TO CHANGE FARES AND REPLACE THE CODIFIED
TARIFF, MAKING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND
APPROVING THE ASSOCIATED TITLE VI ANALYSIS**

WHEREAS, pursuant to Resolution No. 1992-31, dated May 6, 1992, the Peninsula Corridor Joint Powers Board (JPB) adopted a Codified Tariff, setting forth the rate structure for Caltrain service; and

WHEREAS, from time to time, the JPB has amended the Codified Tariff to increase fares and parking fees in order to implement policy and administrative changes in the Caltrain service; and

WHEREAS, the JPB last revised the Codified Tariff in 2017, by Resolution No. 2017-61, to increase monthly parking prices, increase Go Pass prices, increase the Monthly Pass multiplier, eliminate the discounted 8-ride Ticket and increase the zone fare; and

WHEREAS, the JPB adopted the Caltrain Fare Policy, by Resolution 2018-49, on December 6, 2019 consisting of goals for four topic areas: financial sustainability, equity, customer experience and ridership; and

WHEREAS, the JPB adopted Resolution 2019-03 on February 7, 2019 to support Caltrain's participation in a Regional Means-Based Fare Pilot Program to offer discounted transit rides to eligible low-income adults during the pilot period; and

WHEREAS, staff recommends that the Board of Directors (Board) adopt a new Fare Structure in place of the Codified Tariff and make the following changes:

1. Increase Go Pass prices from \$285 to \$342, raising the minimum cost from \$23,940 to \$28,728 effective January 1, 2020, with additional increases of 5% on each of January 1, 2022 and January 1, 2024;
 2. Reduce the Clipper® discount on One-way Adult fares from \$0.55 to \$0.25 and corresponding Monthly Passes, with no change in the discount for Eligible Discount One-way fares and Monthly Passes, effective April 1, 2020;
 3. Adopt a program of scheduled increases to one-way base fares and zone fares, with corresponding increases to Day Passes, Monthly Passes and Zone Upgrade Tickets, on the following schedule:
 - Base fare increase of \$0.50, effective July 1, 2020
 - Zone fare increase of \$0.25, effective July 1, 2022
 - Base fare increase of \$0.50, effective July 1, 2024;
 4. Implement the Regional Means-Based Fare Pilot Program (Pilot Program) to provide eligible participants with a 20% discount off of One-way adult Clipper Card fares on Caltrain for the duration of the Pilot Program administered by the Metropolitan Transportation Commission;
 5. Place the charter train, parking, and bicycle locker charges from the Codified Tariff in a separate document, with any changes to such fees or rules to be brought to the Board of Directors (Board) for consideration in a later process;
- and

WHEREAS, under Title VI of the Civil Rights Act of 1964 and implementing regulations, including Federal Transit Administration Circular C 4702.1B, the JPB is required to perform a Title VI Equity Analysis in conjunction with most fare changes to

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

WHEREAS, on April 4, 2013, by Resolution No. 2013-21, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when fare or major service changes are deemed to have disproportionate effects on minority or low-income populations; and

WHEREAS, staff has prepared and presented to the Board a Title VI Equity Analysis that assesses the potential effects of the fare modifications and other aforementioned changes, concluding that the proposed fare changes would result in no disparate impacts on minority passengers or disproportionate burdens on low-income passengers; and

WHEREAS, the purposes of the proposed fare changes include meeting the financial needs and requirements of the JPB and obtaining funds for operating expenses, therefore exempting this action from the California Environmental Quality Act pursuant to Public Resources Code Section 21080(b)(8); and

WHEREAS, the Board held a duly noticed public hearing at its August 1, 2019 meeting, and engaged in public outreach including published notices and community meetings throughout the JPB's service area to afford members of the public an opportunity to comment upon the fare change proposals outlined above.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby:

1. Finds that the fare changes serve the purposes of meeting the financial needs and requirements of the JPB and obtaining funds for operating expenses as referenced in the California Environmental Quality Act statutory exemption codified at Public Resources Code Section 21080(b)(8);

2. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the fare changes will not have a disparate impact on minority populations or a disproportionate burden on low-income populations;
3. Approves the Title VI Equity Analysis attached as Attachment C and incorporated by this reference;
4. Approves the fare changes, as outlined in the recitals above; and
5. Adopts the new "Fare Structure" and "Charter Train, Bike Lockers and Parking Fees," attached as Attachments A and B, respectively, and incorporated by this reference, to replace the Codified Tariff.

Regularly passed and adopted this 5th day of September, 2019 by the following

vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

Adopted – May 6, 1992
Revised – October 1, 2017
[Proposed] Effective – January 1, 2020

**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 or the Means-Based Fare Pilot Program.

B. ELIGIBLE DISCOUNT FARE

Customers qualifying for the Eligible Discount Fare pay one-half of the Full Fare, rounded to increments of approximately \$0.25. 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. Aged 18 years or younger.
3. Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).
4. Medicare Card.
5. 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.
6. Valid transit discount card issued by another California transit agency, which is equivalent to the RTC Discount Card.

C. MEANS-BASED FARE PILOT PROGRAM

The Regional Means-Based Fare Pilot Program (Pilot Program), administered by the Metropolitan Transportation Commission, will run for 12 to 18 months. Under

the Pilot Program, Caltrain will offer participants a 20 percent discount off of One-way Clipper Card Fares to adults enrolled in the Pilot Program.

The Means-Based Fare is available only to participants who apply, are accepted and enroll in the Pilot Program. Participation is limited to adults aged 19 through 64, who are current residents in one of the nine San Francisco Bay Area counties, and who have an annual household income level at or below 200 percent of the Federal Poverty Level. Once the Pilot Program launches, information about the application process will be posted on Caltrain's website at www.caltrain.com.

D. SWORN PEACE OFFICERS

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

E. CHILDREN FOUR YEARS OR YOUNGER

One child aged four years or younger accompanied by a paying adult may ride Caltrain without paying a fare. Additional children traveling with the same adult are required to pay a fare.

F. SPECIAL PROMOTIONAL FARES

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

G. GROUP TRAVEL DISCOUNT

A 10 percent discount on regular cash fares is provided to fare-paying groups of 25 or more passengers that pre-purchase through the Caltrain Group Travel program.

II. CALTRAIN TICKET TYPES & FARE PAYMENT

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. The Monthly Pass multiplier is 15 days per month (30 x One-way Ticket fare). Purchasers of Monthly Passes are eligible to purchase a Monthly Parking Pass.

D. ZONE UPGRADE TICKET

Valid for use within four hours of the date and time sold. Zone Upgrade Tickets are valid only when accompanying a Monthly Pass or a valid paper One-way Ticket or Day Pass, and cannot be used alone. The Zone Upgrade Ticket will be honored for one-way passage for additional zones purchased beyond the original ticket's zone limits. The Zone Upgrade Ticket's validity period does not supersede the original ticket's validity period.

E. GO PASS

Valid for use within the calendar year for which issued. The Go Pass is an annual transit pass sold to universities and other employers for all of their students and/or employees that work more than 20 hours per week, with an option to have employees that work 20 hours or less per week and interns participate. The Go Pass also is sold to residential complexes for all residents aged five years and older. Go Passes are subject to the terms of agreements between the JPB and each participating university/employer/residential complex.

The Go Pass is a sticker affixed to a valid university, employer or residential complex-issued photo identification card. The Go Pass also is offered on Clipper as part of a pilot program. The Go Pass is honored for unlimited trips between all zones. Go Pass participants are eligible to purchase a Monthly Parking Permit.

F. FARE PAYMENT

1. **Ticket Vending Machines.** Customers may purchase the following fare products at Caltrain stations via the ticket vending machines: (i) One-way Ticket; (ii) Day Pass; and (iii) Zone Upgrade. Cash, credit and debit cards are accepted.
2. **Mobile Ticketing Application Pilot 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.
3. **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 25-cent discount (Full Fare) or 15-cent discount (Eligible Discount Fare) compared to paper and mobile tickets.

The Clipper card, which is issued and administered by the Metropolitan Transportation Commission (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.

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

III. DESCRIPTION OF ZONES

The zone designations for Caltrain service are:

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

* Weekend service only

^ Football/Other Select Levy Stadium events only

Weekday service only

IV. GENERAL CONDITIONS

A. CONDITIONS OF USE

Tickets and passes are nontransferable. 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 tickets are subject to written warnings and citations with monetary penalties as authorized by California law.

C. STOPOVERS/TRANSFERS

Stoptovers 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. Go Passes

Fees paid for Go Passes are subject to refund only in case of termination of a contract between the JPB and the Go Pass employer/university/residential complex. The JPB will refund the pro-rated portion of the Go Pass fee paid by the participating agency (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 Go Passes issued to the participating agency are returned to the JPB and the participating agency verifies in writing that it has made every good faith effort to collect or destroy all Go Passes 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.

V. FARE TABLE

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff.	Eff.	Eff.	Eff.	Eff.
					1/1/2020*	4/1/2020	7/1/2020	7/1/2022	7/1/2024
1	One-way	Ticket Machine, Mobile App	Adult	\$3.75		\$4.25		\$4.75	
			Eligible Discount	\$1.75		\$2.00		\$2.25	
		Clipper	Adult	\$3.20	\$3.50	\$4.00		\$4.50	
			Adult Means-based*		\$2.55	\$2.80	\$3.20		\$3.60
	Day Pass	Ticket Machine, Mobile App	Adult	\$7.50		\$8.50		\$9.50	
			Eligible Discount	\$3.75		\$4.25		\$4.75	
	Monthly Pass	Clipper	Adult	\$96.00	\$105.00	\$120.00		\$135.00	
			Eligible Discount	\$48.00		\$55.50		\$63.00	
2	One-way	Ticket Machine, Mobile App	Adult	\$6.00		\$ 6.50	\$ 6.75	\$ 7.25	
			Eligible Discount	\$2.75		\$ 3.00	\$ 3.25	\$ 3.50	
		Clipper	Adult	\$5.45	\$5.75	\$ 6.25	\$ 6.50	\$ 7.00	
			Adult Means-based*		\$4.35	\$4.60	\$ 5.00	\$ 5.20	\$ 5.60
	Day Pass	Ticket Machine, Mobile App	Adult	\$12.00		\$ 13.00	\$ 13.50	\$ 14.50	
			Eligible Discount	\$6.00		\$ 6.50	\$ 6.75	\$ 7.25	
	Monthly Pass	Clipper	Adult	\$163.50	\$172.50	\$ 187.50	\$ 195.00	\$ 210.00	
			Eligible Discount	\$78.00		\$ 85.50	\$ 93.00	\$ 100.50	
3	One-way	Ticket Machine, Mobile App	Adult	\$8.25		\$ 8.75	\$ 9.25	\$ 9.75	
			Eligible Discount	\$3.75		\$ 4.00	\$ 4.50	\$ 4.75	
		Clipper	Adult	\$7.70	\$8.00	\$ 8.50	\$ 9.00	\$ 9.50	
			Adult Means-based*		\$6.15	\$6.40	\$ 6.80	\$ 7.20	\$ 7.60
	Day Pass	Ticket Machine, Mobile App	Adult	\$16.50		\$ 17.50	\$ 18.50	\$ 19.50	
			Eligible Discount	\$8.25		\$ 8.75	\$ 9.25	\$ 9.75	
	Monthly Pass	Clipper	Adult	\$231.00	\$240.00	\$ 255.00	\$ 270.00	\$ 285.00	
			Eligible Discount	\$108.00		\$ 115.50	\$ 130.50	\$ 138.00	

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff. 1/1/2020*	Eff. 4/1/2020	Eff. 7/1/2020	Eff. 7/1/2022	Eff. 7/1/2024
4	One-way	Ticket Machine, Mobile App	Adult		\$10.50		\$ 11.00	\$ 11.75	\$ 12.25
			Eligible Discount		\$4.75		\$ 5.00	\$ 5.75	\$ 6.00
		Clipper	Adult		\$9.95	\$10.25	\$ 10.75	\$ 11.50	\$ 12.00
			Adult Means-based*		\$7.95	\$8.20	\$ 8.60	\$ 9.20	\$ 9.60
	Eligible Discount		\$4.60		\$ 4.85	\$ 5.60	\$ 5.85		
		Day Pass	Ticket Machine, Mobile App	Adult		\$21.00		\$ 22.00	\$ 23.50
	Eligible Discount				\$10.50		\$ 11.00	\$ 11.75	\$ 12.25
	Monthly Pass	Clipper	Adult		\$298.50	\$307.50	\$ 322.50	\$ 345.00	\$ 360.00
Eligible Discount				\$138.00		\$ 145.50	\$ 168.00	\$ 175.50	
5	One-way	Ticket Machine, Mobile App	Adult		\$12.75		\$ 13.25	\$ 14.25	\$ 14.75
			Eligible Discount		\$5.75		\$ 6.00	\$ 7.00	\$ 7.25
		Clipper	Adult		\$12.20	\$12.50	\$ 13.00	\$ 14.00	\$ 14.50
			Adult Means-based*		\$9.75	\$10.00	\$ 10.40	\$ 11.20	\$ 11.60
	Eligible Discount		\$5.60		\$ 5.85	\$ 6.85	\$ 7.10		
		Day Pass	Ticket Machine, Mobile App	Adult		\$25.50		\$ 26.50	\$ 28.50
	Eligible Discount				\$12.75		\$ 13.25	\$ 14.25	\$ 14.75
	Monthly Pass	Clipper	Adult		\$366.00	\$375.00	\$ 390.00	\$ 420.00	\$ 435.00
Eligible Discount				\$168.00		\$ 175.50	\$ 205.50	\$ 213.00	
6	One-way	Ticket Machine, Mobile App	Adult		\$15.00		\$ 15.50	\$ 16.75	\$ 17.25
			Eligible Discount		\$6.75		\$ 7.00	\$ 8.25	\$ 8.50
		Clipper	Adult		\$14.45	\$14.75	\$ 15.25	\$ 16.50	\$ 17.00
			Adult Means-based*		\$11.55	\$11.80	\$ 12.20	\$ 13.20	\$ 13.60
	Eligible Discount		\$6.60		\$ 6.85	\$ 8.10	\$ 8.35		
		Day Pass	Ticket Machine, Mobile App	Adult		\$30.00		\$ 31.00	\$ 33.50
	Eligible Discount				\$15.00		\$ 15.50	\$ 16.75	\$ 17.25
	Monthly Pass	Clipper	Adult		\$433.50	\$442.50	\$ 457.50	\$ 495.00	\$ 510.00
Eligible Discount				\$198.00		\$ 205.50	\$ 243.00	\$ 250.50	

* Means-based fare effective date is dependent on launching the regional pilot program led by Metropolitan Transportation Commission and the fare is applicable throughout the existence of the pilot program. The fare table may not reflect the end of the pilot program after 12-18 months of its launch.

	Payment Option	Category	Current	Eff. 1/1/2020*	Eff. 4/1/2020	Eff. 7/1/2020	Eff. 7/1/2022	Eff. 7/1/2024
Zone Upgrade	Ticket Machine, Mobile App	Adult		\$2.25			\$2.50	
		Eligible Discount		\$1.00			\$1.25	

Go Pass Fare Chart

Go Pass	Current	Eff. 1/1/2020	Eff. 1/1/2022	Eff. 1/1/2024
Minimum Cost	\$ 23,940	\$ 28,728	\$ 30,159	\$ 31,584
Per Eligible Rider	\$ 285	\$ 342	\$ 359	\$ 376

Adopted – May 6, 1992
Revised – August 3, 2017
[Proposed] Effective – January 1, 2020

**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~~5,000 per round-trip in one calendar day (4:00 a.m. to 3:59 a.m.), assuming the use of one crew for up to 12 hours to cover trip planning, staff time, legal agreements, and Base Train service costs.

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. Unique Costs

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

E. 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 rent for \$5.50 per month paid in six-month increments. A key deposit of \$25 is refundable when the key is returned.

III. PARKING AT CALTRAIN STATIONS

A. Fees

Parking fees for automobiles and motorcycles apply at the following stations:

- | | |
|------------------------|----------------------|
| a. Bayshore | k. Redwood City |
| b. South San Francisco | l. Menlo Park |
| c. San Bruno | m. Palo Alto |
| d. Millbrae | n. California Avenue |
| e. Burlingame | o. San Antonio |
| f. San Mateo | p. Mountain View |
| g. Hayward
Park | q. Sunnyvale |
| h. Hillsdale | r. Lawrence |
| i. Belmont | s. Santa Clara |
| j. San Carlos | 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 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 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 document.

Daily parking fees and Monthly Parking Permits are not subject to refund.

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 dash board of the parked vehicle.

PENINSULA CORRIDOR JOINT POWERS BOARD



Title VI
Equity Analysis
Proposed Fare Changes – FY 2019-20
August 2019

TABLE OF CONTENTS

- **SUMMARY** 4
- **BACKGROUND** 5
 - CALTRAIN OVERVIEW**..... 5
- **FARE PROPOSAL** 5
 - CURRENT FARES 5
 - PROPOSED FARES..... 7
- **CALTRAIN TITLE VI POLICIES** 10
 - DISPARATE IMPACT POLICY 10
 - DISPROPORTIONATE BURDEN POLICY 11
 - PUBLIC ENGAGEMENT FOR POLICY DEVELOPMENT 12
- **EQUITY EVALUATION OF PROPOSED CHANGES**..... 13
 - FARE EQUITY METHODOLOGY OVERVIEW 13
 - POTENTIAL ADVERSE EFFECTS 14
 - DATA USE AND ANALYSIS..... 15
 - ANALYSIS METHODOLOGY..... 16
 - RIDERSHIP DEMOGRAPHICS OVERVIEW..... 17
 - FARE PAYMENT OVERVIEW 20
 - ZONE DEMOGRAPHICS OVERVIEW..... 21
 - AVERAGE FARE ANALYSIS 23
 - FARE EQUITY ANALYSIS FINDINGS 24
- **PUBLIC OUTREACH AND INVOLVEMENT ACTIVITES** 27
 - DISSEMINATION OF INFORMATION, INCLUDING TO LIMITED ENGLISH PROFICIENT (LEP) PERSONS 27

PUBLIC OUTREACH 28

PUBLIC COMMENTS 29

COMMENT FORM RESULTS..... 29

■ **SUBSTANTIAL LEGITIMATE JUSTIFICATION AND DEVELOPMENT OF PROPOSED CHANGES** 30

SUBSTANTIAL LEGITIMATE JUSTIFICATION..... 30

DEVELOPMENT OF PROPOSED CHANGES..... 31

ATTACHMENTS

ATTACHMENT 1 – CALTRAIN SYSTEM MAP

ATTACHMENT 2 – BOARD APPROVAL OF DISPARATE IMPACT AND DISPRORTIONATE BURDEN POLICIES

ATTACHMENT 3 – SERVICE AREA DEMOGRAPHICS: MAPS BY COUNTY

ATTACHMENT 4 – EXISTING FARE CHART

ATTACHMENT 5 – CALTRAIN DEDICATED WEBPAGE

ATTACHMENT 6 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN NEWS RELEASES

ATTACHMENT 7 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: TAKE ONES

ATTACHMENT 8 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN STATION INFORMATION BOARDS

ATTACHMENT 9 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN SOCIAL MEDIA

ATTACHMENT 10 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: VISUAL MESSAGE SYSTEM (VMS) MESSAGES AND CONDUCTOR ANNOUNCEMENTS

ATTACHMENT 11 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: OTHER NEWSPAPERS (PRINT)

ATTACHMENT 12 – FY 2019-20 PROPOSED FARE CHANGES: ONLINE COMMENT FORM (ENGLISH, SPANISH AND CHINESE)

ATTACHMENT 13 – FY 2019-20 PROPOSED FARE CHANGES: COMMENT FORM HARD COPIES (ENGLISH, SPANISH AND CHINESE)

ATTACHMENT 14 – FY 2019-20 PROPOSED FARE CHANGES: COMMENT MATRIX

Caltrain
Title VI Equity Analysis
Proposed Fare Changes – Fiscal Year 2019-20

■ **SUMMARY**

In February 2019, the Peninsula Corridor Joint Powers Board (JPB) adopted a resolution supporting Caltrain’s participation in the regional Means-Based Fare Pilot Program. In order for Caltrain to formalize its participation in the Pilot Program, it is necessary for the JPB to change the Codified Tariff to add the new means-based fare discount for eligible persons. This adoption needs to be complete by late summer 2019, before the Pilot Program begins testing and then launches in early 2020.

The action to add the Pilot Program discount to the Codified Tariff is being considered as part of a single public hearing process this summer, which incorporates fare changes required to balance the JPB’s budget and other recommended changes emanating from the adoption of the Caltrain Fare Policy, including the removal of charter, parking and bike locker fees from the Tariff, with the fees and rules placed in a separate document that will be brought to the Board in a later process. In addition, the Board of Directors will be asked to rename the "Codified Tariff" the "Caltrain Fare Structure."

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The JPB operates the Caltrain commuter rail service serving San Francisco, San Mateo, and Santa Clara counties. The service spans 77.3 miles¹and includes 32 stations, 29 of which are open for weekday service, 24 which are open for weekend service (including two weekend-only stations), and one special event service station which serves Stanford Stadium. The JPB has committed to the Title VI objectives set forth in the Federal Transit Administration (FTA) Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

As a federal grant recipient, the JPB is required to maintain and provide to the FTA information on Caltrain’s compliance with Title VI regulations. At a minimum, the JPB must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Additionally, the JPB must ensure compliance by evaluating service and fare changes at the planning and programming stages to determine whether those changes have discriminatory impacts, including Disparate Impacts on minority populations and/or Disproportionate Burdens on low-income populations. The indices of discrimination that

¹ Source: Caltrain Employee Timetable No. 7 Effective 7/10/16
Caltrain- Physical Characteristics, Table of Key Mile Posts and Geographic Coordinate Data

could be monitored for disparate treatment include fare structures that could consistently cause minority-group riders to bear a higher fare burden than the overall riding public or would require access to specialized fare media. This assessment covers fare adjustments proposed for implementation on Caltrain in April 2020, July 2020, July 2022 and July 2024, in addition to the Go Pass price changes that will be implemented in January 2020, January 2022 and January 2024. It also includes an analysis of Caltrain’s proposed discount through the regional Means-Based Fare program that is being implemented as a pilot project for the next 12- 18 months. This Title VI Fare Equity Analysis provides a description of the proposed fare adjustments, and an analysis of any potential impacts on minority and low-income passengers.

■ BACKGROUND

CALTRAIN OVERVIEW

Caltrain provides commuter rail service between Santa Clara, San Mateo, and San Francisco Counties. The service area – extending from Gilroy in the south to San Francisco in the north – is geographically and ethnically diverse, containing both dense urban cores and suburban landscape with residents from an array of different backgrounds. These factors make the Caltrain service area unique. To serve the region in Fiscal Year (FY) 2018 (effective July 15, 2017), Caltrain operated 92 weekday trains, 28 Saturday trains, and 24 Sunday trains carrying approximately 18.5 million passengers per year. **Attachment 1** provides a copy of the Caltrain Service Map. **Attachment 3** contains combined minority demographic maps where the minority population is broken out by block group using US Census 2010-2014 American Community Survey (ACS) Data. Minority census tracts are defined as those in which the minority population exceeds the system-wide minority average of 58%. **Attachment 3** also contains low-income demographic maps where the service area’s low-income population is broken out by block group using ACS data. Low-income block groups are defined under Caltrain's Title VI Program as those in which more than 13.9% of households have incomes under \$25,000.

The JPB’s last system-wide fare increase was in October 2017, when a number of changes were implemented, including the elimination of the 8-ride Ticket, an \$0.25 increase in Zone fares and basing the Monthly Pass price on 30 One-way Ticket fares. The change also included increasing the Go Pass prices by 50%. The Board also approved an increase in the monthly parking fee to \$82.50.

■ FARE PROPOSAL

CURRENT FARES

Caltrain fares are based on the number of zones that are partially or wholly traveled through by the passenger. A matrix of Caltrain’s existing fare chart is in **Attachment 4**.

Caltrain has a proof of payment system. Passengers must have a valid ticket before boarding the train or be subject to citation. Passengers are required to show a ticket or Clipper® card to the conductor or fare inspector upon request and may also be required to show proof of age or other proof of eligibility for a discounted fare product. Full fares apply to all customers 19 years of age or older except those who qualify for an Eligible Discount ticket, which is approximately 50 percent of the full-fare price. A description of all the Fare Payment Types is listed below.

One-way Ticket

Valid for use within four hours of the date and time sold, One-way Tickets are honored for one-way passage away from the point of origin, including stopovers/transfers, within the zone limits.

Day Pass

Day Passes are honored for unlimited travel within zone limits and are valid for use through the last train on the service day on which the pass is sold.

Monthly Pass

The Monthly Pass, available only on the Clipper card, is valid for use for the calendar month for which the pass is issued. Monthly Passes are honored for unlimited weekday trips between the zones indicated on the pass. On Saturdays, Sundays and holidays, the pass is honored for unlimited trips between all zones.

The Monthly Pass price is based on the cost of 30 trips per month.

Zone Upgrade Ticket

Valid for use within four hours of the date and time sold, Zone Upgrade Tickets are valid only when accompanying another valid ticket (One-way, Day Pass or Monthly Pass) and cannot be used alone. The Zone Upgrade Ticket will be honored for one-way passage for additional zones purchased beyond the original ticket's zone limits.

The Zone Upgrade Ticket's validity period does not extend the original ticket's validity period.

Caltrain service operates across six zones. The current increase in fare between zones is \$2.25 for Adult fares, and \$1.00 for Eligible Discount fares.

Eligible Discount

Discounted fare products priced at of approximately 50 percent of full fares are available to:

- **Seniors:** *customers 65 years of age or older.*

- **Disabled:** *customers holding any of the following valid identification: Regional Transit Connection Discount Card; registration for a permanent disabled California license plate or parking placard issued by the Department of Motor Vehicles.*

- **Youth:** customers 18 years old or younger. When one or more children four years old or younger are accompanied by one paying adult, only one child will be transported free of charge. All other children must travel on Eligible Discount tickets.
- **Medicare cardholder:** customers who have a Medicare card.

Go Pass

Employer/residential complex/university-sponsored annual passes offer unlimited rides on Caltrain through all zones, seven days a week for one annual cost. Go Passes must be purchased by the sponsor for all employees/residents/students, whether the individuals use Caltrain or not.

Entities participating in the Go Pass program are required to purchase passes for all workers/residents/students at the specified location. A minimum of 84 Go Passes must be purchased. Go Pass holders are also eligible to purchase monthly parking permits.

Group Sales

Groups traveling together (e.g., for school field trips) can purchase tickets at a 10 percent discount over regular fares for groups of 25 or more.

Station Parking

Daily parking is currently \$5.50, with monthly parking passes costing \$82.50. Passengers that purchase Monthly Passes are eligible to purchase a monthly parking pass.

PROPOSED FARES

This Fare Equity Analysis covers several proposed fare changes to the Caltrain Codified Tariff, which is the legal document that outlines the specific fares for the train system. In addition to the proposal analyzed below, additional alternatives were considered prior to its selection.

One significant element of the Fare Equity Analysis is the implementation of the Means-Based Fare Pilot Program being initiated by the Metropolitan Transportation Commission, which is proposed to provide a 20% discount over the price of Adult One-way Clipper fare for eligible, registered low-income individuals.

The fare proposal includes a number of actions that are intended to be implemented both in a one-time manner, as well as sequentially over time. The analyzed proposal includes:

- Reducing the Clipper One-way Adult discount to \$0.25, with Monthly Pass discounts adjusted accordingly and without changing the Clipper discount for Eligible Discount fares.
- Increasing the Go Pass fare by ~20% in 2020, and 5% every even-numbered calendar year
- Implementing the Means-Based Fare Pilot Program only through the pilot stage
- Alternating Zone and Base fare increases every other odd-numbered fiscal year

- Removal of charter, parking and bike locker fees from the Tariff, with the fees and rules to be placed in a separate document, with any substantive changes to be brought to the Board for consideration in a later process.

A timeline of the changes is presented below:

Effective January 1, 2020

- Increasing the Go Pass price by 20%
- Replacement of the Caltrain Codified Tariff with the Caltrain Fare Structure
- Placement of the charter, parking and bike locker fees in a separate document

Effective April 1, 2020

- Reducing Clipper discount on One-way Adult fares to \$0.25 with Monthly Passes being adjusted accordingly
- (Anticipated) Implementing the Regional Means-Based Fare program through the pilot program period (12-18 months)

Effective July 1, 2020

- Increasing the Base fare by \$0.50

Effective January 1, 2022

- Increasing the Go Pass price by 5%

Effective July 1, 2022

- Increasing the Zone fare by \$0.25

Effective January 1, 2024

- Increasing the Go Pass price by 5%

Effective July 1, 2024

- Increasing the Base fare by \$0.50

Table 1 below, presents the fare change proposal compared to the current fare for each fare product and fare category.

Table 1: Current and Proposed Fare Change

Zones Travelled	Fare Type	Payment Option	Category	Current	Eff. 1/1/2020*	Eff. 4/1/2020	Eff. 7/1/2020	Eff. 7/1/2022	Eff. 7/1/2024
1	One-way	Ticket Machine, Mobile App	Adult	\$3.75		\$4.25		\$4.75	
			Eligible Discount	\$1.75		\$2.00		\$2.25	
		Clipper	Adult	\$3.20	\$3.50	\$4.00		\$4.50	
			Adult Means-based*		\$2.55	\$2.80	\$3.20		
			Eligible Discount	\$1.60		\$1.85		\$2.10	
	Day Pass	Ticket Machine, Mobile App	Adult	\$7.50		\$8.50		\$9.50	
			Eligible Discount	\$3.75		\$4.25		\$4.75	
	Monthly Pass	Clipper	Adult	\$96.00	\$105.00	\$120.00		\$135.00	
Eligible Discount			\$48.00		\$55.50		\$63.00		
2	One-way	Ticket Machine, Mobile App	Adult	\$6.00		\$ 6.50	\$ 6.75	\$ 7.25	
			Eligible Discount	\$2.75		\$ 3.00	\$ 3.25	\$ 3.50	
		Clipper	Adult	\$5.45	\$5.75	\$ 6.25	\$ 6.50	\$ 7.00	
			Adult Means-based*		\$4.35	\$4.60	\$ 5.00	\$ 5.20	
			Eligible Discount	\$2.60		\$ 2.85	\$ 3.10	\$ 3.35	
	Day Pass	Ticket Machine, Mobile App	Adult	\$12.00		\$ 13.00	\$ 13.50	\$ 14.50	
			Eligible Discount	\$6.00		\$ 6.50	\$ 6.75	\$ 7.25	
	Monthly Pass	Clipper	Adult	\$163.50	\$172.50	\$ 187.50	\$ 195.00	\$ 210.00	
Eligible Discount			\$78.00		\$ 85.50	\$ 93.00	\$ 100.50		
3	One-way	Ticket Machine, Mobile App	Adult	\$8.25		\$ 8.75	\$ 9.25	\$ 9.75	
			Eligible Discount	\$3.75		\$ 4.00	\$ 4.50	\$ 4.75	
		Clipper	Adult	\$7.70	\$8.00	\$ 8.50	\$ 9.00	\$ 9.50	
			Adult Means-based*		\$6.15	\$6.40	\$ 6.80	\$ 7.20	
			Eligible Discount	\$3.60		\$ 3.85	\$ 4.35	\$ 4.60	
	Day Pass	Ticket Machine, Mobile App	Adult	\$16.50		\$ 17.50	\$ 18.50	\$ 19.50	
			Eligible Discount	\$8.25		\$ 8.75	\$ 9.25	\$ 9.75	
	Monthly Pass	Clipper	Adult	\$231.00	\$240.00	\$ 255.00	\$ 270.00	\$ 285.00	
Eligible Discount			\$108.00		\$ 115.50	\$ 130.50	\$ 138.00		
4	One-way	Ticket Machine, Mobile App	Adult	\$10.50		\$ 11.00	\$ 11.75	\$ 12.25	
			Eligible Discount	\$4.75		\$ 5.00	\$ 5.75	\$ 6.00	
		Clipper	Adult	\$9.95	\$10.25	\$ 10.75	\$ 11.50	\$ 12.00	
			Adult Means-based*		\$7.95	\$8.20	\$ 8.60	\$ 9.20	
			Eligible Discount	\$4.60		\$ 4.85	\$ 5.60	\$ 5.85	
	Day Pass	Ticket Machine, Mobile App	Adult	\$21.00		\$ 22.00	\$ 23.50	\$ 24.50	
			Eligible Discount	\$10.50		\$ 11.00	\$ 11.75	\$ 12.25	
	Monthly Pass	Clipper	Adult	\$298.50	\$307.50	\$ 322.50	\$ 345.00	\$ 360.00	
Eligible Discount			\$138.00		\$ 145.50	\$ 168.00	\$ 175.50		
5	One-way	Ticket Machine, Mobile App	Adult	\$12.75		\$ 13.25	\$ 14.25	\$ 14.75	
			Eligible Discount	\$5.75		\$ 6.00	\$ 7.00	\$ 7.25	
		Clipper	Adult	\$12.20	\$12.50	\$ 13.00	\$ 14.00	\$ 14.50	
			Adult Means-based*		\$9.75	\$10.00	\$ 10.40	\$ 11.20	
			Eligible Discount	\$5.60		\$ 5.85	\$ 6.85	\$ 7.10	
	Day Pass	Ticket Machine, Mobile App	Adult	\$25.50		\$ 26.50	\$ 28.50	\$ 29.50	
			Eligible Discount	\$12.75		\$ 13.25	\$ 14.25	\$ 14.75	
	Monthly Pass	Clipper	Adult	\$366.00	\$375.00	\$ 390.00	\$ 420.00	\$ 435.00	
Eligible Discount			\$168.00		\$ 175.50	\$ 205.50	\$ 213.00		
6	One-way	Ticket Machine, Mobile App	Adult	\$15.00		\$ 15.50	\$ 16.75	\$ 17.25	
			Eligible Discount	\$6.75		\$ 7.00	\$ 8.25	\$ 8.50	
		Clipper	Adult	\$14.45	\$14.75	\$ 15.25	\$ 16.50	\$ 17.00	
			Adult Means-based*		\$11.55	\$11.80	\$ 12.20	\$ 13.20	
			Eligible Discount	\$6.60		\$ 6.85	\$ 8.10	\$ 8.35	
	Day Pass	Ticket Machine, Mobile App	Adult	\$30.00		\$ 31.00	\$ 33.50	\$ 34.50	
			Eligible Discount	\$15.00		\$ 15.50	\$ 16.75	\$ 17.25	
	Monthly Pass	Clipper	Adult	\$433.50	\$442.50	\$ 457.50	\$ 495.00	\$ 510.00	
Eligible Discount			\$198.00		\$ 205.50	\$ 243.00	\$ 250.50		

* Means-based fare effective date is dependent on launching the regional pilot program led by Metropolitan Transportation Commission and the fare is applicable throughout the existence of the pilot program. The fare table may not reflect the end of the pilot program after 12-18 months of its launch.

■ CALTRAIN TITLE VI POLICIES

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

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

The JPB adopted its policies based on a number of factors, including existing policies already in use, consultation with other transit agencies, and analysis of impacts of past service and fare change decisions. The JPB published its policies for public review in February 2013 and conducted significant public outreach to solicit input. Following public engagement, the JPB revised the policy proposals and the Board of Directors adopted the revised policies at the April 4, 2013 meeting. The adopted policies follow and are included in **Attachment 2**.

DISPARATE IMPACT POLICY

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

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

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

In the course of performing a Title VI Equity Analysis, Caltrain must analyze how the proposed action would impact minority as compared to non-minority populations. In the event the proposed action has a negative impact that affects minorities more than non-minorities with a

disparity that exceeds the adopted Disparate Impact Threshold or that benefits non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain must take measures to mitigate the impact of the proposed action on the affected minority population and demonstrate that a legitimate business purpose cannot otherwise be accomplished and that the proposed change is the least discriminatory alternative.

The Caltrain Disparate Impact Threshold to determine if the adverse impacts of a major service change (as defined in the Major Service Change Policy) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

DISPROPORTIONATE BURDEN POLICY

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

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

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

The Caltrain Disproportionate Burden Threshold to determine if the adverse impacts of a major service change (as defined in the Major Service Change Policy) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

PUBLIC ENGAGEMENT FOR POLICY DEVELOPMENT

FTA Circular C 4702.1B requires transit agencies to seek public input before Board action to adopt the Disparate Impact and Disproportionate Burden policies. Staff developed draft policies and requested public input through four community meetings throughout the Caltrain Service area, spanning San Francisco, San Mateo, and Santa Clara Counties. The JPB requested comments be made through mail, telephone, and a dedicated e-mail address (TitleVI@caltrain.com).

The Title VI Policies community meetings were held at the following times and locations:

Tuesday, Feb. 12, 2013 - 6:30 p.m. to 8 p.m.

Gilroy Senior Center, Meeting Room
7371 Hanna St, Gilroy

Thursday, Feb. 21, 2013 - 10:45 a.m. to 11:30 a.m.

Second floor auditorium
Caltrain Administrative Offices
1250 San Carlos Ave, San Carlos

Tuesday, Feb. 26, 2013 - 5:00 p.m. to 6:30 p.m.

Bay Area Opera House
4705 Third St, San Francisco

Wednesday, Feb. 27, 2013 - 6:30 p.m. to 8:00 p.m.

Mountain View City Hall
Plaza Conference Room
500 Castro St, Mountain View

The JPB reached out to the following Community groups and leaders including:

San Francisco County

- Asian Pacific American Community Center
- Bayview Hill Neighborhood Association
- Bayview Merchants Association
- Better Bayview
- Brite/4800 Third St Neighbors
- Dogpatch Neighborhood Association
- Hunters Point Shipyard CAC
- India Basin Neighborhood Association
- Potrero Boosters
- Potrero Hill/Dogpatch Merchants Association
- Visitacion Valley Planning Alliance

San Mateo County

- All City Managers
- All Mayors

Santa Clara County

- All City Managers
- All Mayors
- Postings to City Council member Newsletters:
 - Ken Yeager
 - Ash Kalra
- Public Advocates
- Transform
- Urban Habitat

Although there were several outreach methods used, including Caltrain website postings, Take One prints in English and Spanish, Visual Message Signs at all Stations, Community Meetings, News Releases, Advertisements in several newspapers, and Social media postings (in accordance with the Caltrain Title VI Outreach Plan), there was very limited feedback received by meeting attendees or other community members. Staff revised the proposal for its standards and policies and submitted them for Board approval. They were approved April 4, 2013 (refer to **Attachment 2**).

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

■ EQUITY EVALUATION OF PROPOSED CHANGES

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

In performing this analysis, JPB staff concluded that the proposed fare increases would not have a disparate impact on minority customers, or impose a disproportionate burden on low-income customers based on the Agency’s Policies.

FARE EQUITY METHODOLOGY OVERVIEW

Based on FTA C 4702.1B, for proposed changes that change fares by payment type or fare media, JPB should analyze any available information generated from ridership surveys that indicates whether minority and low-income passengers are more likely to use the payment types subject to the proposed change and the associated fare changes resulting from the change.

If the difference in the percentage change experienced between minority riders and non-minority riders is greater than 10%, that would suggest that the fare change would result in Disparate Impacts on minority populations. Further, if the percentage difference in the change experienced between low-income riders and non-low-income riders is greater than 10%, that would suggest that the fare change would result in a Disproportionate Burden to low-income populations. A difference of less than 0% (any negative percentage) would indicate that the fare change would benefit those populations more than the others.

The analysis and methodology include the use of the 2016 Triennial Survey Data, combined with contemporary ridership numbers to estimate ridership by fare product. This is more fully described in the sections below.

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

1. Analyzing the percentage of the proposed fare adjustment for each fare payment method compared with the breakdown of the system-wide fare payment method.
2. Approximating the threshold for low-income status as those with an annual household income at or below 200 percent of the U.S. Department of Health and Human Services (HHS) poverty guidelines in 2017. Since the Caltrain 2016 Triennial Survey Data does not include information on household size, staff assumed a household size of one. Using the HHS poverty guidelines of \$12,060 for a household of one in 2017, those with an annual household income less than \$25,000 a year were defined as low-income. 2017 income data as it was the year most closely correlated in time to the 2016 data.
3. Defining the term “minority” to mean those who self-identified as any ethnicity other than “white” alone in the Caltrain 2016 Triennial Survey.
4. Using Caltrain 2016 Triennial Survey Data and current and proposed changes to the codified tariff to determine if the proposed fare changes will have a disparate impact or disproportionate burden on minority or low-income populations, respectively, based on the agency’s associated policies.

POTENTIAL ADVERSE EFFECTS

Typically, adverse effects associated with a fare change relate to the cost increase of a transit trip, fare or fare media. However, because this proposed fare structure also proposes to change a number of discrete fare elements, it is important to anticipate potential impacts.

Such adverse effects of this fare change proposal could include:

- Increased costs of per trip transit fares.
- Reduction in discounts resulting in higher per trip fares.

DATA USE AND ANALYSIS

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

- Caltrain 2016 Triennial Customer Survey, which contains information on customers' riding behavior including fare usage, ethnicity, income, and other relevant information. This is the most up-to-date information about the demographics and fare payment characteristics of Caltrain riders.
- FY2019 ridership based on most recent reconciliation of ridership numbers (as of July 2019).

The fieldwork for the 2016 Customer Survey was conducted in October 2016. A total of 5,544 surveys were completed by Caltrain riders. Given the size and scope of the 2016 Caltrain system-wide onboard customer survey (5,544 total respondents with a margin of error of +/- 1.30 percent at a confidence level of 95 percent), the data generally can be used to develop cross-tabulations to conduct in-depth analysis regarding the potential impact of the proposal on minority and low-income populations.

Data Assumptions:

- Even though the Customer Survey data is a robust set, some passengers preferred not to reveal either their ethnicity or income. Based on the unavailable data, the useable data set includes those who responded to both questions. While it would have been ideal for all the riders to have responded to all the questions, the data that was excluded from evaluation is not a significant detriment to a comprehensive evaluation.
- Given this data, percentages of minority riders were compared to non-minority riders by fare payment category and system-wide. Out of the 5,544 total survey respondents for the 2016 Caltrain Triennial Survey, 4609 respondents (approximately 83%) provided responses to all questions required for this Fare Equity Analysis.
- Given the numerous fare categories under Caltrain's base-plus-zone fare structure and some passengers' preference not to reveal their race/ethnicity or their income, some of the fare categories have a less-than-satisfactory number of respondents. While this may present issues on an individual fare category/zone category basis, because the analysis is based on a system-wide review of the fare tariff, this does not appear to present an impediment to analysis.

- Survey responses included the fare category Go Pass, but this category will not be included in the analysis because in most cases the Go Pass is paid by the employer and will not generate rider impacts. Based on the 2016 Onboard Survey data, over 80% of the riders using a Go Pass do not pay for the pass. Additionally, because the Go Pass is mostly used as a “flash pass” on board vehicles, there is not sufficient data to understand how often these unique passes are used. Ridership data for each unique pass would allow a more targeted analysis of the program.
- Because the 2016 Triennial Survey included a fare product that is no longer in use (8-ride Ticket) those survey responses were reallocated to Clipper Adult Cash Value (“Clipper Cash”) as those riders were previously paying the same per trip fare as Clipper Cash riders.
- Additionally, because the fare proposal assumes a pilot implementation of the Means-Based Fare program, it was assumed that approximately 75% of low-income Clipper Cash riders and low-income Monthly Pass riders would avail themselves of this new program. As such, riders from those categories were reassigned to the Means-Based Fare program to determine systemwide impacts.
- Minority riders were further disaggregated by income to appropriately allocate minority low-income riders to the Means-Based Fare program.

ANALYSIS METHODOLOGY

The Fare Equity Analysis uses an “Average Fare Analysis” as the comparative tool to determine the impact to minority and low low-income riders, by analyzing specific ridership and fare payment changes along with the impacts associated with changes in each fare category. The model also uses ridership and survey data to determine “unit fares” for fare products that are not single use such as Monthly or Day Passes. This way, the unit fares can be compared between each fare category to determine percentage increases that each fare product may experience regardless of the fare type. For example, the “unit fare” for a single cash fare would be the stated fare divided by 1. For Monthly Passes, the “unit fare” would be the Monthly Pass price divided by the average number of trips used in a month.

Because the changes have been proposed to be phased-in over several years, along with a prescribed implementation period for the Means-Based Fare program, the Fare Equity Analysis is based upon the fare change anticipated at two different horizon years (2021 and 2025) so that compounding impacts, as well as more defined period-impacts, can be assessed. This way, the greatest level of change for each fare will be compared to the existing fare structure, thereby identifying the greatest level of potential impacts for those changes. This will certainly overstate the impacts experienced in the first phase, but represents a conservative approach to identifying cumulative impacts. Also, because the Means-Based Fare program is anticipated to be a pilot project, this specific fare product exists in one of the horizon years (2021) but not the other (2025).

Combined with the data contained in the 2016 Onboard Survey, the analysis provides a disaggregation of the fare media by income and ethnicity within each fare category. This includes fare products and fare structures that are currently in use as well as those being proposed to change or be implemented. The Average Fare Analysis also provides the percentage change between the existing and proposed fare structures by fare type, for ridership income and minority status, to assess whether the proposed fare change will fall within the thresholds established by Caltrain for a Disproportionate Burden and Disparate Impact.

To determine the percentage change for each fare and rider group, the number of survey respondents is multiplied by the ridership in each fare and rider group. This number is then multiplied by both the existing fare as well as the proposed fare so that the difference between the two can be examined. Those totals are then added up respectively and the difference between the total existing fare and the total proposed fare for each group (including minority passengers, non-minority passengers, low-income passengers and non-low-income passengers), is then translated into a percent change. These percent changes are then compared with each passenger type’s overall ridership to determine whether the impact of the fare increase is felt proportionally to the overall ridership, or rather, whether a disparate impact and disproportionate burden exists.

It should be noted that this analysis does not identify, nor analyze any impacts associated with the administration of the regional Means-Based Fare program, such as accessibility to fare media or any means-based assessments that may exclude non-citizens or the disenfranchised from assessing the new discounts. It is assumed that those impacts have been considered by the MTC in their program assessment, in its role as the administrative agency.

RIDERSHIP DEMOGRAPHICS OVERVIEW

Overall, Caltrain riders self-identified as 51.5% minority and 48.5% non-minority. See **Table 2** and **Figures 1** and **2** below for details.

Table 2: Fare Usage Survey Data (and percentages)—Minority and Non-Minority

Minority Status	One Way Adult and ED	Day Pass Adult and ED	Monthly Adult and ED	Go Pass	Other	Total
Minority	319 (56.4%)	220 (46.8%)	855 (53.0%)	492 (51.2%)	35 (61.4%)	453 (51.5%)
Non-Minority	247 (43.6%)	250 (53.2%)	759 (47.0%)	469 (48.8%)	22 (38.6%)	488 (48.5%)
Total	566 (100%)	470 (100%)	1614 (100%)	961 (100%)	57 (100%)	4609 (100%)

* 8-ride ticket users assigned to Clipper Cash

Figure 1: Fare Product and Fare Category Usage – Minority vs. Non-Minority

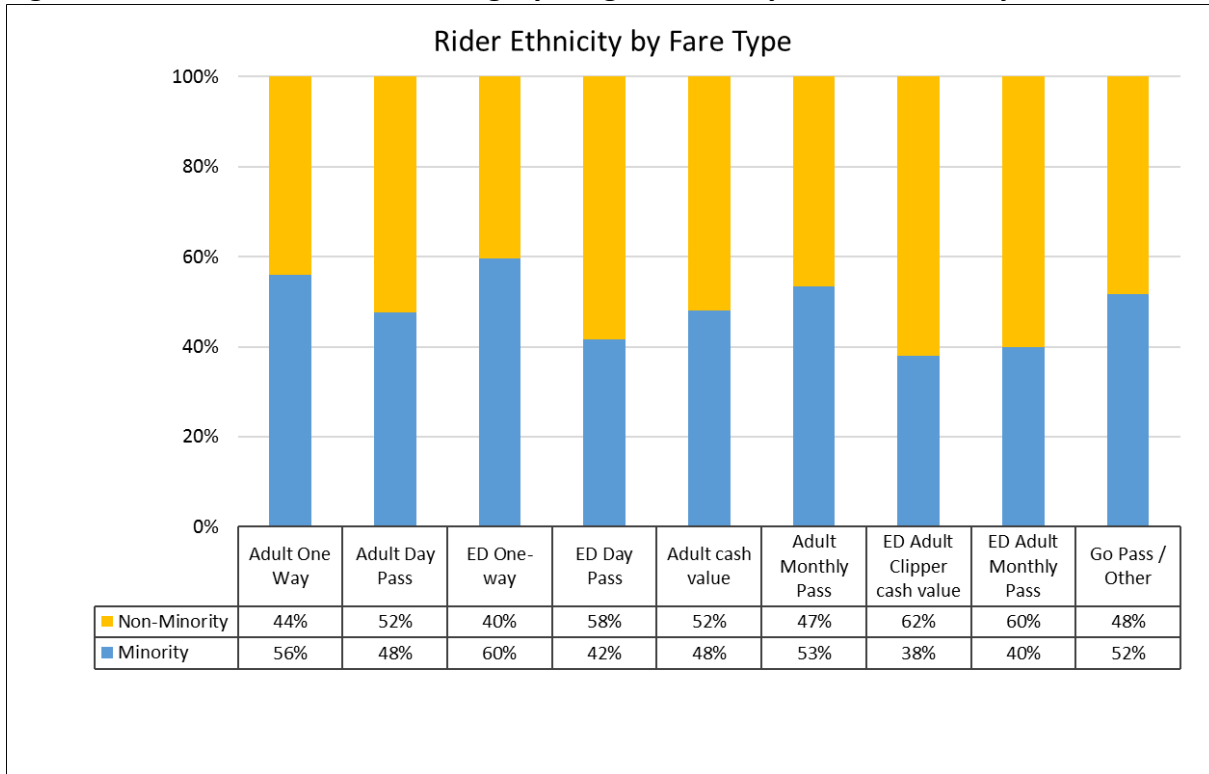
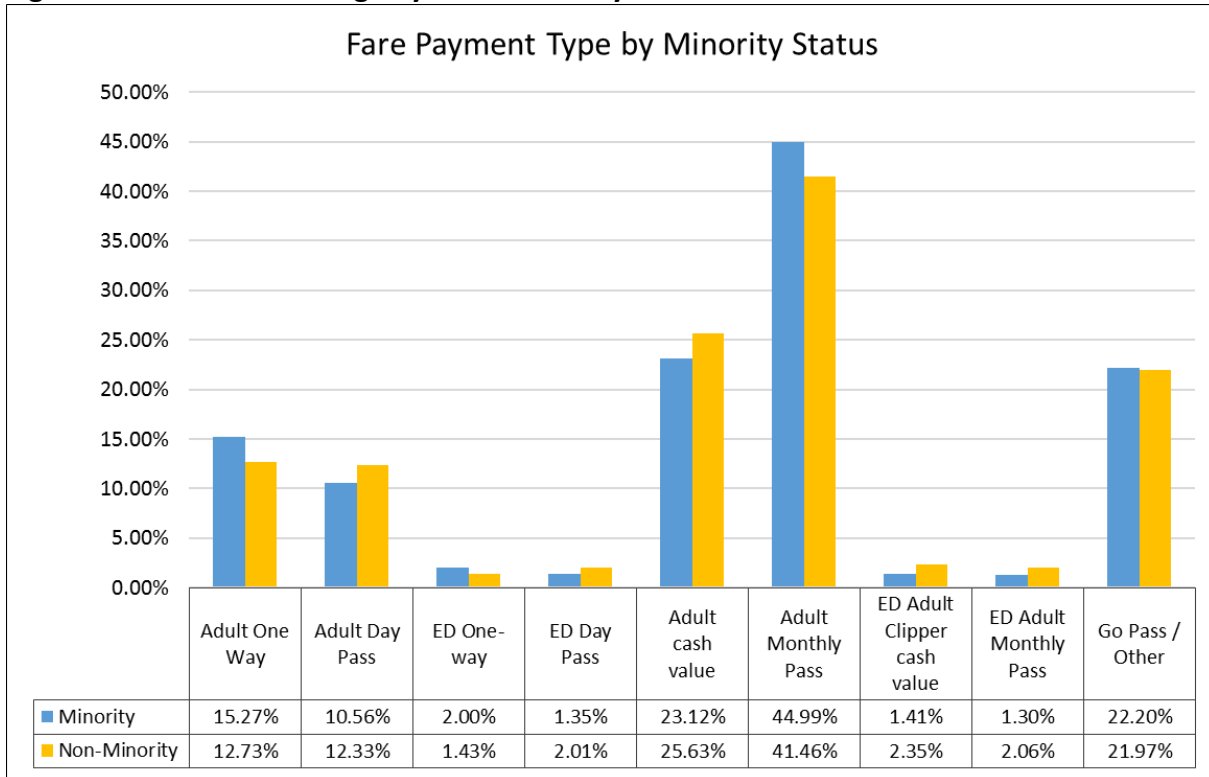


Figure 2: Fare Product Usage by Rider Minority Status



Of the 4,609 survey respondents (83.1% of those surveyed) who provided complete responses, 6.2% were low-income, and 93.8% were non-low-income. See **Table 3** and **Figures 3** and **4** below for details.

Table 3: Fare Usage Survey Data (and percentages)—Low-Income vs Non-Low-Income

Income Status	One Way Adult and ED	Day Pass Adult and ED	Clipper Cash*	Monthly Adult and ED	Go Pass	Other	Total
Low-Income	108 (19.1%)	57 (12.1%)	65 (6.9%)	39 (2.4%)	9 (0.9%)	9 (15.8%)	287 (6.2%)
Non-Low-Income	458 (80.9%)	413 (87.9%)	876 (93.1%)	1575 (97.6%)	952 (99.1%)	48 (84.2%)	4322 (93.8%)
Total	566 (100%)	470 (100%)	941 (100%)	1614 (100%)	961 (100%)	57 (100%)	4609 (100%)

* 8-ride ticket users assigned to Clipper Cash

Figure 3. Fare Product Usage by Percentage – Low Income vs. Non-Low Income

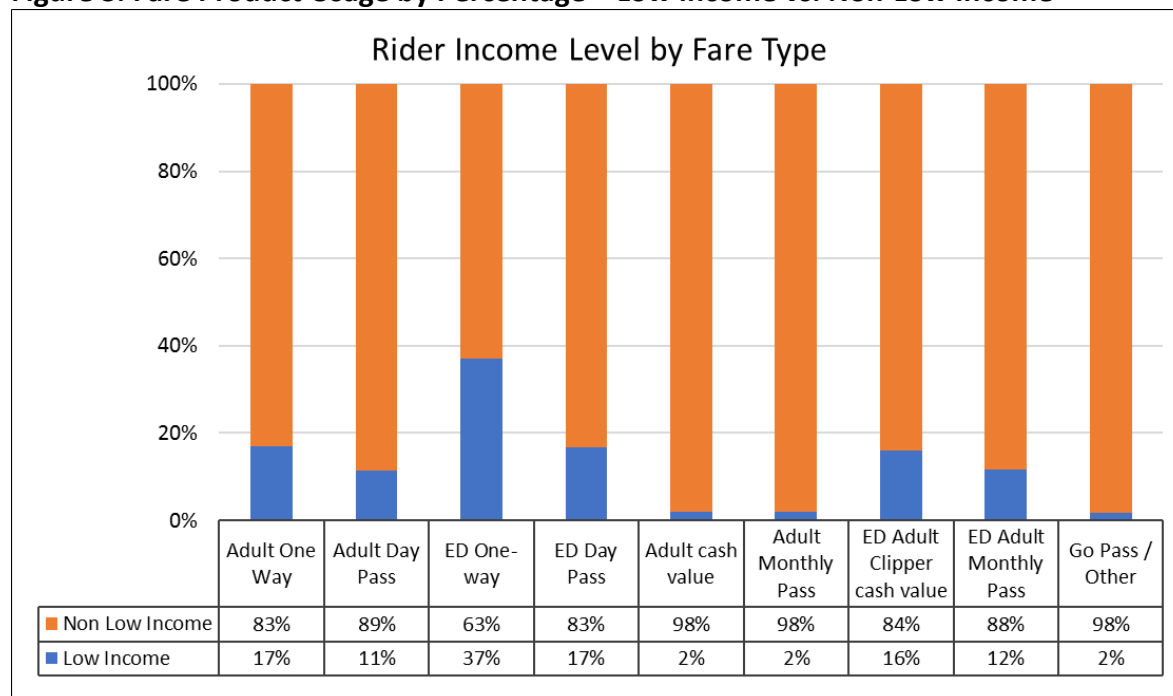
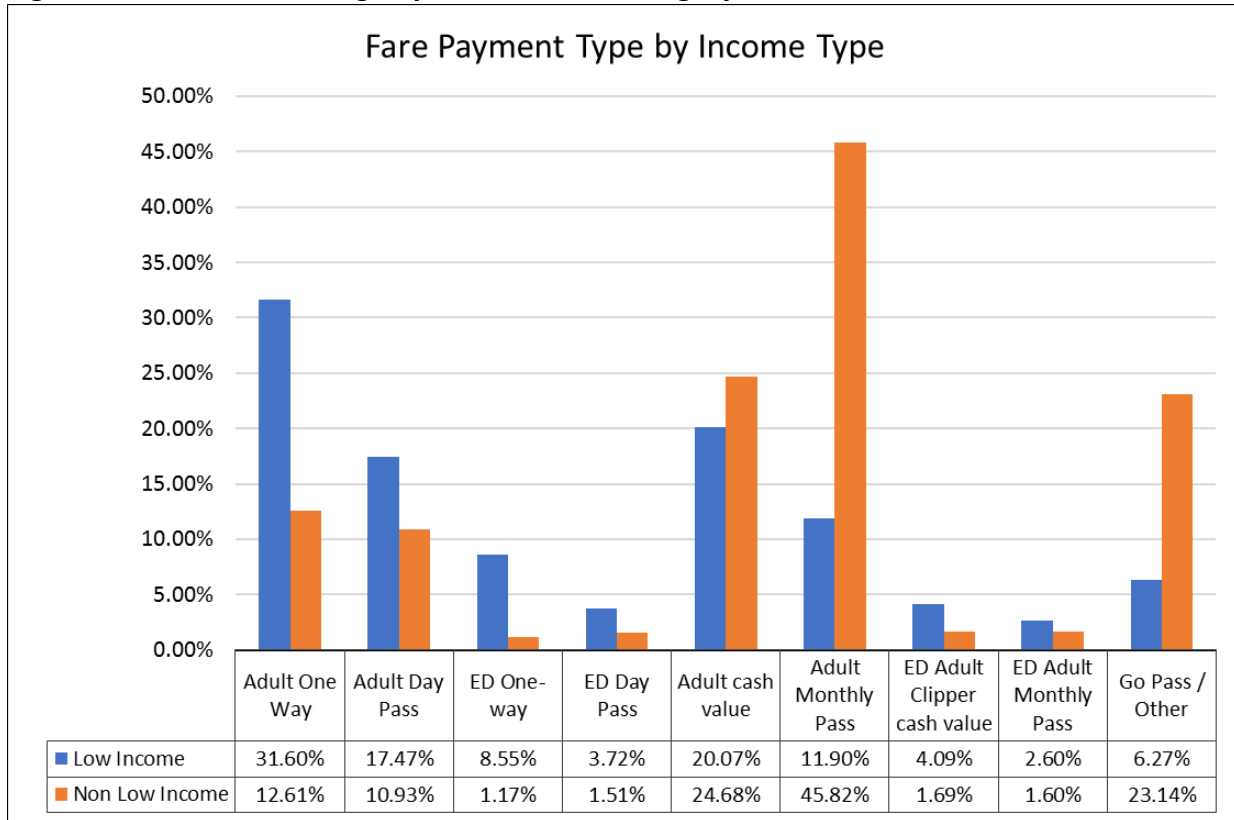


Figure 4: Fare Product Usage by Rider Income Category



FARE PAYMENT OVERVIEW

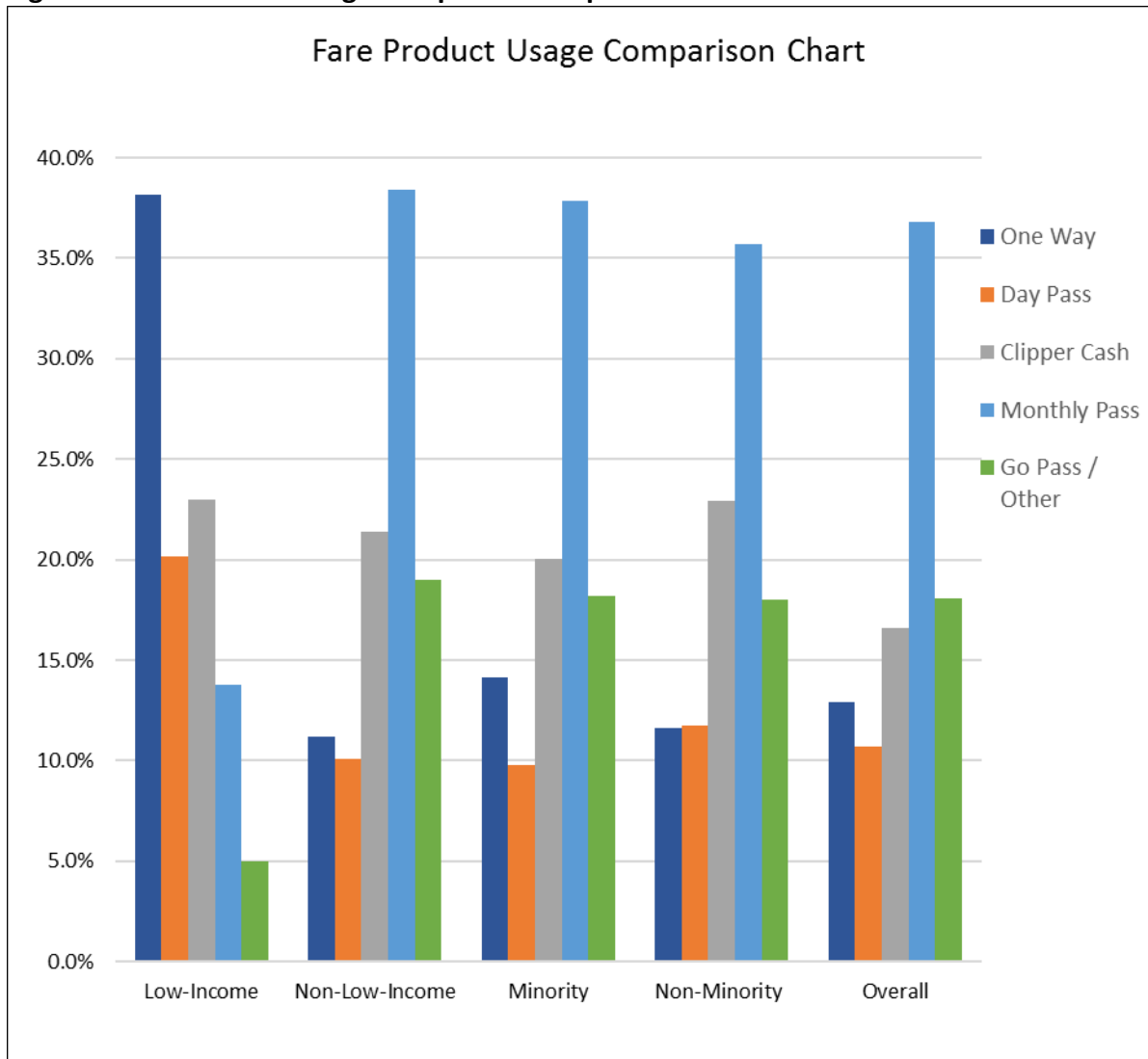
Fare payment type usage was also analyzed according to the minority status and income status of survey respondents for all fare products. The data in **Table 4** is also presented visually in **Figure 5**, below.

Table 4: Fare Product Usage Comparison Data

Fare Product	Low-Income	Non-Low-Income	Minority	Non-Minority	Overall
One Way--Adult and ED	38.2%	11.2%	14.1%	11.6%	12.9%
Day Pass--Adult and ED	20.1%	10.1%	9.7%	11.8%	10.7%
Clipper Cash--Adult and ED*	23.0%	21.4%	20.1%	22.9%	21.5%
Monthly Pass--Adult and ED	13.8%	38.4%	37.9%	35.7%	36.8%
Go Pass / Other	5.0%	19.0%	18.2%	18.0%	18.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

* 8-ride ticket users assigned to Clipper Cash

Figure 5: Fare Product Usage Comparison Graph



ZONE DEMOGRAPHICS OVERVIEW

A review of the rider characteristics by zones traveled was also conducted to determine whether zone usage would influence disparate impacts. **Figure 6**, below, presents the percentages by zone. However, because the survey data was unavailable for the outer zones, we have also presented **Figure 7**, which provides the actual survey responses for context. This is likely a survey/data gap resulting from the need to cut the data into such small segments for the analysis rather than a true reflection of ridership and fare usage patterns.

Figure 6: Rider Characteristics by Zone Traveled (Percentages)

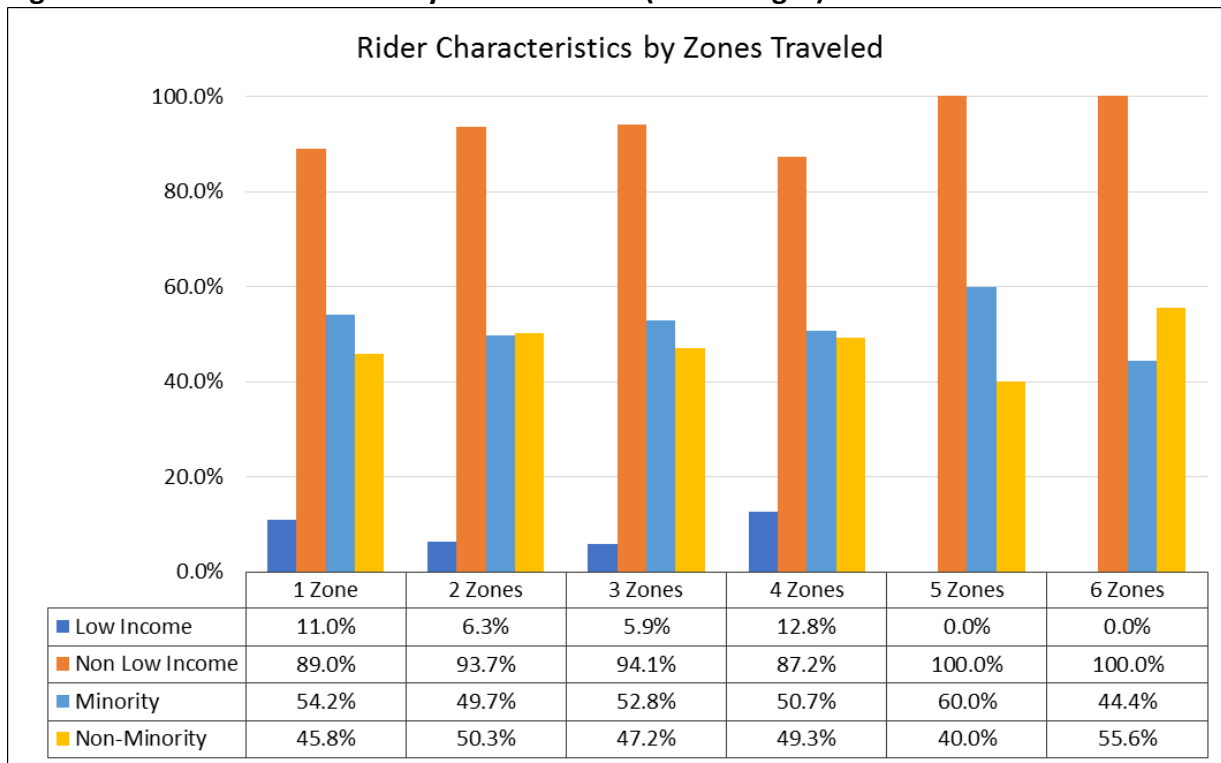
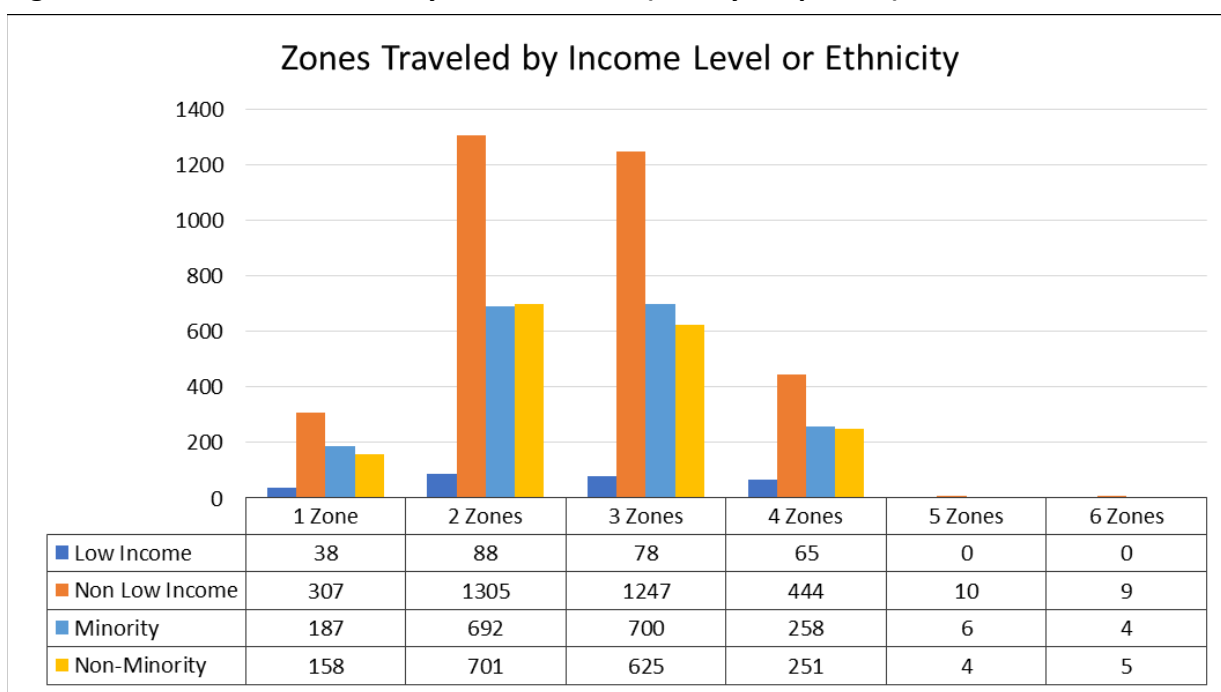


Figure 7: Rider Characteristics by Zone Traveled (Survey Responses)



Based on the charts above, most Caltrain passengers travel within 2 to 3 Zones.

Travel Within	# of 2016 Caltrain Triennial Survey Respondents
1 Zone	345
2 Zones	1,393
3 Zones	1,325
4 Zones	509
5 Zones	10
6 Zones	9

AVERAGE FARE ANALYSIS

As previously discussed, the average fare for minority riders, non-minority riders, low-income riders, and non-low-income riders is calculated by determining each group's usage of each fare product, and the change to each fare.

For each fare transition proposed and for each horizon year, staff disaggregated survey data by income, ethnicity, and fare type by zone in order to view the impacts for changes to each of the fare types. Staff then calculated the percentage change and the absolute change for each of the fare types and alternatives.

As previously noted, two horizon years were analyzed, along with their package of anticipated changes when compared to the existing fare price and structure:

Horizon Year 2021

1. Reduce Adult Clipper Cash discount to \$0.25 per trip
2. Implement Means-Based fare program that provides a 20% discount from the One-way Adult Clipper fares
3. Base Fare Increase (\$0.50)
4. Go Pass price increased by 20% but **not included** in Average Fare Analysis

Horizon Year 2025

1. Reduce Clipper discount to \$0.25
2. No Means-Based Fare
3. Increase Base fare by \$1.00 (\$0.50 for both 2020 and 2024)
4. Zone increase of \$0.25
5. Go Pass price increased by 32% (20% in 2020, 5% in 2022 and 5% in 2024) but not included in Average Fare Analysis

As previously noted, the analysis of the alternatives does not include changes proposed for the Go Pass program as participating employers' pay for over 80% of Go Passes. The vast majority of the users are not bearing the cost of their own pass and therefore would not generate rider impacts on an individual basis.

The average fare calculations for Horizon Year 2021 and 2025 are detailed in **Table 4A** and **Table 4B** on the following page.

FARE EQUITY ANALYSIS FINDINGS

Based on the analysis, and using the JPB Title VI policies, none of the alternatives evaluated result in either a Disparate Impact on minority populations, or a Disproportionate Burden on low-income populations. **Table 5**, below, presents an overview based on the Average Fare Analysis for each of the horizon years that were studied, along with the associated findings.

Table 5: Disparate Impact and Disproportionate Burden Findings

Horizon Year 2021: Means Based Fare + Clipper Discount to \$0.25 + Base Fare Increase of \$0.50							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
\$6.12	\$6.31	\$5.13	\$5.67	\$5.20	\$5.71	\$5.18	\$5.70
Average % Change	3.2%		10.4%	Average % Change	9.8%		10.0%
		Difference	-7.2%			Difference	-0.2%
		Di/DB	No			Di/DB	No
Horizon Year 2025: Clipper Discount to \$0.25 + Base Fare Increase of \$1.00 + Zone Fare Increase \$0.25							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
\$6.12	\$7.43	\$5.13	\$6.34	\$5.20	\$6.42	\$5.18	\$6.39
Average % Change	21.5%		23.5%	Average % Change	23.4%		23.4%
		Difference	-2.1%			Difference	0.0%
		Di/DB	NO			Di/DB	NO

In general, when viewed cumulatively, the proposed fare increases will not disparately impact minority passengers or disproportionately burden low-income populations for either horizon year. In fact, in horizon year 2021, the proposal would render a significantly lower increase in Average Fares for low income riders than non-low-income riders as a result of the Means-Based Fare Program. There was an insignificant difference between the impacts experience by minority versus non-minority riders.

In horizon year 2025, without the Means-Based Fare program, low-income riders will experience slightly lower percentage change than non-low-income riders, while minority and non-minority riders will experience the same percentage change.

As detailed in Table 4A and 4B below, low-income riders will experience a proportionally lower percentage change compared to non-low-income riders, while minority riders will be impacted by the proposed fare change at approximately the same rate as non-minority riders. In each case, the differential between minority riders and non-minority riders is less than the disparate impact threshold of 10%, and the differential between low-income riders and non-low-income riders is less than the disproportionate burden threshold of 10%.

■ PUBLIC OUTREACH AND INVOLVEMENT 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. The JPB's public participation process offers early and continuous opportunities for the public (including minorities and people with low incomes) to be involved in the identification of potential impacts of proposed transportation decisions. Efforts to involve minority and low-income populations include both comprehensive measures and measures targeted at overcoming language and other barriers that prevent such populations from effective participation in decision-making.

The JPB's public information campaign to announce the public hearing and solicit input began after the May 2, 2019 Board action to call for the August 1, 2019 Public Hearing.

The JPB's public participation process included measures to disseminate information on the proposed service changes to Limited English Proficient (LEP) persons, as well as at public hearings and meetings. The Caltrain Customer Service Center offers foreign language translation service via in-house translators or the Language Line.

Comprehensive measures employed by the JPB included placing public notices for the Public Hearing and the Public Meetings on the Caltrain website (**Attachment 5**), in Caltrain news releases (**Attachment 6**), as Take Ones located at Caltrain lobby headquarters and onboard trains (**Attachment 7**), in information boards at stations (**Attachment 8**), as social media posts on Facebook and Twitter (**Attachment 9**), as repetitive messages on the VMS that ran every 7 minutes at all stations from 7/13/19 to 8/1/19 and also periodic conductor announcements (**Attachment 10**) and in presentations to and discussions at Public Meetings. Information, including the Public Notice, Draft FY2019-20 Proposed Fare Changes, and Public Outreach list were posted to a dedicated Caltrain website.

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making also included publishing the public hearing notice and public meeting notices in newspapers of general circulation and various community newspapers in different languages (**Attachment 11**). Notifications for the public hearing and public meetings appeared in the newspapers listed in **Table 5**.

Table 5: Print Advertisement

Date	Newspaper
July 14, 2019	SF Examiner
July 21, 2019	SF Examiner
July 15, 2019	Post (Palo Alto & Mid-Peninsula)
July 22, 2019	Post (Palo Alto & Mid-Peninsula)
July 15, 2019	Sing Tao
July 22, 2019	Sing Tao
July 12, 2019	El Observador
July 19, 2019	El Observador

Staff also established multiple ways for customers and the public to provide their input: at the community meetings by directing riders to an online comment form in English with Translations in Spanish and Chinese (see **Attachment 12**), using a printed comment form in English with Translations in Spanish and Chinese (see **Attachment 13**) for those without access to the internet or smart phones, through the postal service (by mail), by telephone call to the Customer Service Center’s general number or one for those with hearing impairments, through the unique e-mail address changes@caltrain.com and via an online comment form on the dedicated webpage.

PUBLIC OUTREACH

As part of the Caltrain staff’s efforts to disseminate and collect feedback, public meetings were held at the locations shown in **Table 6**. The total number of participants that staff outreached to totaled 433.

Table 6: Public Meetings

Date and Time	Meeting	Address	Attendees
July 17, 2019 5:40 PM	Caltrain Citizens Advisory Committee	1250 San Carlos Ave, San Carlos, CA	6 members of the public 6 members of CAC 12 Total
July 18, 2019 6-7 PM	Mission Crreek Senior Center	930 4 th St., San Francisco, CA	0
July 22, 2019 6-7 PM	Gardner Community Center	520 W. Virginia St, San Jose CA	3 members of the public 1 staff member from SJ City Councilmember’s office 4 Total
July 24, 2019 12-1 PM	Virtual Meeting	Caltrain Youtube	Total viewers: 407
July 24, 2019 12:30 PM	Caltrans Citizens Accessibility Advisory Committee	1250 San Carlos Ave., San Carlos, CA	3 members of CAAC 0 public members 3 Total
July 30, 2019 6-7 PM	Redwood City Downtown Library	1044 Middlefield Rd, Redwood City, CA	7 members of the public 7 Total

PUBLIC COMMENTS

Summary of Comments

As of August 1, 2019, Caltrain received 172 total comments from the various forms of outreach. Many of the comments were provided using the online comment form. There was a total of 138 online comment form with complete responses addressing the proposal, plus 34 additional responses that were either partial responses or were comments received via mail, e-mail and at public meetings. A compiled list of all public comments is provided in **Attachment 14**, along with online comment form responses that are further summarized in that attachment.

Table 7 summarizes the responses collected via comment form. Riders were polled on whether they agreed, disagreed or did not have an opinion on each fare proposal.

Table 7: Comment Tally

MTC Means Based Discount fare			Go Pass Increase			Eliminating Clipper discount			General Fare Increase			Other Changes		
Agree	Disagree	Neutral	Agree	Disagree	Neutral	Agree	Disagree	Neutral	Agree	Disagree	Neutral	Agree	Disagree	Neutral
73	43	22	32	80	26	12	122	4	25	103	10	28	44	66

COMMENT FORM RESULTS

The comment form also asked respondents to rate the proposed changes. A preliminary review of the survey results reveals:

1. The addition of MTC's Means-Based Discount Fare Pilot Program— 54.8% agree
2. Increasing the price of the Go Pass by up to 20% effective January 1, 2020 with subsequent increases of 5% implemented January 1 of every even-numbered year beginning January 2022—23.3% agree.
3. Making other changes related to the Caltrain Fare Policy including the deletion of the charter train, parking and bicycle locker charge sections, which will be the subject of separate policies, brought to the Board for future consideration — 20.5% agree.
4. Implementing incremental fare increases every two years, which will also increase Monthly Pass prices—19.2% agree
5. Removing the Clipper discounts of \$0.55 for one-way fares and \$0.15 for Eligible Discount one-way fares effective no earlier than January 2020—8.9% agree.

According to the rankings, the Means-Based Fare Pilot Program was the most favorable option likely because this proposal was a proposed discount as opposed to a fare increase. The increase in the Go Pass price was the most favorable proposed fare increase, whereas the removing the Clipper discount and the incremental fare increases were the least favorable.

■ SUBSTANTIAL LEGITIMATE JUSTIFICATION AND DEVELOPMENT OF PROPOSED CHANGES

SUBSTANTIAL LEGITIMATE JUSTIFICATION

Caltrain currently does not have a dedicated source of funding to support operating, maintenance and capital costs. Caltrain is becoming increasingly dependent on fare revenue, which has accounted for as much as 70 percent of total revenue in recent years. Operations and maintenance costs have also grown recently and are expected to grow even more in FY 2019-20 due to scheduled increases in contract operating costs, inflation, and other factors.

The JPB approved the FY 2019-20 Operating and Capital Budgets on June 6, 2019. The Operating Budget totals \$155.7 million, and included a deficit of \$1.1 million, to be funded from the JPB's Revenue Stabilization Fund. Additionally, the Board has received information from staff about expected budgetary challenges for the following two fiscal years, including anticipated increases in baseline expenditures, costs anticipated with operation and maintenance of Positive Train Control, constraints on Operating Budget funding provided by the JPB's member agencies (particularly in light of significant recent increases in such funding), and the continued lack of a dedicated source of revenue. Absent any changes, the agency would be required to draw down a significant portion of its limited reserves in order to balance the budget.

The JPB's revenues are derived primarily from fares and funding from the three member agencies: the Santa Clara Valley Transportation Authority, the San Mateo County Transit District, and the City and County of San Francisco. Fares and parking fees are projected to cover about 72 percent of the FY 2019-20 operating budget. Fare revenue has increased as Caltrain ridership has grown; in the past two years, member funding of operations increased by \$5.0 million (24%) in FY 2019, and \$4.5 million (18%) in FY 2020.

The JPB has had a recent practice of raising Caltrain fares every other year, alternating between increasing the Base fare and the Zone fare. Board-approved planning documents anticipate continued fare increases on this schedule. The last system-wide fare increase was adopted in August 2017, with a package of changes to the zone fare, the price of Monthly Passes (which was done in two steps), and the price of the Go Pass (which was also done in two steps). Additionally, daily and monthly parking fees were increased, and the discounted 8-ride Ticket was eliminated.

In addition, Caltrain's Strategic Plan includes Finance as a Focus Area and emphasizes the need to "develop strategies to increase returns from existing revenue streams (e.g. fares, parking, concessions, advertising and leases)."

DEVELOPMENT OF PROPOSED CHANGES

The fare change scenarios that were developed include increases to the Go Pass program, Zone and Base fare increases and reductions in the Clipper discount. Each scenario was developed to balance the goals for revenue, ridership and equity. It's a challenge to achieve all three of these goals, understanding that achieving one goal does not overshadow the need to work toward the other two. While Caltrain's current ridership is inelastic and fare increases may not result in ridership decreases, there still is a need to ensure that proposed alternatives do the best job of spreading impacts over time and over fare products. For example, while eliminating Clipper discounts would generate revenue, the impacts would be significant for Monthly Pass riders who make up a sizable portion of the ridership. As a result, Clipper discounts could be lowered somewhat, balancing the revenue gains with ridership impacts.

The JPB completed a Comprehensive Fare Study in 2018, and the Board adopted a Fare Policy to guide future decision-making regarding fares at its December 2018 meeting. In early efforts to determine how potential changes to fares could help solve the budget shortfalls, staff looked into various fare proposals considerations and opportunities.

Caltrain's comprehensive Fare Study included analysis of the system's deep discount programs. The proposal to increase the Go Pass by 20 percent in 2020 and an additional 5% every other year is consistent with the work conducted as a part of the fare study's initial work. Table 12, below demonstrates that on a revenue/passenger and revenue/passenger-mile basis, the Go Pass is significantly underpriced compared to the other fare products. During previous fare increases, the public has asserted that the discrepancy in pricing between the Go Pass and other fare products should be addressed to create a more equitable fare structure. Increases over time with the Go Pass program will help address some of the structure issues of the program.

In addition, in February 2019, the JPB adopted a resolution supporting Caltrain's participation in the regional Means-Based Fare pilot program.

Table 12: Fare Product Usage

Fare	% of Passengers	Average Trip Distance	Revenue per Passenger	Revenue per Passenger Mile
One way	12.9%	27.9	\$ 6.91	\$ 0.25
Day pass	10.7%	31.4	\$ 7.23	\$ 0.23
Go Pass/Other	18.1%	20.9	\$ 4.63	\$ 0.22
Clipper Cash	21.5%	25.85	\$ 6.38	\$ 0.25
Monthly pass	36.8%	24.9	\$ 6.57	\$ 0.26
Total	100.0%	26.19	\$ 6.21	\$ 0.24

Initial Staff Proposal

On August 1, 2019, the Board held a public hearing to receive public feedback about the following proposed fare changes.

- Go Pass – An increase in the price of the Go Pass by up to 20%, effective January 1, 2020, from a current price of \$285 to a maximum price of \$342, raising the minimum cost to employers from \$23,940 to a new minimum of \$28,728. Additional increases in the price of the Go Pass of 5% on each of January 1, 2022 and January 1, 2024.
- Clipper Discount – Removal of the Clipper discount of \$0.55 per one-way fare and \$0.15 per Eligible Discount one-way fare, effective January 1, 2020, or alternatively reduction of the Clipper discount to \$0.25 per one-way fare (with no change in the discount for Eligible Discount one-way fare), effective January 1, 2020.
- Periodic Fare Increases – Adoption of a program of scheduled increases to the full price one-way Base Fare and Zone Fare (with corresponding increases to related products) including a Base Fare increase of \$0.50, effective July 1, 2020, a Zone Fare increase of \$0.25, effective July 1, 2022 and an additional Base Fare increase of \$0.50, effective July 1, 2024
- Participation in MTC’s Regional Means-Based Fare Pilot Program – this will provide eligible participants with a 20% discount off of single-ride adult Clipper Card fares on Caltrain for the duration of the Pilot.
- Removal of charter train, parking, and bicycle locker charges from the Codified Tariff. These fees will be placed in a separate document, and any changes to the fees or the rules will be brought to the Board in a later process.

Consideration of Feedback

After receiving significant feedback from the public and the Board, staff’s recommendation for fare changes was revised from the initial proposal presented to the Board on June 6, 2019.

Comments expressed concern over raising fares, along with removing Clipper discounts and the cumulative impacts over time. Riders adversely impacted by the fare increases will need time to re-allocate funds/budgets for the fare increases. As a result, staff revised the proposal that is the subject of this Fare Equity Analysis.

Revised Staff Proposal

The revised proposal is different from the initial proposal in two ways:

1. Retains the Clipper discount, yet decreases it from \$0.55 to \$0.25 (\$0.30 reduction), and slightly delays the increase to coincide with the updated launch date of the regional Means-Based Fare pilot program.
2. Increases the Go Pass program 20% in 2020, with 5% every other year thereafter.

A revenue comparison of the revised option and the original proposal is included in **Table 16**.

Table 16: Fare Increase Revenue Scenarios (in \$ millions)

Scenario		FY 2020	FY 2021	FY 2022
1: Go Pass + 20%, Clipper Discount at \$0.25	Projected Operating Surplus/Deficit	(\$1.1)	(\$8.3)	(\$14.7)
	Fare Revenue Increase	\$3.5	\$10.6	\$11.2
	*Adjusted Operating Deficits	\$2.5	\$2.3	(\$3.5)
	*Farebox Recovery	70%	72%	70%
2: Go Pass + 15%, Clipper Discount at \$0	Projected Operating Surplus/Deficit	(\$1.1)	(\$8.3)	(\$14.7)
	Fare Revenue Increase	\$3.6	\$10.6	\$11.2
	*Adjusted Operating Deficits	\$2.5	\$2.3	(\$3.5)
	*Farebox Recovery	70%	72%	70%

- The estimated fare revenue increase assumes all proposed fare changes are implemented
- *Adjusted Operating Deficits and *Farebox Recovery are shown with the increased fare revenue from the proposed fare change
- Member contributions are assumed constant at \$29.9M for all years
- Each 5% increase in Go Pass is about \$1.4 million in incremental annual revenue.

Each scenario was developed to balance the goals for revenue, ridership and equity. It's a challenge to achieve all three of these goals, understanding that achieving one goal does not overshadow the need to work toward the other two. While the comprehensive Fare Study revealed that Caltrain's current ridership is inelastic, and therefore fare increases may not result in ridership decreases, there still is a need to ensure that proposed alternatives and selected fare changes do the best job at spreading impacts over time and over fare products.

The final fare change proposal was chosen based on its ability to balance the JPB's revenue, ridership and equity goals, as well as to address customers' comments obtained through the outreach process. While it is expected for riders to voice disagreement with any proposal to increase fares, the proposal to reduce the Clipper discount received the greatest negative ranking among the other increases presented. 88% of respondents disagreed with the proposal to

eliminate the Clipper discount, compared to 58% who disagreed with the Go Pass increase and 75% who disagreed with the General Fare Increase.

**ATTACHMENT 1 –
CALTRAIN SYSTEM MAP**

Caltrain System Map



**ATTACHMENT 2 –
BOARD APPROVAL OF DISPARATE IMPACT AND
DISPRORTIONATE BURDEN POLICIES**

DISPARATE IMPACT POLICY

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

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

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

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

The Caltrain Disparate Impact Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

DISPROPORTIONATE BURDEN POLICY

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

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

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

The Caltrain Disproportionate Burden Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

Board Meeting Minutes (April 4, 2013)

Joint Powers 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 disproportionately by minority or low-income populations. Staff is recommending a 10 percent threshold
 - Services Standards and Policies are established to monitor performance in quantifiable and qualitative measures/metrics. Service standards include vehicle load, vehicle headway, on-time performance and service availability. Service policies are vehicle assignment and transit amenities.
- Four community meetings were held and comments were accepted through March 29. Meetings were sparsely attended and only one comment was received.

Board Meeting Minutes (April 4, 2013 - Continued)

Joint Powers Board Meeting
Minutes April 4, 2013

Public Comment

Roland LeBrun, San Jose, said staff has to ensure cash customers are not targeted because most cash customers are minorities.

A motion (Lloyd/Tissier) to adopt the Caltrain Title VI Standards and Policies was approved unanimously.

LEGISLATIVE UPDATE

State Update

Executive Officer, Public Affairs Mark Simon said Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Finance Working Group to explore options for meeting the State's long-term transportation funding needs and priorities. Public transit agencies will be represented on the working group through the California Transit Association. The first meeting is April 9 and one of the first things the group will be discussing is a recent report issued by the American Society of Civil Engineers which gave the State an overall grade of "C" for its infrastructure and cites "a lack of sufficient investment for the operations and maintenance of existing facilities and dedicated funding sources for new improvements to the system. There is a need for \$10 billion per year more to be spent for ongoing maintenance of existing facilities and an investment of \$36.5 billion to raise transportation to a "B" grade."

Federal Update

Mr. Simon said Congress is working to pass a continuing resolution and start work on the FY2014 appropriations process. Last year the Federal investment in the California High Speed Rail Project was a key topic during the appropriations process. Republican Congressmembers Jeff Denham and Kevin McCarthy requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. The GAO report released last week gave the project an overwhelmingly positive review.

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

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

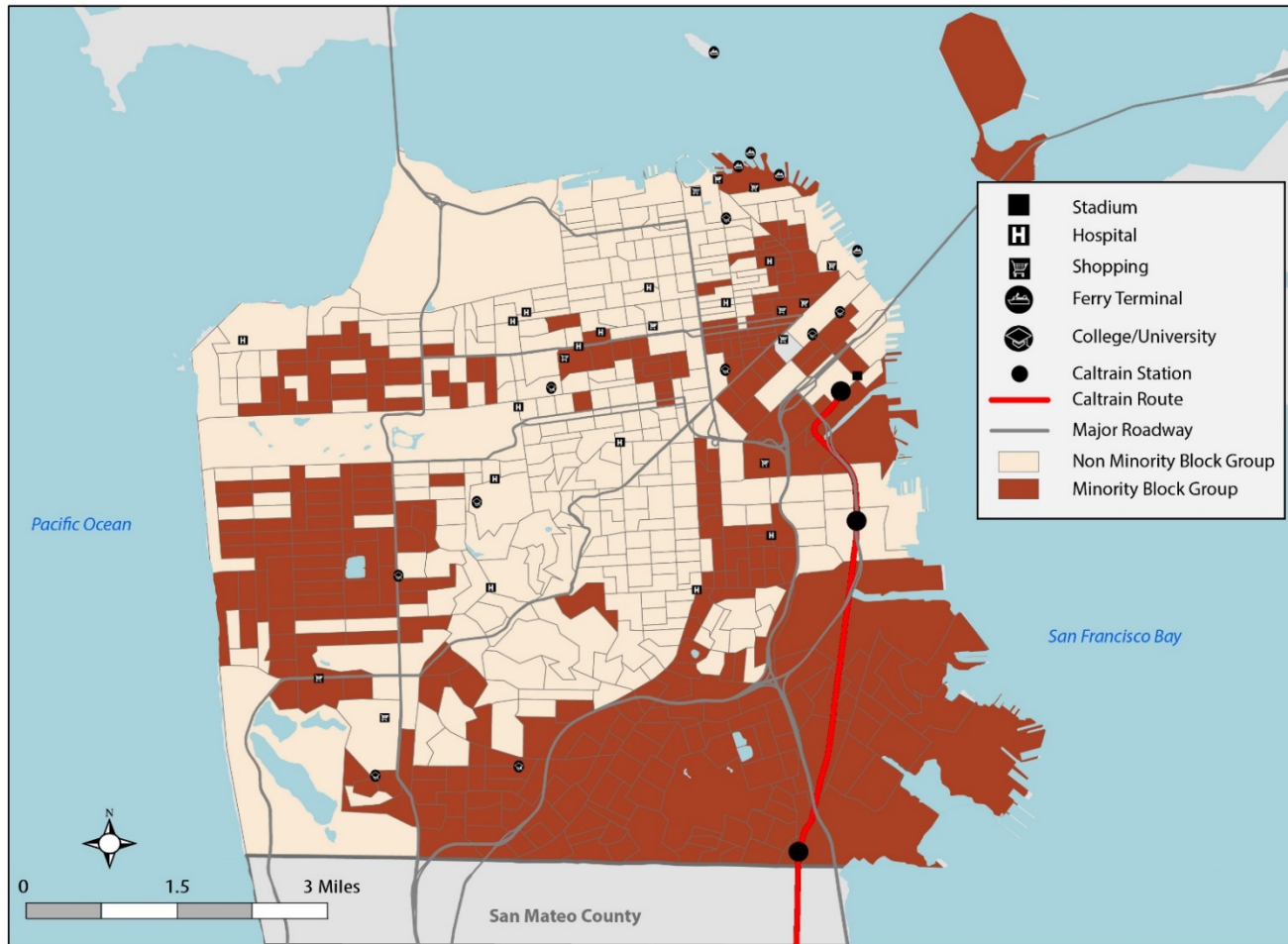
GENERAL COUNSEL REPORT

Mr. Miller said staff has contacted the general counsel for the CHSRA to see if their chair indicated Caltrain would respond to Mr. Brown's request. It is clear Proposition 1A is going to be complied with in the final analysis and the agreement that has been entered into codifies the blended system as the plan around which HSR will be designed and constructed and contains a funding plan template. Over time the funding plan will evolve as estimates are prepared and the public can be assured

**ATTACHMENT 3 –
SERVICE AREA DEMOGRAPHICS: MAPS BY COUNTY**

MINORITY POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY

San Francisco County: Minority Block Group

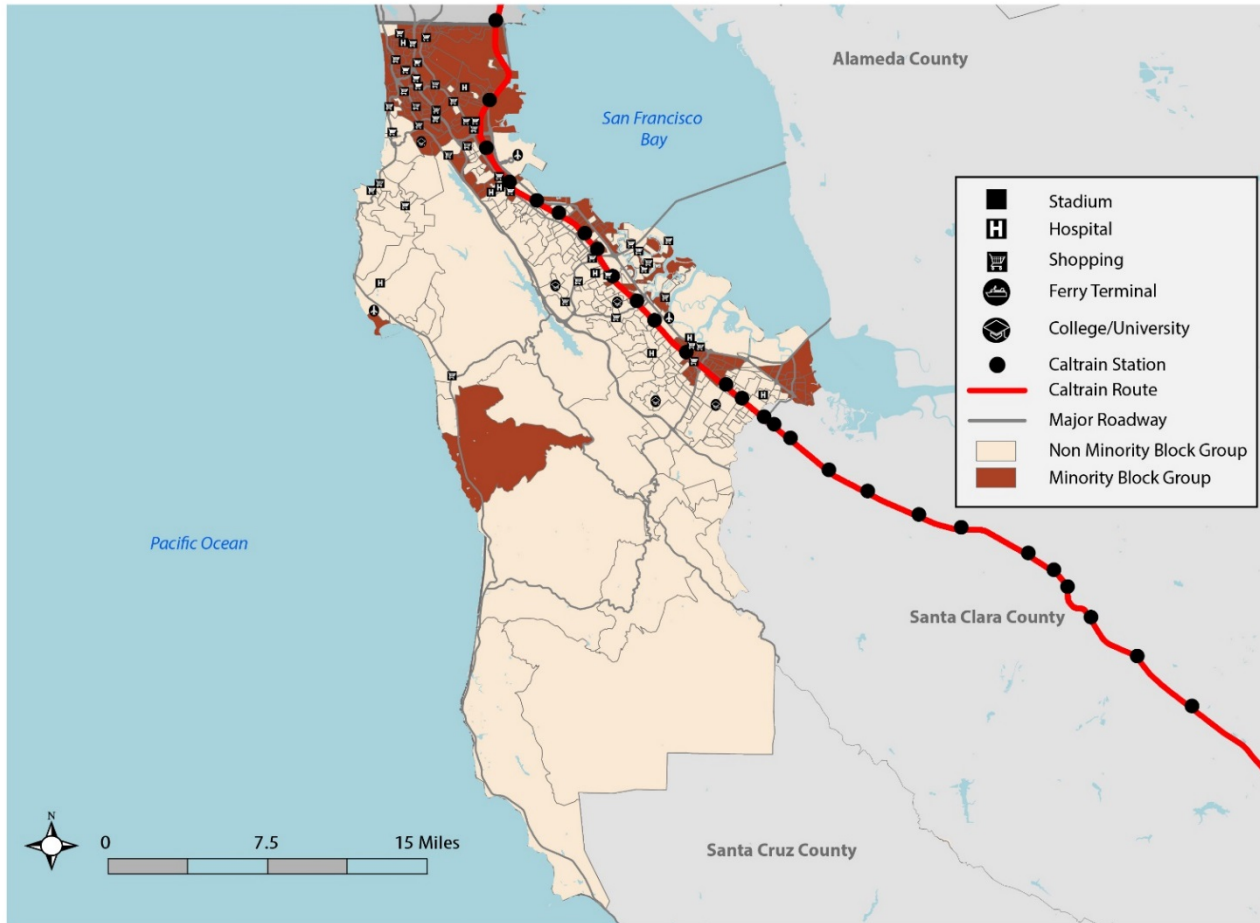


Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

MINORITY POPULATION BY BLOCK GROUP – SAN MATEO COUNTY

San Mateo County: Minority Population By Block Group

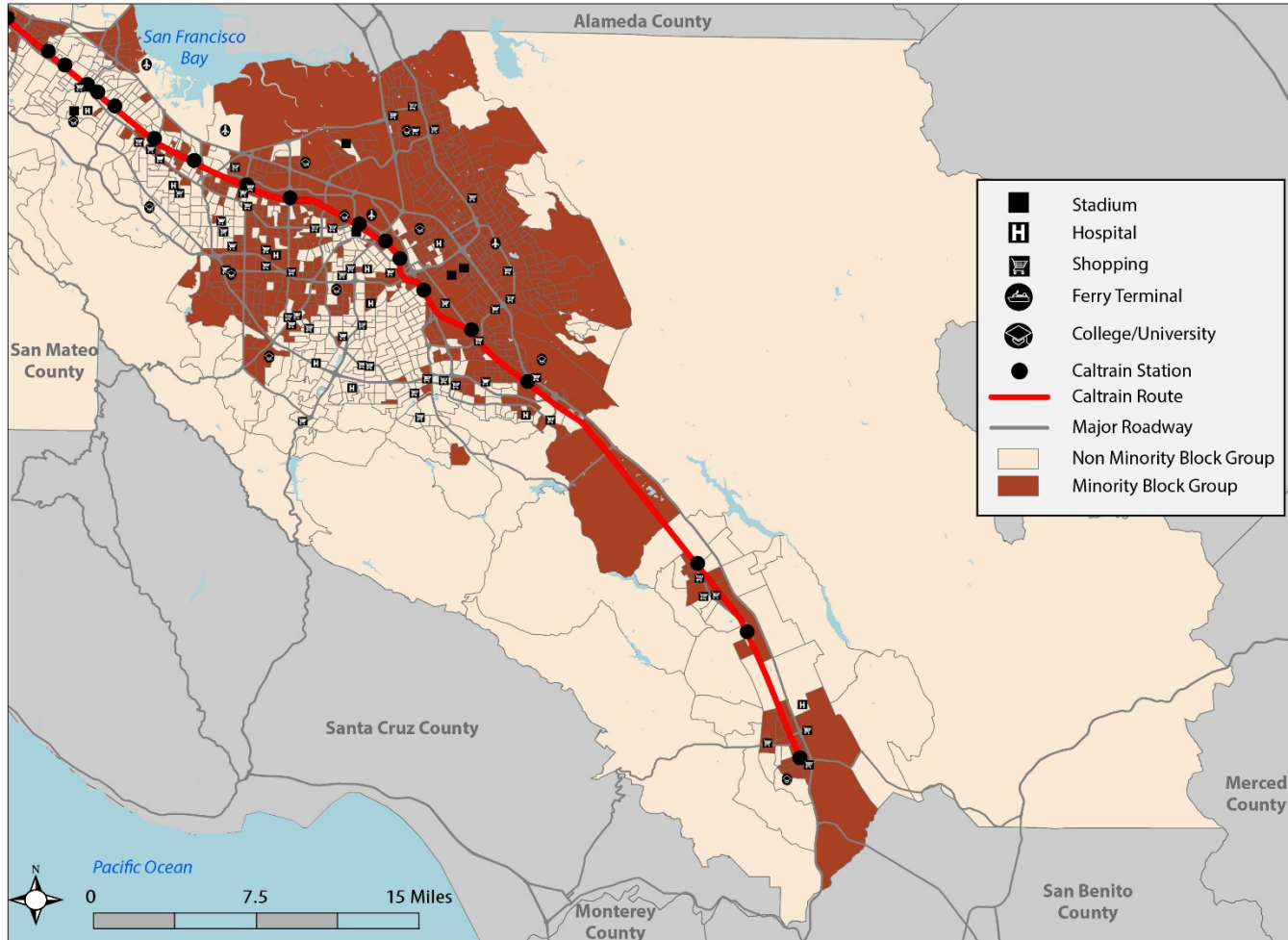


Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

MINORITY POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY

Santa Clara County: Minority Population By Block Group

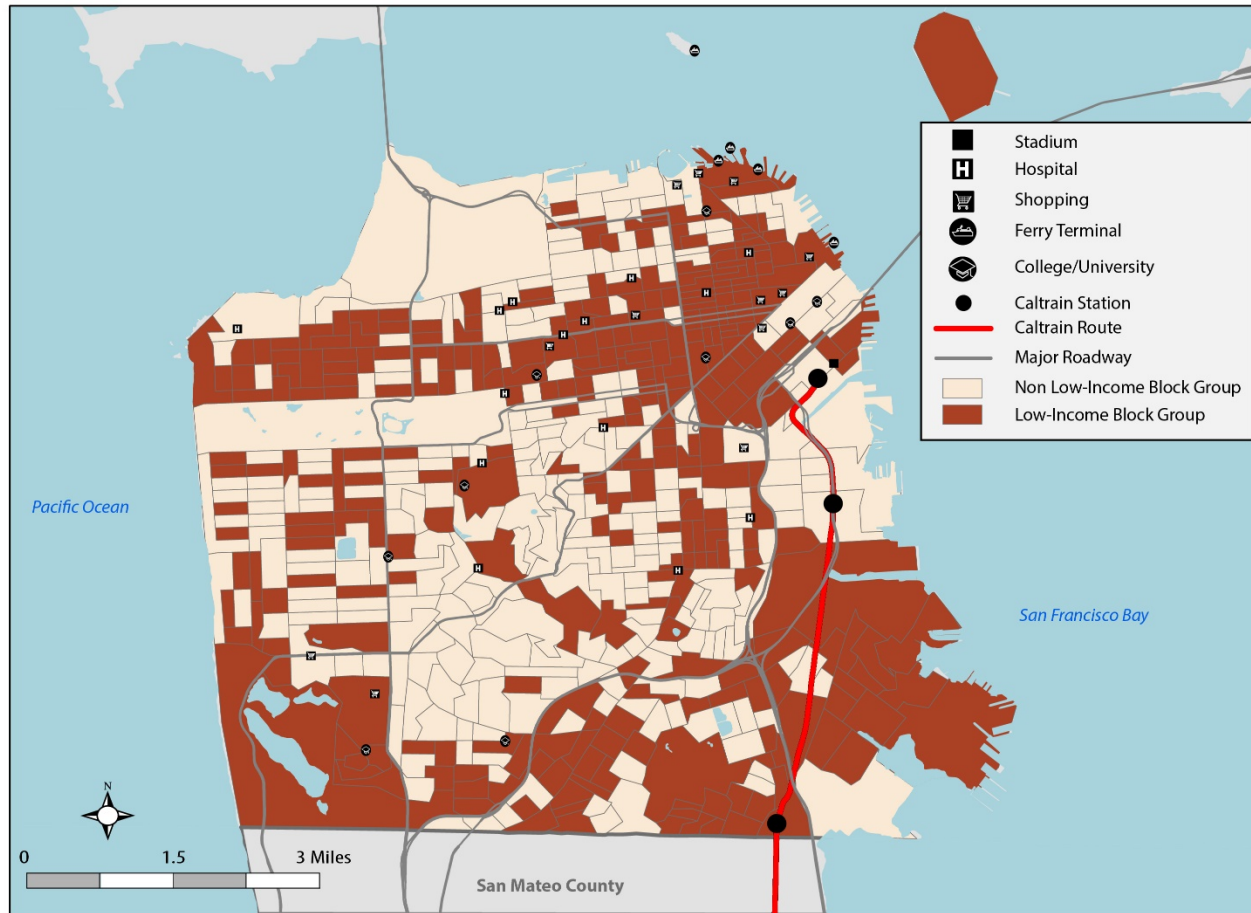


Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B03002

LOW-INCOME POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY

San Francisco County: Low-Income Block Group

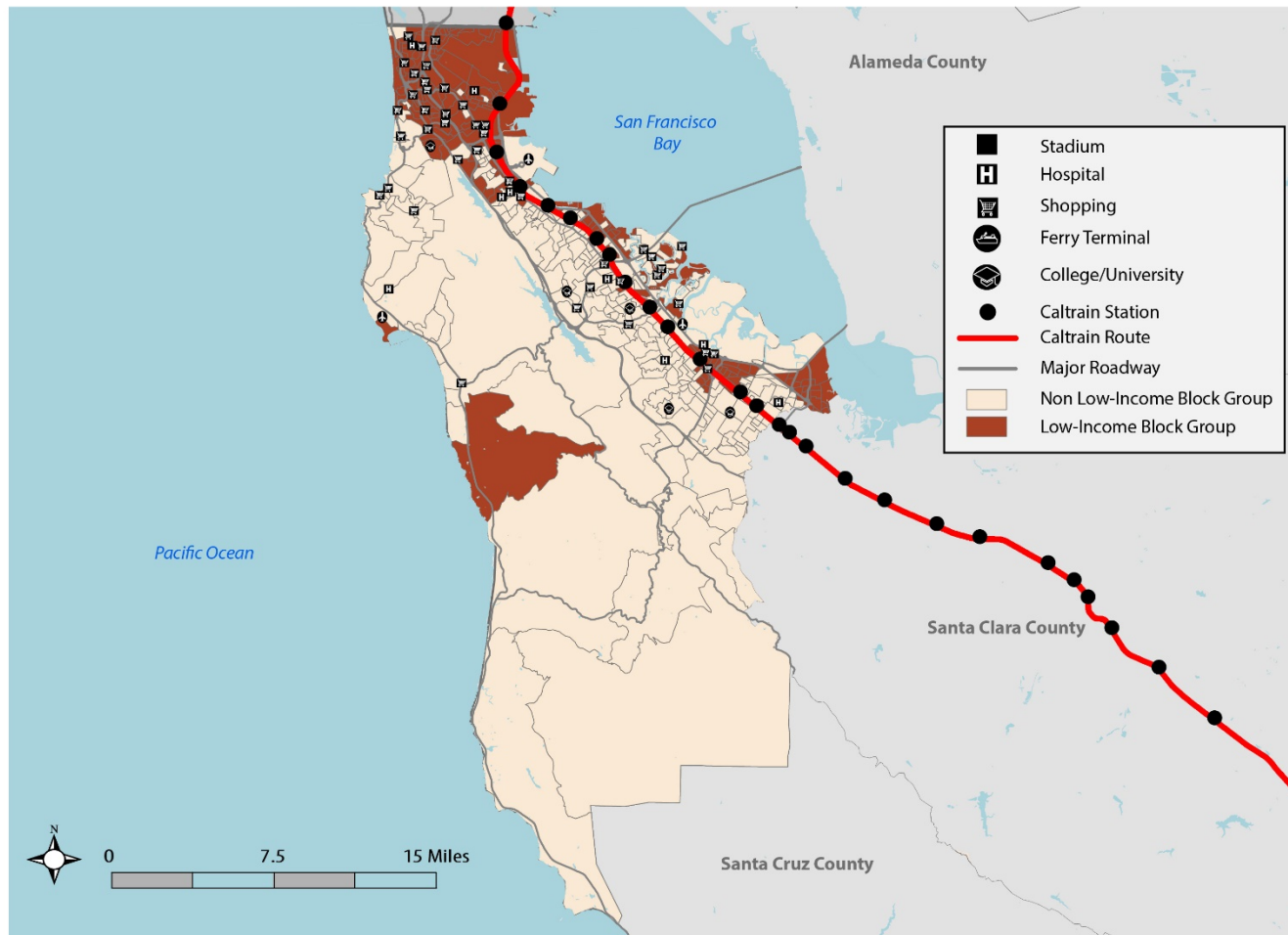


Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under \$25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

LOW-INCOME POPULATION BY BLOCK GROUP – SAN MATEO COUNTY

San Mateo County: Low-Income Population By Block Group

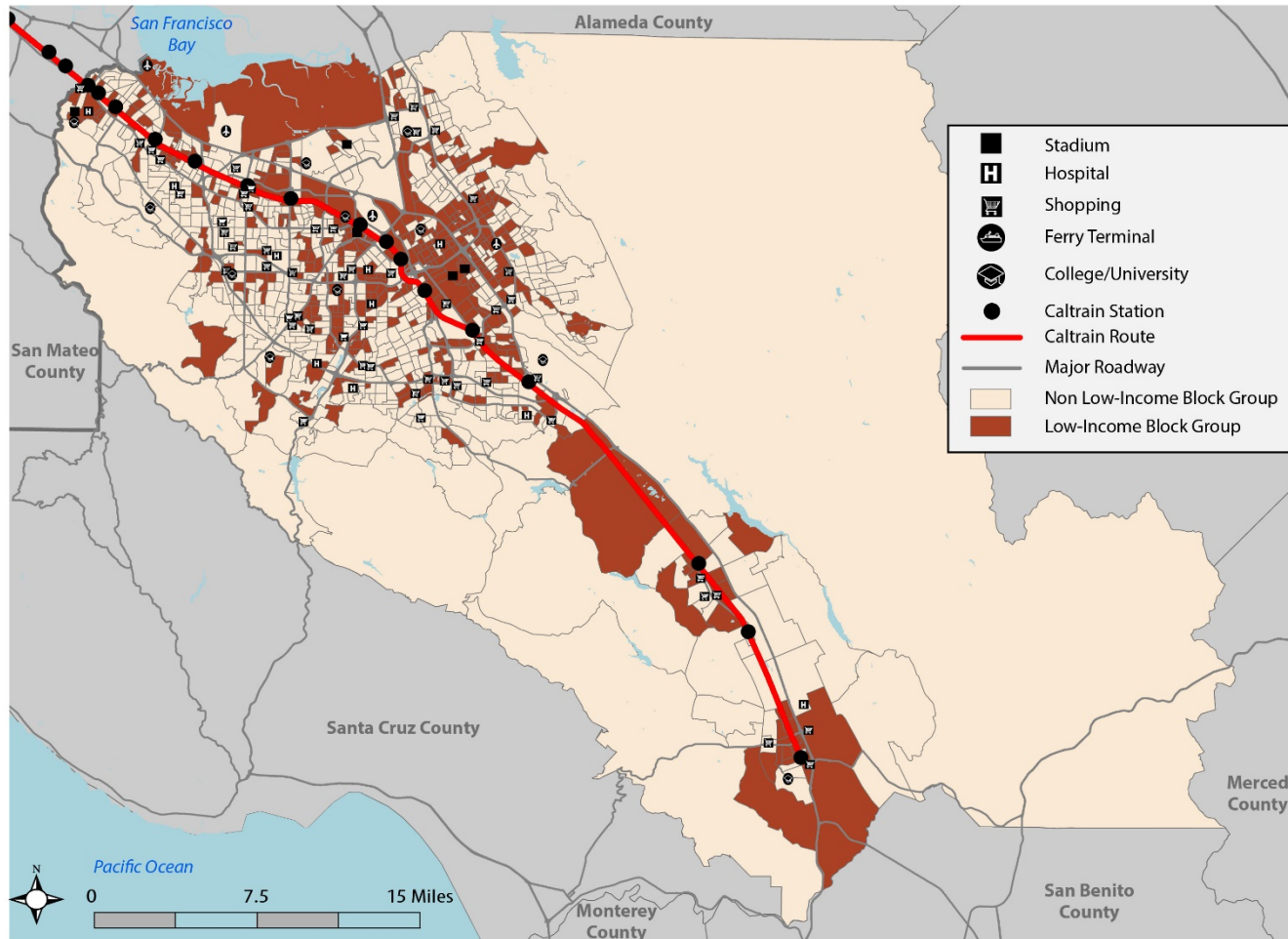


Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under \$25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

LOW-INCOME POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY

Santa Clara County: Low-Income Population By Block Group



Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under \$25,000.

Data Source: US Census Bureau
2010-2014 American Community Survey
Table B19001

**ATTACHMENT 4 –
EXISTING FARE CHART**

Existing Fare Chart

Adult Full Fare

Ticket Type*	How to Buy	Travel within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	Ticket Machine	\$3.75	\$6.00	\$8.25	\$10.50	\$12.75	\$15.00
	Clipper Card	\$3.20	\$5.45	\$7.70	\$9.95	\$12.20	\$14.45
Day Pass+	Ticket Machine	\$7.50	\$12.00	\$16.50	\$21.00	\$25.50	\$30.00
Zone Upgrade	Ticket Machine	\$2.25 per zone					
Monthly Pass++	Clipper Card	\$96.00	\$163.50	\$231.00	\$298.50	\$366.00	\$433.50

+ With the opening of Levi's® Stadium, Caltrain is offering a joint adult Caltrain + VTA Day Pass. The Caltrain portion is valid to Zone 3 and costs an additional \$7.50 compared to a Caltrain Day Pass. The joint pass is valid on Caltrain through the last train of the night and on VTA buses and light rail until 3 a.m. Adult passengers traveling from a VTA local bus to a VTA express bus will have to pay a \$2.50 surcharge. For VTA Express service information, click [here](#). Purchase the pass at your boarding station, not Mountain View.

++ Customers with a two-zone or greater Caltrain Monthly Pass get free local rides or free local ride credits on SamTrans. Visit the [SamTrans Inter-Agency Transfers](#) page for details. VTA (Santa Clara Valley Transportation Authority) offers Caltrain customers with a two-zone or greater Caltrain Monthly Pass free transfers to VTA local, limited stop bus, bus rapid transit and light rail. For more information visit the [VTA Caltrain Fares page](#).

Eligible Discount Fare**

Ticket Type*	How to Buy	Travel within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	Ticket Machine	\$1.75	\$2.75	\$3.75	\$4.75	\$5.75	\$6.75
	Clipper Card	\$1.60	\$2.60	\$3.60	\$4.60	\$5.60	\$6.60
Day Pass	Ticket Machine	\$3.75	\$6.00	\$8.25	\$10.50	\$12.75	\$15.00
Zone Upgrade	Ticket Machine	\$1.00 per zone					
Monthly Pass+	Clipper Card	\$48.00	\$78.00	\$108.00	\$138.00	\$168.00	\$198.00

+ Eligible Discount Monthly Pass holders get free local rides or free local ride credits on SamTrans. For more information visit the [SamTrans Inter-Agency Transfers page](#). VTA (Santa Clara Valley Transportation Authority) also offers a free transfer for Eligible Discount Monthly Pass holders. Visit [VTA's Caltrain fare page](#) for more information.

**ATTACHMENT 5 –
CALTRAIN DEDICATED WEBPAGE**

<http://www.caltrain.com/Fares/CaltrainFareChanges.html>



[System-Wide Construction. Check here for Current Advisories.](#)

Schedules
Stations
Fares
Fare Chart
Ticket Types
How to Buy
Fare Evasion Policy
Codified Tariff
Refunds
Regional Transfer Discounts
Caltrain Fare Changes
Rider Information
Projects & Plans
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Caltrain Fare Changes

[English](#) [Español](#) [漢語](#)

The Caltrain Board of Directors is considering changes to its fare structure in order to keep the system adequately funded and in a state of good repair.

Unlike most transit systems, Caltrain does not currently receive dedicated funding to support its operations. The cost of operating and maintaining the service has increased due to the challenge of accommodating changing ridership demand and maintaining an aging diesel system in a state of good repair. The Board invites public comment on the following potential changes at its [August 1 meeting](#). A final proposal will be presented for Board action on September 5, 2019.

GoPass

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

Clipper

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

One-Way/Day Pass/Monthly Pass

- Incremental fare increases every two years
- \$.50 increase to the base fare scheduled for July of 2020
- \$.25 increase to the zone fare scheduled for July of 2022
- \$.50 increase to the base fare scheduled for July of 2024

Means-Based Fare Pilot Program

- Caltrain will officially participate in [MTC's Means-Based Discount Fare pilot program](#), which is currently scheduled to begin in Fall 2019
- This program will offer eligible participants a 20% discount off of the single-ride adult Clipper Card Caltrain fares

Administrative Changes

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

Community Feedback

Caltrain will be holding a series of public meetings to discuss these changes. Members of the public are invited to join us at the following meetings:

Public Meeting Schedule

Public Meeting	Location	Date & Time
Caltrain Citizens Advisory Committee	1250 San Carlos Avenue, San Carlos, CA 94070	July 17 5:40 p.m.



Text Size

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Highlights

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- [Weekday Timetable](#)
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- [Special Events](#)
- [VIDEO: Board Meetings](#)
- [Electrification](#)

Social



[@Caltrain](#)

Caltrain Twitter is human-operated M-F, 7am to 7pm, excluding holidays.

Tweets by [@Caltrain](#)



Caltrain
[@Caltrain](#)

Service Info for July 4th Holiday:

- Operating on a Holiday Schedule
- Extra Capacity Post-SF Fireworks, Last Train leaves SF at 12:05 AM

Full Info:
[caltrain.com/schedules.html](#)
[#Caltrain](#)



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Caltrain Fare Changes

Public Meeting	Location	Date & Time
Mission Creek Senior Community Center	930 4th St, San Francisco, CA 94158	July 18 6-7 p.m.
Gardner Community Center	520 W. Virginia St., San Jose, CA	July 22 6-7 p.m.
Virtual Meeting	Caltrain YouTube	July 24 12-1 p.m.
Caltrain Citizens Accessibility Advisory Committee	1250 San Carlos Avenue, San Carlos, CA 94070	July 24 12:30 p.m.
Redwood City Downtown Library	1044 Middlefield Rd, Redwood City, CA 94063	July 30 6-7 p.m.

Public Hearing by the Caltrain Board of Directors

Public Hearing	Location	Date & Time
San Mateo County Transit District Administrative Office	1250 San Carlos Avenue, San Carlos, CA	Aug. 1 9 a.m.

More information on the changes can be found in the [June 2019 Board Meeting Agenda Packet](#) (PDF, 20.8MB, June 2019)

Comments may be submitted by calling Caltrain Customer Service at [1-800-660-4287](tel:1-800-660-4287), writing an email to changes@caltrain.com or mailing to:

Caltrain, District Secretary
P.O. Box 3006, San Carlos, CA 94070.

The deadline to submit your comments is August 1, 2019.

[Submit your comments](#)

**ATTACHMENT 6 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: CALTRAIN NEWS RELEASE**

Caltrain News Release – July 16, 2019



> [caltrain.com](#) > [About Caltrain](#) > [Media Relations](#) > [News](#) > [Caltrain Proposes Changes to its Codified Tariff](#)

Caltrain Proposes Changes to its Codified Tariff

July 16, 2019

The Caltrain Board of Directors authorized a public hearing to take place at its August Board meeting to discuss potential changes to the agency's Codified Tariff.

The Codified Tariff is a legal document that outlines the specific fares for the Caltrain system. At the public hearing in August, the Board will invite public comment on the potential changes to the fares in the Codified Tariff. The Board may consider adopting some or all of the potential changes to the Codified Tariff at its September 2019 meeting.

The potential changes that the Board may consider for adoption include an increase to the price of the Go Pass of up to 20% on January 1, 2020, with a 5% increase to follow every two years on January 1. Clipper discounts for one-way fares and monthly passes would also be removed or reduced in January 2020.

Other potential changes that the Board may consider for adoption include regular incremental fare increases every two years, with a 50 cent increase to the base fare scheduled for July 2020, a 25 cent increase to the zone fare scheduled for July 2022 and a 50 cent increase to the base fare scheduled for July 2024.

The potential changes to the Codified Tariff would also formally allow Caltrain to participate in MTC's Regional Means Based Fare Pilot Program, currently scheduled to begin in early 2020. By participating in this regional program, Caltrain would offer eligible participants a 20% discount on the single-ride adult Clipper Card fares. Additionally, charter trains, parking and bicycle locker fees would be removed from the Codified Tariff. These fees would be placed in a separate document and any changes to the fees or the rules would be brought to the Board in a later process.

In addition to the public hearing, to be held at 9 a.m. on Thursday, August 1, at Caltrain Headquarters, those wishing to weigh in on the potential changes can attend one of the following public meetings:

July 17, 5:40 p.m.

Caltrain Citizens Advisory Committee
1250 San Carlos Avenue, San Carlos

July 18, 6 p.m. to 7 p.m.

Mission Creek Senior Community Center
930 4th Street, San Francisco

July 22, 6 p.m. to 7 p.m.

Gardner Community Center
520 West Virginia Street, San Jose

July 24, noon to 1 p.m.

[Virtual Town Hall](#)

July 24, 12:30 p.m.

Caltrain Citizens Accessibility Advisory Committee
1250 San Carlos Avenue, San Carlos

July 30, 6 p.m. to 7 p.m.

Redwood City Downtown Library
1044 Middlefield Road, Redwood City

The public can find more information about the proposed changes at www.caltrain.com/Fares/CaltrainFareChanges.html and submit comments through the online comment form found on that Web page. After the public comment period ends after the August hearing, the Board will have a final vote on the changes to the Tariff at its September meeting.

###

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

Like us on Facebook at www.caltrain.com and follow on Twitter [@Caltrain](https://twitter.com/Caltrain).

Free translation assistance is available.

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



Media Contact: Dan Lieberman, 650.508.6385



July 30, 2019

Media Contact: Dan Lieberman, 650.508.6385

Caltrain Holds Hearing on Fare Changes

The Caltrain Board of Directors will hold a public hearing at its August Board meeting to discuss [potential changes](#) to the agency's fare structure. The Board invites public comment on the potential changes to the fares in the Codified Tariff at the August 1 hearing.

The potential changes that the Board may consider for adoption include an increase to the price of the Go Pass of up to 20% on January 1, 2020, with a 5% increase to follow every two years on January 1. Clipper discounts for one-way fares and monthly passes would also be removed or reduced in January 2020.

Other potential changes that the Board may consider for adoption include regular incremental fare increases every two years, with a 50 cent increase to the base fare scheduled for July 2020, a 25 cent increase to the zone fare scheduled for July 2022 and a 50 cent increase to the base fare scheduled for July 2024.

The potential fare changes would also formally allow Caltrain to participate in MTC's Regional Means Based Fare Pilot Program, currently scheduled to begin in early 2020. By participating in this regional program, Caltrain would offer eligible participants a 20% discount on the single-ride adult Clipper Card fares. Additionally, charter trains, parking and bicycle locker fees would be removed from the Codified Tariff. These fees would be placed in a separate document and any changes to the fees or the rules would be brought to the Board in a later process.

The Board will have a final vote on the changes to the Tariff at its September meeting.

###

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

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**ATTACHMENT 7 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: TAKE ONES**

Take One Notice – front

Expires 8/2/19



半岛走廊联合电力理事会 公众会议及听证公告 加州火车调整票价建议

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

理事会邀请公众于该会8月1日举行的会议就以下可能作出的改动提供意见。

1. 增加GoPass的价格，最高达百份之20，于2020年1月1日生效；并自2022年1月起，于往后的每一双数年的1月1日实施增收百份之5
2. 取消使用路路通卡（Clipper®）的\$0.55单程票价折扣和“符合折扣资格”者\$.15的单程票价折扣，不早于2020年1月生效。由于月票价格等同 30 x 单程票价，取消路路通卡折扣将令月

票价格上升。

3. 实施票价每两年递增一次（举例子：定于2020年7月将基本票价上调\$.50、定于2022年7月将区域票价上调\$.25、定于2024年7月将基本票价上调\$.50）。由于月票价格等同 30 x 单程票价，基本票价和区域票价递增将令月票价格上升。
4. 参与区域性“经济能力为本折扣票价”试验计划，目前定于2019年秋季启动。这个计划将提供符合资格者单程成人路路通卡加州火车（Caltrain）百份之20的票价折扣。
5. 租用列车、汽车停车和自行车贮存柜收费将自“法定收费表”移除。这些收费会于另开文件刊载，而且收费或规定有任何改动的话，都将于一稍后程序提交理事会处理。

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

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

三藩市 - 7月18日 下午6时 -
7时米慎溪长者社区中心

圣荷西 - 7月22日 下午6时 -
7时加德纳社区中心

红木城 - 7月30日 下午6时 -
7时红木城市中心图书馆

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

2019年8月1日星期四上午9时
圣卡洛斯特州加州火车行政办公室二楼
礼堂。

公听会举行以前，想提意见可上网到这里填写一份在线意见表：
www.caltrain.com/farechanges、致电1-800-660-4287联络客户服务中心、用电传打字机（TTY 650-508-6448），发电邮至：changes@caltrain.com，或寄信至：

District Secretary

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

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

7/9/19

Expires 8/2/19



Proposed Fare Changes

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

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

GoPass

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

Clipper

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

One-Way/Day Pass/Monthly Pass

- » Incremental fare increases every two years
- » \$.50 increase to the base fare scheduled for July of 2020
- » \$.25 increase to the zone fare scheduled for July of 2022
- » \$.50 increase to the base fare for July of 2024

Take One Notice – back

Means-Based Fare Pilot Program

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

Administrative Changes

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

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

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

Public Meetings

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

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

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

In addition, the Peninsula Corridor Joint Powers Board of Directors invites public comments regarding the proposed changes to the Codified

Tariff during a public hearing to be held:

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

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

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

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

Cambios de tarifa propuestos

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

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

GoPass

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

Clipper

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

Pase de ida/día/pase mensual

- » Aumentos incrementales de la tarifa cada dos años
- » aumento de \$.50 a la tarifa base programada para julio de 2020
- » \$.25 de aumento a la tarifa de zona programada para julio de 2022
- » \$.50 de aumento a la tarifa base programada para julio de 2024

Programa piloto de tarifas basado en medios

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

Cambios administrativos

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

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

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

San Francisco - 18 de julio, 6 p.m. - 7 p.m.

Mission Creek Senior Community Center
930 4th St, San Francisco

San José - 22 de julio, 6 p.m. - 7 p.m.

Gardner Community Center
520 W. Virginia St., San Jose

Redwood City - 30 de julio, 6 p.m.

Redwood City Downtown Library
1044 Middlefield Rd, Redwood City

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

Jueves, 1 de agosto de 2019, 9 a.m.

Caltrain Administrative Office
2nd Floor Auditorium
1250 San Carlos Ave., San Carlos.

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

District Secretary

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

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

**ATTACHMENT 8–
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: CALTRAIN STATION INFORMATON
BOARDS**

**Peninsula Corridor Joint Powers Board
Public Meetings and Hearing Notice
PROPOSED CALTRAIN FARE CHANGES**

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

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

- Price of the GoPass will increase by up to 20%, effective January 1, 2020. 5% increase every two years on January 1, starting in 2022.
- Clipper discounts for one-way fares and monthly passes will be removed after January 2020. Incremental fare increases every two years - \$.50 increase to the base fare scheduled for July 2020; \$.25 increase to the zone fare scheduled for July 2022; \$.50 increase to the base fare scheduled for July 2024.
- Caltrain will officially participate in a regional Means-Based Discount Fare pilot program, which is currently scheduled to begin in Fall 2019. This program will offer eligible participants a 20% discount off of the single-ride adult Clipper Card Caltrain fares
- Charter trains, parking and bicycle locker fees will be removed from the Codified Tariff. These fees will be placed in a separate document and any changes to the fees or the rules will be brought to the Board in a later process.

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

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

San Francisco - July 18, 6 p.m. - 7 p.m.

Mission Creek Senior Community Center, 930 4th St, San Francisco

San Jose - July 22, 6 p.m. - 7 p.m.

Gardner Community Center, 520 W. Virginia St., San Jose

Redwood City - July 30, 6 p.m. - 7 p.m.

Redwood City Downtown Library, 1044 Middlefield Rd, Redwood City

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

Thursday, August 1, 2019, 9 a.m.

Caltrain Administrative Office, 2nd Floor Auditorium
1250 San Carlos Ave., San Carlos

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

District Secretary

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

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

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

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

**ATTACHMENT 9 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: CALTRAIN SOCIAL MEDIA**

Social Media: Facebook Examples



JUL
30

Community Meeting on Caltrain Fare Changes

Public · Hosted by Caltrain

★ Interested

✓ Going

...

🕒 Tuesday, July 30, 2019 at 6 PM – 7 PM
about 1 week ago

📍 Redwood City Public Library
1044 Middlefield Rd, Redwood City, California 94063

Show Map

About

Discussion

0 Went · 3 Interested

Share this event with your friends

Details

The Caltrain Board of Directors is considering changes to its fare structure in order to keep the system adequately funded and in a state of good repair.

Join us online to learn more about the proposed changes!

Social Media: Twitter Examples

 **Caltrain** @Caltrain · Jul 30
Join us on Tonight in @RedwoodCity for a community meeting regarding the **Caltrain Proposed Fare Changes**

📅 July 30, 2019
🕒 6:00 PM - 7:00 PM
📍 RWC Public Library (1044 Middlefield Rd)

Full Info: facebook.com/events/2367558... #Caltrain



The graphic features a white train icon on a red background. To the right of the train, the text reads 'PROPOSED FARE CHANGES' in large white letters, with '2020' in a smaller, lighter font above it. Below this, a horizontal line separates the text from 'Public Meetings | Public Hearing'.

 **Caltrain** @Caltrain · Jul 24
Thank You to everyone who attended our Virtual Town Hall on the **Caltrain Proposed Fare Changes**

If you missed it, check out the replay here:
youtu.be/OLWg4HXTqxl?t=... #Caltrain



The graphic features a white train icon on a red background. To the right of the train, the text reads 'PROPOSED FARE CHANGES' in large white letters, with '2020' in a smaller, lighter font above it. Below this, a horizontal line separates the text from 'Public Meetings | Public Hearing'.

 **Caltrain** @Caltrain · Jul 23
Join us on Wednesday, July 24 at 12 PM for our Virtual Town Hall on **Proposed Fare Changes**

💡 Discussing potential changes to our fare structure in order to keep the system adequately funded and in a state of good repair.

Info + Register: bit.ly/FareChangesTow... #Caltrain



The graphic features a white train icon on a red background. To the right of the train, the text reads 'PROPOSED FARE CHANGES' in large white letters, with '2020' in a smaller, lighter font above it. Below this, a horizontal line separates the text from 'Public Meetings | Public Hearing'.

 **Caltrain** @Caltrain · Jul 8
Proposed Fare Changes to keep the #Caltrain system adequately funded and in a state of good repair.

You're invited to provide feedback at our July Board Meeting (July 11) + series of public meetings (starting July 17)

Full Info: caltrain.com/farechanges



The graphic features a white train icon on a red background. To the right of the train, the text reads 'PROPOSED FARE CHANGES' in large white letters, with '2020' in a smaller, lighter font above it. Below this, a horizontal line separates the text from 'Public Meetings | Public Hearing'.

**ATTACHMENT 10 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: VISUAL MESSAGE SYSTEM (VMS)
MESSAGES AND CONDUCTOR ANNOUNCEMENTS**

July 2019

VMS

Caltrain to hold public meetings on proposed fare changes. Information at Caltrain.com/farechanges	VMS Only <i>Run every 7 minutes</i>	All Stations	July 13 Start of service	July 30 End at 5:30 pm
Caltrain to hold a public hearing on proposed fare changes Aug. 1. Information at Caltrain.com/farechanges	VMS Only <i>Run every 7 minutes</i>	All Stations	July 13 Start of service	Aug 1 End at 8:30 am

Conductor announcements

Caltrain will hold several public meetings and a hearing on proposed fare changes. Information available at www dot Caltrain dot com slash fare changes	Conductor once per zone <i>Conductor's choice of location within zone</i>	July 13 Start of service	July 31 Until end of service
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**ATTACHMENT 11 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: OTHER NEWSPAPERS (PRINT)**

The Examiner (San Francisco/San Mateo) Examples

Peninsula Corridor Joint Powers Board Public Meetings and Hearing Notice Proposed Caltrain Fare Changes

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

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

- Price of the GoPass will increase by up to 20%, effective January 1, 2020. 5% increase every two years on January 1, starting in 2022.
- Clipper discounts for one-way fares and monthly passes will be removed after January 2020.
- Incremental fare increases every two years - \$.50 increase to the base fare scheduled for July 2020; \$.25 increase to the zone fare scheduled for July 2022; \$.50 increase to the base fare scheduled for July 2024.
- Caltrain will officially participate in a regional Means-Based Discount Fare pilot program, which is currently scheduled to begin in Fall 2019. This program will offer eligible participants a 20% discount off of the single-ride adult Clipper Card Caltrain fares
- Charter trains, parking and bicycle locker fees will be removed from the Codified Tariff. These fees will be placed in a separate document and any changes to the fees or the rules will be brought to the Board in a later process.

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

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

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

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

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

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

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

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

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

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



THE CITY LOCAL NEWS FOR SAN FRANCISCO

Citywide plan takes on S.F.'s inequality in 'concrete way'

Office of Racial Equity addresses disparities in income, housing, schools

By Joshua Sabatini
S.F. Examiner Staff Writer

San Francisco is poised to pass legislation that would create the City's first Office of Racial Equity and penalties for departments that fail to make progress in addressing inequities.

Introduced by supervisors Sandra Fewer and Vallie Brown, the proposal has picked up the backing of five other supervisors, enough to pass the legislation into law.

The office is intended to create a citywide plan to close the gap on existing racial inequities found in various areas of San Francisco, including household income, health, public schools, homelessness and incarceration.

Fewer pointed to some of the "incredible racial disparities in so many areas," including "the declining numbers of black, Latinx, Asian Pacific Islander children" and "the over-representation of children of color in poverty and the increasing over-representation of African American people who are homeless and incarcerated."

In 2016, the average income for black households was \$46,000 and for Latinx households \$70,000, she said. By comparison, white households earned an average of \$107,000.

The Board of Supervisors Government Audit and Oversight Committee held the first hearing on the proposal last week. Amendments were made and the committee is now expected to vote Thursday to send it to the full board for a vote on July 23.

Among the amendments was a provision to add more accountability.

"If a department is not compliant with regards to the Action Plan and annual reports, or if progress is not being made to address key Racial Equity disparities, the Board of Supervisors intends to exercise its discretion to withhold spending authority or freeze hiring during the budget process for the following fiscal year," the legislation reads.

Each city department would have to adopt an action plan that states how they plan to address inequities in their department and services and measure the progress. Annual reports on the progress are also required.

Brown said that the proposal is a "tangible and accountable way to address systematic racism within city govern-

ment and San Francisco as a whole."

"Equality means treating everyone the same. Equity means ensuring everyone has what they need to be successful," Brown said.

The Office of Racial Equity itself would come under a performance review within five years by the City Controller "to determine whether the existing structures and staffing are sufficient and how the Office can most effectively to achieve its mission and objectives."

The proposal also requires data collection to address racial equity in The City's contracts and the Department of Human Resources must provide an annual report of data regarding demographics of government employment, including promotions and discipline.

The Office of Racial Equity would come under the authority of the Human Rights Commission, whose executive director is Sheryl Davis.

"This office signals that San Francisco is finally coming to the reality that San Francisco is not beyond racism, that it lives and it exists here and that we need a mechanism to actually hold people accountable to that reality," Davis said. "One of the things that we continue to believe is that because San Francisco is progressive that it is not racist. And I would argue it is probably far more racist than we see in southern states because we hide behind the shield of 'progressive' and because we hide behind the shield of 'liberal.'"

The office is expected to launch later this fiscal year with a staff office, costing The City \$355,788 in the current fiscal year and \$618,295 next fiscal year.

In addition to overseeing the department's action plans, the office must issue a biennial "Racial Equity Report Card" in such areas as San Francisco's wealth, employment, transportation, homelessness, health, education and policing.

The office will also provide analysis for proposed legislation as such as whether "the proposed ordinance would promote Racial Equity by helping to close opportunity gaps for communities of color, or impede Racial Equity by furthering Racial Disparities."

And the office will "create a budget equity assessment tool for City departments to use in order to determine whether budget requests and annual allocations benefit or burden communities of color."

Fewer said that said the office is a "critical step" for The City to "address racial disparities in a very concrete way."

jsabatini@sfcaminer.com

報料熱線: 650-808-8222

變電站故障
停電五小時
料需數星期
才得知結果

聯合愛迪生稱暫未知原因 政界促徹查曼哈頓大停電



【紐約時報】聯合愛迪生電力公司表示，於13日晚上6時45分發生變電站故障，導致曼哈頓約7萬2000戶停電。該公司表示，變電站故障發生在曼哈頓中城，位於第42街與第43街之間。該公司表示，變電站故障發生在曼哈頓中城，位於第42街與第43街之間。該公司表示，變電站故障發生在曼哈頓中城，位於第42街與第43街之間。

曼哈頓於13日晚發生大規模停電5小時。聯合愛迪生電力公司為事件而道歉，但至今仍未能確定導致停電的原因。州長柯莫則於14日在電台節目中放出狠話，指聯合愛迪生並非「由上帝授予特許經營權」，是完全可以「被取代」。

聯合愛迪生電力公司表示，於13日晚上6時45分發生變電站故障，導致曼哈頓約7萬2000戶停電。該公司表示，變電站故障發生在曼哈頓中城，位於第42街與第43街之間。該公司表示，變電站故障發生在曼哈頓中城，位於第42街與第43街之間。



聯合愛迪生電力公司大規模停電作出道歉。

紐約市消防局指出，今次大停電造成有數百處火警，對曼哈頓的900個緊急求助電話，當中有400個停電及被阻。另外，911系統收到約750個緊急求助電話。當局表示，今次大停電造成有數百處火警，對曼哈頓的900個緊急求助電話，當中有400個停電及被阻。另外，911系統收到約750個緊急求助電話。



白思豪(左)強調，已確保紐約市一切關鍵服務處理，並向各方提供必要資訊。

Yana Paskova/紐約時報

遠在千里之外拉票
白思豪仍稱掌大局

在曼哈頓發生大規模停電期間，原本應該控制大局的市長白思豪，遠在千里之外的地方為總統競選拉票。白思豪表示，他已經確保紐約市一切關鍵服務處理，並向各方提供必要資訊。白思豪表示，他已經確保紐約市一切關鍵服務處理，並向各方提供必要資訊。



約翰·米蘭諾的報導

徵教人員工會集會 反對叫停隔離囚禁

【華盛頓郵報】在華盛頓舉行的徵教人員工會集會，反對聯邦政府叫停隔離囚禁。工會表示，隔離囚禁是徵教人員的「基本工具」。工會表示，隔離囚禁是徵教人員的「基本工具」。

徵教人員工會主席馬格特表示，聯邦政府叫停隔離囚禁，將對徵教人員的工作造成嚴重影響。工會表示，隔離囚禁是徵教人員的「基本工具」。

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吸煙導致無數心臟受傷，你的心臟也包括在內!

每吸一根煙，就會對身體造成直接傷害，嚴重增加心臟病發作或中風的可能。但這究竟真正意味什麼？為幫助大眾瞭解吸煙所造成的實際影響，疾病控制與預防中心(Centers for Disease Control and Prevention, CDC)特別要求真實的昔日吸煙者現身說法，與大眾分享他們的故事。



羅斯福(Roosevelt) 在青少年時期便開始吸煙。他在45歲時心臟病發作，並因此住院一個月。為了修補羅斯福的心臟損傷，醫生必須在他的心臟中置入支架，當置入支架仍不足以維持心臟正常運作時，他接受了繞道手術，而且總共進行六次繞道手術。「我真的希望自己從未吸煙。」羅斯福表示：「每個人都以為自己不會因吸煙而發生健康問題，但事實上太多人因此產生健康問題，你可能就是下一位！」

只需一通電話，免費戒煙服務即可得!
立即撥打免費ASQ戒煙專線，獲得諮詢及專科免費戒煙服務，包括一對一電話諮詢、提供免費戒煙貼片試用包及自助戒煙資料，幫助你戒煙成功率倍增，開始踏出斷除煙癮的第一步!
免費
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1-800-838-8917

半島電網聯合電力理事會 公眾會議及聽證公告

半島電網聯合電力理事會為了解決系統資金充足，並具經濟效益，正在考慮調高加州州火電(Caltrans)的調價結構。
加州火電不啻大部分運輸系統，實則並非獲得專項基金來支持其營運。由於種種挑戰，目前理事會正考慮調高加州火電(Caltrans)的調價結構。理事會將聽取公眾對以下可能提出的調價建議意見。
1. 增加加州火電的調價，最高達百分之20，於2020年1月1日生效；並自2020年1月起，於連續的每一年度的1月1日實施調價百分之2。
2. 取消調價限制(Capex)的百分之5。理事會將把「合約訂價」考慮百分之1.5的單項調價限制，不低於2020年1月生效。由於調價限制，取消調價限制將令月調價上升。
3. 實施調價由每年調價一次(舉例：定於2020年7月將基本調價調高\$50，定於2022年7月將基本調價調高\$25，定於2024年7月將基本調價調高\$50)。由於月調價限制，每月30%單項調價，基本調價和調價限制將令月調價上升。
4. 參與高成本「認領能力為本調價」計劃，目前定於2019年秋季開始。該計劃將提供由加州電網公司(Caltrans)自付之20%的調價限制。
5. 取消調價限制，將調價限制由「合約訂價」改為「合約訂價」。該計劃將提供由加州電網公司(Caltrans)自付之20%的調價限制。而該項調價規程有任何改動的，都將於一經獲得理事會批准。

聽證會的詳細內容可以在這裡找到：www.caltrans.org/farechanges。
加州火電(Caltrans)的職員會於以下的三次公眾會議中討論這些改動，並邀請公眾對「法定收費表」所作之更改提供意見：
三藩市 — 7月18日 下午6時-7時
Mission Creek Senior Community Center
950 4th St, San Francisco
聖荷西 — 7月22日 下午6時-7時
Ganther Community Center
520 W. Virginia St, San Jose
紅木城 — 7月30日 下午6時-7時
Redwood City Downtown Library
1044 Middlefield Rd, Redwood City
此外，半島電網聯合電力理事會邀請公眾出席以下時間和地點舉行之公眾會，就聽證對「法定收費表」所作之改動提供意見：
2019年8月1日星期四上午9時
Caltrans Administrative Office
2nd Floor Auditorium
1250 San Carlos Ave., San Carlos, CA
公眾會前門前，想獲意見者可到現場領取一份在場意見表：www.caltrans.org/farechanges，致電1-800-660-4287聯絡客戶服務中心，用電郵打字機(TTY) 650-508-6448，或電郵：changes@caltrans.com，或寄信：
District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070
聽證人士如不願公開的出席者可於會議及聽證會前親臨三藩市工作失職電650-508-6342安排手語或外語翻譯服務。

修筑公路 增加就業 人口增加

巨大轉變後吸客 中谷正快速發展



貝克斯菲爾德(Bakersfield)是一個人們開車經過少停下来的城市，長期以來始終是深夜畫劇最嚴調的目標。

99號高速公路在這裏穿過森林和油田，然後向北穿過佛羅里達(Fresno)和中平原的農田，從高速公路上下車，隨着油井、儲石礦的油漆和商店廣告牌的模糊景象，這已成為在陽光海岸內華達山之間旅行的加州人和遊客對這市的印象。

最新趨勢亦凸顯剛上任的市長科林斯(Scott)和前任市長的北北羅倫斯(Barbara)對城市的改革和實施的見解。這包括在加州的三項市制由自由人士。在去年的競選活動中，科林斯將把這座遠東城市作為優先事項。



加州中谷城市貝克斯菲爾德近年發展迅速，吸引眾多年輕人遷入。

許多加州人認為這座與貝克斯菲爾德、默塞德(Merced)等公路兩旁的內陸城市。這些城市在地理上與海岸地區之後，但從中央谷地出現大轉變。這些管理作為加州農業核心的二級城市，正吸引適宜生活費用的階級化大都會地區的金錢和年輕人。

貝克斯菲爾德市長科林斯表示，我們不能有兩個加州。他在99號公路沿線的特洛克(Tullock)長大，認為在擁有大量農業機會的沿海地區和中央谷地之間，並非所有人口都應該增加就業機會。後者是人們所喜愛的加州東部。

加州的人口去年增長0.47%，創下史上最低紀錄，但貝克斯菲爾德的人口增長率是該州的兩倍多。使擁有近40萬人口的該市成為加州增長最快的城市。雖然位於地產海岸的沙加蘭谷，但位於地產海岸的沙加蘭谷，許多低地城市正吸引下來的都是年輕人。

貝克斯菲爾德市長科林斯表示，我們不能有兩個加州。他在99號公路沿線的特洛克(Tullock)長大，認為在擁有大量農業機會的沿海地區和中央谷地之間，並非所有人口都應該增加就業機會。後者是人們所喜愛的加州東部。

天堂鎮遭山火後 公共游泳池重開

英羅維山火摧毀了加州天堂鎮(Panorama)的大部分地區。幸虧半年多後鎮上的公共游泳池首次重新開放。

天堂鎮鎮公所(CRS)表示，火災在該鎮留下大量燒焦的碎片，目前完成了清理工作，上周消防隊員使用軟管在池內注水淨化。

游泳池已於周日重新開放。11月爆發的山火造成該鎮85位居民罹難，並摧毀大部分的建築，這是該鎮鎮公所歷史上最大的一場災難。

該鎮鎮公所表示，該鎮人口減少了九成。從火災前估計有2萬7000人，減少到2034人。

該鎮鎮公所和康樂部門主任戴利(Jeff Dailey)表示，游泳池重新開放代表了天堂鎮正在重新振興。

農夫車撞倒山獅 車禍致九人傷

北加州聖羅倫斯(Santa Rosa)市發生一宗嚴重車禍，一輛載有九人的農夫車撞倒山獅，導致九人受傷。

據悉，這輛農夫車在行駛過程中，突然失控撞向路邊的山獅。車上載有九名乘客，包括多名兒童。事故發生後，車輛起火燃燒，現場一度陷入混亂。

目前，傷者正在醫院接受治療，情況穩定。警方正在調查事故原因，並對現場進行了封鎖。

北加州孕前吸大麻者猛增

一項最新發表的報告指出，北加州孕前吸大麻者猛增。報告指出，在過去十年中，孕前吸大麻的比例增加了百分之二十。

報告指出，孕前吸大麻對胎兒的發育有嚴重的影響，包括低出生體重、發育遲緩等。此外，孕前吸大麻還可能導致流產和死產的風險增加。

專家呼籲孕婦在懷孕期間應完全戒除大麻，以確保胎兒的健康發育。

中山隆都同善堂通告

謹訂於二〇一九年八月十一日(星期日)下午六時為本堂建堂二十週年紀念暨慶祝學金發給會。假座新亞洲大酒樓禮堂敬請各界人士踴躍參加。

同善堂辦公室由七月廿四日(星期三)開始發售餐券，每位廿五元。年滿七十以上長者將在出席餐會時獲贈回餐券。長者餐券不得轉贈他人。餐券售完即止。獲得獎學金的學生憑通知書從七月廿四日到辦公室領取餐券。辦公時間每日上午十時至下午五時，逢星期一、休息。電話：(415) 397-2834

半島走廊聯合電力理事會 公眾會議及聽證公告 加州火車調整票價建議

半島走廊聯合電力理事會為了保持系統資金充足，並且確保服務良好，正在考慮建議調高加州火車(Caltrain)的票價建議。

加州火車大部分運輸系統服務，需前半年獲得聯邦基金及州府支持。由於預算削減，理事會必須重新評估目前的票價和服務。理事會建議調高票價，以確保系統的長期可持續性。理事會建議公眾於八月八日舉行的會議提出以下可能作出的修改建議。

- 增加CoPass的價格，最高達百分之20，於2020年1月1日生效；自2022年1月起，其價格將一年增加百分之1，以確保服務質量。
- 取消CoPass的折扣，最高達百分之20，於2020年1月1日生效；自2022年1月起，其價格將一年增加百分之1，以確保服務質量。
- 取消CoPass的折扣，最高達百分之20，於2020年1月1日生效；自2022年1月起，其價格將一年增加百分之1，以確保服務質量。

建議修改的詳細內容可以在這裏找到：www.caltrain.com/farechanges

加州火車(Caltrain)的職員會於以下的三次公眾會議中討論這些修改，並邀請建議對「法定收費表」所作之變更提供意見。

第一場會議 — 七月廿二日 下午 6時 - 7時
Gardner Community Center
520 W. Virginia St., San Jose

第二場會議 — 七月三十日 下午 6時 - 7時
Redwood City Downtown Library
1044 Middlefield Rd., Redwood City

此外，半島走廊聯合電力理事會建議公眾出席以下時間和地點舉行之公眾會，就建議對「法定收費表」所作之修改提供意見：

2019年8月1日星期四上午9時
Caltrain Administrative Office
2nd Floor Auditorium
1250 San Carlos Ave., in San Carlos.

公眾會舉行以前，請意見書上欄地址填寫一份在建議意見表：www.caltrain.com/farechanges，或電 1-800-660-4287 聯絡客運服務中心，用電郵打字機 (TTY 650-508-6448)，發電郵至：chanages@caltrain.com，或寄信至：

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

翻譯人士和不說英語的出席者可向會議及/或聽證會人員提供三個工作天發電 650-508-6242 安排手語或外語翻譯服務。

中山隆都同善堂通告

謹訂於二〇一九年八月十一日(星期日)下午六時為本堂建堂二十週年紀念暨慶祝學金發給會。假座新亞洲大酒樓禮堂敬請各界人士踴躍參加。

同善堂辦公室由七月廿四日(星期三)開始發售餐券，每位廿五元。年滿七十以上長者將在出席餐會時獲贈回餐券。長者餐券不得轉贈他人。餐券售完即止。獲得獎學金的學生憑通知書從七月廿四日到辦公室領取餐券。辦公時間每日上午十時至下午五時，逢星期一、休息。電話：(415) 397-2834

李氏敦宗總公所 祭祖暨頒發獎學金通告

茲為紀念大始祖老翁得道暨獎學金發給會，訂於八月二十日(星期日)上午十時，在本總公所禮堂舉行祭祖暨頒發獎學金典禮。屆時請全體宗親踴躍參加，以隆祖德，共敘宗誼。

參加祭祖者，請帶本年度香油收據及牌位，於當日上午十時到本總公所辦理領取獎學金手續。無獎券者恕不招待。

另：(一) 本年度主祭肉餚發放時間由八月十日至十月十五日，每日下午一時至四時，在本總公所三樓辦事處領取。

(二) 外埠宗親主祭肉餚，請到各該埠李氏公所領取。

李氏敦宗總公所啟

National Cosmetology Beauty School

www.barbercoschool.com 電話(510)444-7707 手機(415)894-0092
315 11th Street, Oakland, CA 94607 (伊士頓在舊金山區) 星期一至五 10am-5:30pm
專門教授美容、修甲、髮型專業資格課程 專業證書
本校所有課程均設有實習，並由名師親自指導，保證學成後能獨立操作，請踴躍報名。

特別個人服務：美容、修甲、髮型專業資格課程 專業證書
在其餘學校無法學習的課程，本校均有教授。包括：1. 專業髮型1600小時 2. 1500小時 3. 20小時 4. 專業化妝

全新課程 按摩全科班 600小時，3-4月課程

**Península Corridor Joint Powers Board
Las reuniones públicas y el aviso de audiencia
Cambios propuestos de tarifa de Caltrain**

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

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

- El precio del GoPass aumentará hasta en un 20%, a partir del 1 de enero de 2020. Aumento del 5% cada dos años el 1 de enero, a partir de 2022.
- Los descuentos de Clipper para tarifas de ida y pases mensuales se eliminarán después de enero de 2020.
- Aumentos incrementales de la tarifa cada dos años - \$ 50 aumento de a la tarifa base programada para julio de 2020; \$ 25 de aumento a la tarifa de zona programada para julio de 2022; \$ 50 de aumento a la tarifa base programada para julio de 2024
- Caltrain participará oficialmente en un programa piloto regional de Tarifas de Descuento Basado en Medios, que actualmente está programado para comenzar en otoño 2019. Este programa ofrecerá a los participantes elegibles un 20% de descuento en la Tarjeta Clipper para adultos de un solo viaje Tarifas Caltrain
- Los trenes charteres, el estacionamiento y las tarifas de taquilla de bicicletas se eliminarán de la tarifa codificada. Estas tarifas se colocarán en un documento separado y cualquier cambio en las tasas o las reglas se llevará a la Junta en un proceso posterior.

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

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

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

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

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

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

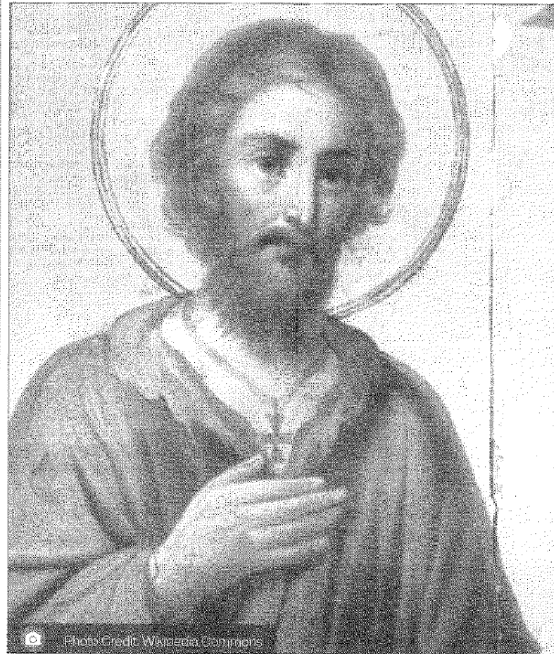
Jueves, 1 de agosto de 2019, 9 a.m.
Caltrain Administrative Office, 2nd Floor Auditorium
1250 San Carlos Ave., in San Carlos.

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

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

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

LA DEVOCIÓN A SAN ALEJO



Mario Jiménez Castillo
El Observador

San Alejo es un Santo muy venerado y apreciado entre los feligreses, desde hace muchos siglos, es considerado como un eterno protector en contra de fuerzas malignas, hechizos, envidias, malas voluntades, y malos espíritus. Se recomienda oracionaria, visitadoras y hacerla un rezar los días 17 de cada mes. Su fecha de celebración y festejo es el día 17 de julio. Muchas personas han dado fe y testimonio de los favores otorgados por este santo a quien también se le pide para curarse de vicios y actividades dañinas. Se le considera como un benefactor de aquellas personas que desean desterrar el vicio del alcohol y las drogas. Es un Santo aclamado como muy milagroso y benefactor.

San Alejo vivió alrededor del siglo IV, era hijo de un senador romano. A la edad de veintidós años comprendió que su vida rodeada de pompa y riquezas era un peso para su espíritu. Para servir a Dios en la mayor humildad, se fue de Roma a Etesia, cruzado de mendigo. En Sina vivió por más de diecisiete años dedicándose a la oración y a la penitencia. Vivía de la caridad para ayudar a otros a encontrar el camino del Señor. Cuando se descubrió que era hijo de una familia ilustre de Roma, San Alejo temió que le robaran honores y regresó a Roma, a casa de su padre donde vivió por años de indigno, como un sirviente más, durmiendo debajo de una escalera por varios años. Un día enfermó y ya agonizante, les reveló a sus

padres que era su hijo y que había escogido vivir aquella vida por penitencia y para servir al cielo. Sus padres le abrazaron llorando y le procuraron una muerte en santa paz. Cuando el obispo se enteró del caso, mandó exhumar el cadáver, pero no se encontraron más que los huesos del hombre de Dios y ningún cadáver. La fama del suceso se extendió rápidamente por toda la región.

Peticiones: se le pide para alejar todo lo malo, especialmente: brujería, fantasmas, alcoholismo, drogadicción, malas amistades y malas compañías.


SAN ALEJO

Milagroso San Alejo, tú que tienes el poder de alejar todo lo malo que acecha a los escogidos del Señor, te pido que alejes de mí, la maldad, los malos espíritus, la magia negra, los trabajos de hechicería, la mentira, la injusticia, la impureza, los vicios y la envidia, y por último, aleja al que viniere a mí para nacirme daño.


Ponme tan lejos de los malos para que jamás me vean, Aleja también las malas influencias que puedan rondar mi hogar.

Finalmente anéscame al camino y sendero de Jesucristo, para que me cubra con su divina gracia.

Amen.



NBC BAY AREA



TELEMUNDO 48
ÁREA DE LA BAY AREA

SUNDAY 9:30 AM

SATURDAY 5:30 PM


KNTV/KSTS-SAN JOSE, SAN FRANCISCO, OAKLAND

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CON: DAMIÁN TRUJILLO


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COMUNIDAD DEL VALLE
PALABRA ARTIST SHOWCASE
CELEBRACION DE ARTISTAS
JULIO 25-28
EN EL TEATRO CAMPESINO
WWW.TEATRO.CAMPESINO.COM


LA COSECHA
FESTIVAL DE COMIDA Y VINO
POR MEXICAN AMERICAN VINTNERS ASSOC.
AGOSTO 17/3PM Vista Collina Resort
EN EVENTRIBUTE





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Península Corridor Joint Powers Board
Las reuniones públicas y el aviso de audiencia
Cambios propuestos de tarifa de Caltrain

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

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

- El precio del GoPass aumentará hasta en un 20%, a partir del 1 de enero de 2020. Aumento del 5% cada dos años el 1 de enero, a partir de 2022.
- Los descuentos de Clipper para tarifas de ida y pasajes mensuales se eliminarán después de enero de 2020.
- Aumentos incrementales de la tarifa cada dos años - \$.50 aumento de a la tarifa base programada para julio de 2020; \$.25 de aumento a la tarifa de zona programada para julio de 2022; \$.50 de aumento a la tarifa base programada para julio de 2024
- Caltrain participará oficialmente en un programa piloto regional de Tarifas de Descuento Basado en Medios, que actualmente está programado para comenzar en otoño 2019. Este programa ofrecerá a los participantes elegibles un 20% de descuento en la Tarjeta Clipper para aduitos de un solo viaje Tarifas Caltrain
- Los trenes chárteres, el estacionamiento y las tarifas de taquilla de bicicletas se eliminarán de la tarifa codificada. Estas tarifas se colocarán en un documento separado y cualquier cambio en las tasas o las reglas se llevará a la Junta en un proceso posterior.

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

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

San José - 22 de julio, 6 p.m. - 7 p.m.

Gardner Community Center, 520 W. Virginia St., San José

Redwood City - 30 de julio, 6 p.m.

Redwood City Downtown Library, 1044 Middlefield Rd, Redwood City

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

Jueves, 1 de agosto de 2019, 9 a.m.

Caltrain Administrative Office, 2nd Floor Auditorium
1250 San Carlos Ave., in San Carlos

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

District Secretary

Península Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070

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

**ATTACHMENT 12 –
FY 2019-20 PROPOSED FARE: ONLINE COMMENT
FORM (ENGLISH, SPANISH, CHINESE)**

Proposed Fare Changes - Public Comment Form

The Caltrain Board of Directors is considering a proposal to modify fares, and make some administrative changes. We are soliciting feedback from members of the public on the proposed fare changes.

The deadline to submit your comments is August 1.

Please mark if you agree, disagree or have no opinion, and provide additional comments about your position on each of the proposed fare changes.

1. The addition of MTC's Means-Based Discount Fare Pilot Program (This program will offer eligible participants a 20% discount off of the single-ride adult Clipper card fares on Caltrain). *

I agree I disagree No opinion

Comments

2. Increasing the price of the Go Pass by up to 20% effective January 1, 2020 with subsequent increases of 5% implemented January 1 of every even-numbered year beginning January 2022. *

I agree I disagree No opinion

Comments

3. Removing the Clipper® discounts of \$0.55 for one-way fares and \$0.15 for Eligible Discount one-way fares effective no earlier than January 2020. Monthly pass prices will increase with the removal of the Clipper discount as Monthly pass prices equal 30 x one-way fares. *

I agree I disagree No opinion

Comments

4. Implementing incremental fare increases every two years (e.g., \$0.50 on the base fare at the beginning of Fiscal Year (FY) 2021, \$0.25 on the zone fare for FY 2023, and \$0.50 on the base fare for FY 2025). The incremental base and zone fare increases will also increase Monthly pass prices as Monthly pass prices equal 30 x one-way fares. *

I agree I disagree No opinion

Comments

5. Making other changes related to the Caltrain Fare Policy including the deletion of the train charter, parking and bicycle locker charge sections, which will be the subject of separate policies brought to the Board for consideration after approval of the revised Codified Tariff. *

I agree I disagree No opinion

Comments

6. For additional comments not related to the proposed fare changes, please enter them here.

7. How did you learn about the Caltrain Proposed Fare Changes? (check ALL that apply)

Caltrain Board Meeting or Public Hearing

Community meeting - where?

Caltrain outreach event - where?

Through the Caltrain website

Through a newspaper advertisement

Social media

On the train

Other - please specify:

8. In which city do you live?

- Atherton Belmont Brisbane Burlingame Campbell
- Colma Cupertino Daly City East Palo Alto
- Foster City Gilroy Half Moon Bay Hillsborough
- Menlo Park Los Altos Los Altos Hills Los Gatos
- Millbrae Milpitas Monte Sereno Morgan Hill
- Mountain View Pacifica Palo Alto Portola Valley
- Redwood City San Bruno San Carlos San Francisco
- San Jose Saratoga San Mateo Santa Clara
- South San Francisco Sunnyvale Woodside
- Other city - please specify:

9. Please provide your name and email address. (optional)

Name

Email

Thank you for your comments.

Thank you for providing your feedback regarding the Caltrain proposed fare changes.

Cambios propuestos a tarifas - Formulario de comentario público

Page description:

La Junta Directiva de Caltrain está considerando una propuesta para modificar las tarifas, y hacer algunos cambios administrativos. Estamos solicitando comentarios de los miembros del público sobre los cambios de tarifa propuestos.

La fecha límite para presentar sus comentarios es el 1 de agosto.

Marque si está de acuerdo, no está de acuerdo o no tiene opinión y brinde comentarios adicionales.

1. La adición del Programa Piloto de Tarifas de Descuento Basado en Medios de MTC (Este programa ofrecerá a los participantes elegibles un 20% de descuento en las tarifas de tarjeta Clipper para adultos de un solo viaje en Caltrain). *

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios

2. Aumentar el precio del Go Pass hasta en un 20% a partir del 1 de enero de 2020 con aumentos posteriores del 5% implementados el 1 de enero de cada año par a partir de enero de 2022. *

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios

3. Quitar los descuentos de Clipper® de \$0.55 para tarifas de ida y \$0.15 para tarifas de ida de descuento elegibles efectivas no antes de enero de 2020. Los precios de los pases mensuales aumentarán con la eliminación del descuento Clipper como precios de pase mensual es igual a 30 x tarifas de ida. *

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios

4. La implementación de tarifas incrementales aumenta cada dos años (por ejemplo, \$0.50 en la tarifa base al comienzo del Año Fiscal (Año fiscal) 2021, \$0.25 en la tarifa de zona para el año fiscal 2023, y \$0.50 en la tarifa base para el año fiscal 2025). Los aumentos incrementales de la tarifa base y de zona también aumentarán los precios de los pases mensuales, ya que los precios de los pases mensuales equivalen a 30 x tarifas de ida. *

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios

5. Hacer otros cambios relacionados con la Política de Tarifas de Caltrain, incluyendo la eliminación de las secciones de tren de chárter, estacionamiento y cargos de taquilla de bicicletas, que serán objeto de políticas separadas traídas a la Junta para su consideración después de la aprobación de las tarifas codificado. *

Estoy de acuerdo No estoy de acuerdo Sin opinión

6. Para comentarios adicionales no relacionados con los cambios de tarifa propuestos, ingrese aquí.

7. ¿Dónde escuchó sobre los cambios propuestos para las tarifas? (marque TODAS las opciones que correspondan)

Reunión del consejo o audiencia pública de Caltrain

Reunión comunitaria - ¿ En dónde?

Evento de extensión de Caltrain- ¿En dónde?

Mediante el sitio web de Caltrain

En un anuncio en el periódico

Redes sociales

En el tren

Otro - especifique

8. ¿En qué ciudad vive?

Atherton Belmont Brisbane Burlingame Campbell

Colma Cupertino Daly City East Palo Alto

Foster City Gilroy Half Moon Bay Hillsborough

Menlo Park Los Altos Los Altos Hills Los Gatos

Millbrae Milpitas Monte Sereno Morgan Hill

Mountain View Pacifica Palo Alto Portola Valley

Redwood City San Bruno San Carlos San Francisco

San Jose Saratoga San Mateo Santa Clara

South San Francisco Sunnyvale Woodside

Otra ciudad:

9. Escriba su nombre y dirección de correo electrónico (opcional)

Nombre

Correo electrónico

Gracias por sus comentarios.

Gracias por proporcionar sus comentarios con respecto a los cambios propuestos a las tarifas de Caltrain.

调整票价提案 – 公共评论表格

Caltrain 董事会正在考虑调整票价的提案，並做一些行政上的改变。我们正在就建议的票价变动徵求公众成员的反馈意见。

提交你意见的截止日期是8月1日。

請標記你是同意，不同意或無意見，並提供你對每項收費改變建議之評論。

1. 添加了都会运输委员会 (MTC) 的「经济能力为本折扣票价试验计划」(此项计划会向符合资格的参加者提供搭乘加州火车 (Caltrain) 单程成人路路通卡 (Clipper) 票价 百分之20的折扣)。^{*}

我同意 我不同意 無意見

評論

2. 增加通用年票 (Go Pass) 的价格百分之20，自2020年1月1日起生效。之后从2022年1月开始，每逢双数年的1月1日实施加价百分之5。 *

我同意 我不同意 無意見

評論

3. 取消使用路路通卡 (Clipper®) \$0.55的单程票价折扣和“合符资格”者\$0.15单程票价折扣，生效日期不早于2020年1月。由于月票价格等同30 x 单程票价，取消路路通卡 (Clipper) 折扣后，月票价格将会上升。 *

我同意 我不同意 無意見

評論

4. 实施票价每两年递增一次（举例子：2021财政年度之初将基本票价上调\$0.50、2023财政年度将区域票价上调\$0.25、2025财政年度将基本票价上调\$0.50）。由于月票价格等同 30 x 单程票价，基本票价和区域票价的递增亦将令月票价格上升。*

我同意 我不同意 無意見

評論

5. 作出其他和加州火车（Caltrain）票价政策相关的更动，包括删除租用列车、汽车停车和自行车贮存柜收费部分；这些收费会另设政策主题，并于“法定收费表”的修订获通过以后提交理事会予以考虑。*

我同意 我不同意 無意見

評論

6. 請在此處提供與改變票價無關之其他評論。

7. 你是如何知道Caltrain改變票價之建議的？（選擇所有適用項目）

Caltrain董事會會議或公聽會

社區會議 - 在什麼地方？

Caltrain外展活動 - 在什麼地方？

從Caltrain網頁

從報章廣告得知

社交媒體

在火車上

其他 - 請說明：

8. 你住在哪個城市：

Atherton Belmont Brisbane Burlingame Campbell

Colma Cupertino Daly City East Palo Alto

Foster City Gilroy Half Moon Bay Hillsborough

Menlo Park Los Altos Los Altos Hills Los Gatos

Monte Sereno Milpitas Monte Sereno Morgan Hill

Mountain View Pacifica Palo Alto Portola Valley

Redwood City San Bruno San Carlos San Francisco

San Jose Saratoga San Mateo Santa Clara

South San Francisco Sunnyvale Woodside

其他城市：

9. 請提供你的姓名和電郵（是否填寫悉隨尊意）。

姓名：

電郵：

謝謝你的評論。

謝謝你對Caltrain建議車費改變的意見。

**ATTACHMENT 13 –
FY 2019-20 PROPOSED FARE COMMENT FORM
HARD COPIES (ENGLISH, SPANISH AND CHINESE)**

Proposed Fare Changes – Public Comment Form

Please mark if you agree, disagree or have no opinion and provide additional comments about your position on each of the proposed fare changes.

1. The addition of MTC's Means-Based Discount Fare Pilot Program (This program will offer eligible participants a 20% discount off of the single-ride adult Clipper card fares on Caltrain).

I agree

I disagree

No opinion

Comments:

2. Increasing the price of the Go Pass by up to 20% effective January 1, 2020 with subsequent increases of 5% implemented January 1 of every even-numbered year beginning January 2022.

I agree

I disagree

No opinion

Comments:

3. Removing the Clipper® discounts of \$0.55 for one-way fares and \$0.15 for Eligible Discount one-way fares effective no earlier than January 2020. Monthly pass prices will increase with the removal of the Clipper discount as Monthly pass prices equal 30 x one-way fares.

I agree

I disagree

No opinion

Comments:

4. Implementing incremental fare increases every two years (e.g., \$0.50 on the base fare at the beginning of Fiscal Year (FY) 2021, \$0.25 on the zone fare for FY 2023, and \$0.50 on the base fare for FY 2025). The incremental base and zone fare increases will also increase Monthly pass prices as Monthly pass prices equal 30 x one-way fares.

I agree

I disagree

No opinion

Comments:

5. Making other changes related to the Caltrain Fare Policy including the deletion of the train charter, parking and bicycle locker charge sections, which will be the subject of separate policies brought to the Board for consideration after approval of the revised Codified Tariff.

I agree

I disagree

No opinion

Comments:

6. For additional comments not related to the proposed fare changes, please enter them here.

7. How did you learn about the Caltrain Proposed Fare Changes? (check ALL that apply)

- Caltrain Board Meeting or Public Hearing
- Community meeting - where?: _____
- Caltrain outreach event - where?: _____
- Through the Caltrain website
- Through a newspaper advertisement
- Social media
- On the train
- Other - please specify: _____

8. In which city do you live?

- | | | | |
|---|--|---|--|
| <input type="checkbox"/> Atherton | <input type="checkbox"/> Foster City | <input type="checkbox"/> Milpitas | <input type="checkbox"/> San Carlos |
| <input type="checkbox"/> Belmont | <input type="checkbox"/> Gilroy | <input type="checkbox"/> Monte Sereno | <input type="checkbox"/> San Francisco |
| <input type="checkbox"/> Brisbane | <input type="checkbox"/> Half Moon Bay | <input type="checkbox"/> Morgan Hill | <input type="checkbox"/> San Jose |
| <input type="checkbox"/> Burlingame | <input type="checkbox"/> Hillsborough | <input type="checkbox"/> Mountain View | <input type="checkbox"/> Saratoga |
| <input type="checkbox"/> Campbell | <input type="checkbox"/> Menlo Park | <input type="checkbox"/> Pacifica | <input type="checkbox"/> San Mateo |
| <input type="checkbox"/> Colma | <input type="checkbox"/> Los Altos | <input type="checkbox"/> Palo Alto | <input type="checkbox"/> Santa Clara |
| <input type="checkbox"/> Cupertino | <input type="checkbox"/> Los Altos Hills | <input type="checkbox"/> Portola Valley | <input type="checkbox"/> South San Francisco |
| <input type="checkbox"/> Daly City | <input type="checkbox"/> Los Gatos | <input type="checkbox"/> Redwood City | <input type="checkbox"/> Sunnyvale |
| <input type="checkbox"/> East Palo Alto | <input type="checkbox"/> Millbrae | <input type="checkbox"/> San Bruno | <input type="checkbox"/> Woodside |
| <input type="checkbox"/> Other (please specify) _____ | | | |

9. Please provide your name and email address. (optional)

Name: _____

Email: _____

Thank you for your comments.



Cambios Propuestos a Tarifas - Formulario de Comentario

Marque si está de acuerdo, no está de acuerdo o no tiene opinión y brinde comentarios adicionales.

1. La adición del Programa Piloto de Tarifas de Descuento Basado en Medios de MTC (Este programa ofrecerá a los participantes elegibles un 20% de descuento en las tarifas de tarjeta Clipper para adultos de un solo viaje en Caltrain).

Estoy de acuerdo

No estoy de acuerdo

Sin opinión

Comentarios:

2. Aumentar el precio del Go Pass hasta en un 20% a partir del 1 de enero de 2020 con aumentos posteriores del 5% implementados el 1 de enero de cada año par a partir de enero de 2022.

Estoy de acuerdo

No estoy de acuerdo

Sin opinión

Comentarios:

3. Quitar los descuentos de Clipper® de \$0.55 para tarifas de ida y \$0.15 para tarifas de ida de descuento elegibles efectivas no antes de enero de 2020. Los precios de los pases mensuales aumentarán con la eliminación del descuento Clipper como precios de pase mensual es igual a 30 x tarifas de ida.

Estoy de acuerdo

No estoy de acuerdo

Sin opinión

Comentarios:

4. La implementación de tarifas incrementales aumenta cada dos años (por ejemplo, \$0.50 en la tarifa base al comienzo del Año Fiscal (Año fiscal) 2021, \$0.25 en la tarifa de zona para el año fiscal 2023, y \$0.50 en la tarifa base para el año fiscal 2025). Los aumentos incrementales de la tarifa base y de zona también aumentarán los precios de los pases mensuales, ya que los precios de los pases mensuales equivalen a 30 x tarifas de ida.

Estoy de acuerdo

No estoy de acuerdo

Sin opinión

Comentarios:

5. Hacer otros cambios relacionados con la Política de Tarifas de Caltrain, incluyendo la eliminación de las secciones de tren de chárter, estacionamiento y cargos de taquilla de bicicletas, que serán objeto de políticas separadas traídas a la Junta para su consideración después de la aprobación de las tarifas codificado.

Estoy de acuerdo

No estoy de acuerdo

Sin opinión

Comentarios:

6. Para comentarios adicionales no relacionados con los cambios de tarifa propuestos, ingrese aquí.

7. ¿Dónde escuchó sobre los cambios propuestos para las tarifas? (marque TODAS las opciones que correspondan)

- Reunión del consejo o audiencia pública de Caltrain
- Reunión comunitaria - ¿En dónde?: _____
- Evento de extensión de Caltrain - ¿En dónde?: _____
- Mediante el sitio web de Caltrain
- En un anuncio en el periódico
- Redes sociales
- En el tren
- Otro - especifique: _____

8. ¿En qué ciudad vive?

- | | | | |
|--|--|---|--|
| <input type="checkbox"/> Atherton | <input type="checkbox"/> Foster City | <input type="checkbox"/> Milpitas | <input type="checkbox"/> San Carlos |
| <input type="checkbox"/> Belmont | <input type="checkbox"/> Gilroy | <input type="checkbox"/> Monte Sereno | <input type="checkbox"/> San Francisco |
| <input type="checkbox"/> Brisbane | <input type="checkbox"/> Half Moon Bay | <input type="checkbox"/> Morgan Hill | <input type="checkbox"/> San Jose |
| <input type="checkbox"/> Burlingame | <input type="checkbox"/> Hillsborough | <input type="checkbox"/> Mountain View | <input type="checkbox"/> Saratoga |
| <input type="checkbox"/> Campbell | <input type="checkbox"/> Menlo Park | <input type="checkbox"/> Pacifica | <input type="checkbox"/> San Mateo |
| <input type="checkbox"/> Colma | <input type="checkbox"/> Los Altos | <input type="checkbox"/> Palo Alto | <input type="checkbox"/> Santa Clara |
| <input type="checkbox"/> Cupertino | <input type="checkbox"/> Los Altos Hills | <input type="checkbox"/> Portola Valley | <input type="checkbox"/> South San Francisco |
| <input type="checkbox"/> Daly City | <input type="checkbox"/> Los Gatos | <input type="checkbox"/> Redwood City | <input type="checkbox"/> Sunnyvale |
| <input type="checkbox"/> East Palo Alto | <input type="checkbox"/> Millbrae | <input type="checkbox"/> San Bruno | <input type="checkbox"/> Woodside |
| <input type="checkbox"/> Otro - especifique: _____ | | | |

9. Escriba su nombre y dirección de correo electrónico (opcional)

Nombre: _____

Correo electrónico: _____

Gracias por sus comentarios.



调整票价提案—公共评论表格

請標記你是同意，不同意或無意見，並提供你對每項收費改變建議之評論。

1. 添加了都会运输委员会 (MTC) 的「经济能力为本折扣票价试验计划」（此项计划会向符合条件的参加者提供搭乘加州火车 (Caltrain) 单程成人路路通卡 (Clipper®) 票价 百分之20的折扣)。

我同意 我不同意 無意見

評論:

2. 增加通用年票 (Go Pass) 的价格百分之20，自2020年1月1日起生效。之后从2022年1月开始，每逢双数年的1月1日实施加价百分之5。

我同意 我不同意 無意見

評論:

3. 取消使用路路通卡 (Clipper®) \$0.55的单程票价折扣和“合符资格”者\$0.15 单程票价折扣，生效日期不早于2020年1月。由于月票价格等同30 x 单程票价，取消路路通卡 (Clipper®) 折扣后，月票价格将会上升。

我同意 我不同意 無意見

評論:

4. 实施票价每两年递增一次（举例子：2021财政年度之初将基本票价上调\$0.50、2023财政年度将区域票价上调\$0.25、2025财政年度将基本票价上调\$0.50）。由于月票价格等同 30 x 单程票价，基本票价和区域票价的递增亦将令月票价格上升。

我同意 我不同意 無意見

評論:

5. 作出其他和加州火车 (Caltrain) 票价政策相关的更动，包括删除租用列车、汽车停车和自行车贮存柜收费部分；这些收费会另设政策主题，并于”法定收费表”的修订获通过以后提交理事会予以考虑。

我同意 我不同意 無意見

評論:

6. 請在此處提供與改變票價無關之其他評論。

7. 你是如何知道Caltrain改變票價之建議的？（選擇所有適用項目）

- Caltrain 董事會會議或公聽會
- 社區會議—在什麼地方？： _____
- Caltrain 外展活動—在什麼地方？： _____
- 從Caltrain網頁
- 社交媒體
- 從報章廣告得知
- 在巴士上
- 其他—請說明： _____

8. 你住在哪個城市：

- | | | | |
|---|--|---|--|
| <input type="checkbox"/> Atherton | <input type="checkbox"/> Foster City | <input type="checkbox"/> Milpitas | <input type="checkbox"/> San Carlos |
| <input type="checkbox"/> Belmont | <input type="checkbox"/> Gilroy | <input type="checkbox"/> Monte Sereno | <input type="checkbox"/> San Francisco |
| <input type="checkbox"/> Brisbane | <input type="checkbox"/> Half Moon Bay | <input type="checkbox"/> Morgan Hill | <input type="checkbox"/> San Jose |
| <input type="checkbox"/> Burlingame | <input type="checkbox"/> Hillsborough | <input type="checkbox"/> Mountain View | <input type="checkbox"/> Saratoga |
| <input type="checkbox"/> Campbell | <input type="checkbox"/> Menlo Park | <input type="checkbox"/> Pacifica | <input type="checkbox"/> San Mateo |
| <input type="checkbox"/> Colma | <input type="checkbox"/> Los Altos | <input type="checkbox"/> Palo Alto | <input type="checkbox"/> Santa Clara |
| <input type="checkbox"/> Cupertino | <input type="checkbox"/> Los Altos Hills | <input type="checkbox"/> Portola Valley | <input type="checkbox"/> South San Francisco |
| <input type="checkbox"/> Daly City | <input type="checkbox"/> Los Gatos | <input type="checkbox"/> Redwood City | <input type="checkbox"/> Sunnyvale |
| <input type="checkbox"/> East Palo Alto | <input type="checkbox"/> Millbrae | <input type="checkbox"/> San Bruno | <input type="checkbox"/> Woodside |
| <input type="checkbox"/> 其他—請說明： _____ | | | |

9. 請提供你的姓名和電郵（是否填寫悉隨尊意）。

姓名： _____

電郵： _____

謝謝你的評論。



**ATTACHMENT 14 –
FY 2019-20 PROPOSED FARE CHANGES: COMMENT
MATRIX**

No	Date	MTC Means Based Discount fare			Go Pass Increase			Eliminating Clipper discount			fare Increase			Other Changes		
		Agree	Disagree	No Opinion	Agree	Disagree	No Opinion	Agree	Disagree	No Opinion	Agree	Disagree	No Opinion	Agree	Disagree	No Opinion
13	7/2/2019	x				X			X			X				X
14	7/2/2019	x			X				X		X					X
15	7/7/2019	x					X		X			X				X
16	7/8/2019	x				X			X			X		X		
17	7/8/2019	x				X			X			X				X
18	7/8/2019			x	X				X			X				X
19	7/8/2019	x				X			X			X				X
20	7/8/2019			x		X			X			X		X		
21	7/8/2019	x					X	X				X				X
22	7/9/2019			x			X			X		X				X
23	7/10/2019		x				X		X		X					X
24	7/10/2019			x		X			X			X		X		
25	7/10/2019	x					X		X		X					X
26	7/10/2019	x			X			X			X			X		
27	7/11/2019	x			X				X		X			X		
28	7/12/2019	x				X			X			X				X
29	7/12/2019			x		X			X		X					X
30	7/13/2019	x				X			X			X				X
31	7/13/2019	x					X		X				X			X
32	7/13/2019	x			X			X				X				X
33	7/13/2019		x			X			X			X				X
34	7/13/2019			x		X			X			X		X		
35	7/14/2019		x			X			X			X		X		
36	7/15/2019	x			X			X				X		X		
37	7/15/2019		x			X			X			X			X	
38	7/15/2019			x		X			X			X		X		
39	7/15/2019	x			X				X		X				X	
40	7/15/2019	x					X		X			X				X
41	7/15/2019			x		X			X			X				X
43	7/15/2019	x				X			X			X		X		
44	7/15/2019			x			X		X		X				X	
45	7/15/2019		x		X				X				X			X
47	7/16/2019	x				X			X			X				X
48	7/16/2019	x				X			X			X			X	
49	7/16/2019	x				X			X			X			X	
50	7/16/2019			x			X		X			X				X
51	7/16/2019	x				X			X			X				X
52	7/17/2019			x		X			X			X			X	
53	7/17/2019	x			X			X				X		X		
54	7/17/2019	x					X		X				X			X
55	7/17/2019	x					X		X			X				X
56	7/17/2019	x			X				X			X		X		
57	7/17/2019			x			X		X		X					X
58	7/17/2019		x			X			X			X				X
59	7/18/2019		x			X			X			X			X	
60	7/18/2019	x				X			X			X				X
61	7/18/2019	x				X			X			X		X		
62	7/18/2019		x			X			X			X			X	
63	7/18/2019		x				X			X		X			X	
64	7/19/2019	x					X		X			X		X		
65	7/19/2019			x			X		X			X		X		
66	7/19/2019		x			X			X			X		X		
67	7/19/2019		x			X			X			X		X		
68	7/19/2019	x				X			X		X					X
70	7/19/2019			x			x		X			X				X
71	7/19/2019	x				X			X			X				X

72	7/19/2019	x			X			X			X				X
73	7/19/2019	x			X			X		X					X
74	7/20/2019		x		X			X			X				X
75	7/20/2019	x			X			X			X			X	
76	7/20/2019		x		X			X			X			X	
77	7/20/2019			x	X			X			X		X		
78	7/22/2019		x		X			X			X			X	
79	7/22/2019		x				X	X			X				X
80	7/22/2019			X			X	X			X				X
81	7/23/2019		X		X			X			X		X		
82	7/23/2019			X	X			X			X				X
83	7/23/2019		X		X			X			X				X
84	7/23/2019		X		X			X			X			X	
85	7/23/2019		X		X			X			X			X	
86	7/23/2019		X		X			X			X			X	
87	7/23/2019	X			X			X			X				X
88	7/23/2019		X		X			X			X			X	
89	7/23/2019	X			X			X			X		X		
90	7/23/2019	X					X			X			X		X
91	7/24/2019	X			X			X			X		X		
92	7/24/2019	X			X			X			X		X		
93	7/24/2019		X		X			X			X			X	
94	7/24/2019			X	X				X			X			X
95	7/24/2019	X			X			X			X				X
97	7/24/2019	X			X			X		X			X		
98	7/24/2019	X			X			X		X					X
99	7/24/2019	X					X	X		X			X		
100	7/24/2019		X		X			X			X			X	
101	7/24/2019		X		X			X			X			X	
102	7/25/2019		X		X			X			X			X	
103	7/24/2019	X			X			X			X			X	
104	7/24/2019	X			X			X			X				X
105	7/24/2019	X			X			X			X				X
106	7/24/2019			X			X	X			X				X
107	7/24/2019		X		X			X				X			X
108	7/24/2019		X		X			X			X			X	
109	7/25/2019	X			X			X			X		X		
110	7/25/2019		X		X			X			X			X	
112	7/25/2019		X		X			X			X			X	
113	7/25/2019	X					X	X			X				X
114	7/25/2019			X			X	X			X				X
115	7/25/2019		X				X	X			X				X
117	7/25/2019	X			X			X			X			X	
118	7/25/2019	X			X			X		X			X		
119	7/26/2019		X		X			X			X			X	
120	7/26/2019		X		X			X			X			X	
121	7/26/2019	X			X			X			X			X	
122	7/26/2019		X		X			X			X			X	
124	7/29/2019	X			X			X			X			X	
125	7/29/2019	X			X			X		X					X
127	7/29/2019		X		X			X			X			X	
128	7/29/2019		X		X			X		X					X
129	7/29/2019	X			X			X				X			X
130	7/29/2019	X			X			X		X					X
131	7/29/2019	X			X			X			X		X		
132	7/29/2019		X		X			X			X				X
133	7/29/2019		X		X		X				X			X	
134	7/29/2019			X	X			X			X				X
135	7/29/2019	X			X		X			X			X		
136	7/30/2019	X			X			X			X				X

137	7/30/2019	x			x			x			x		x		
139	7/30/2019	x				x			x			x			x
140	7/30/2019		x			x			x			x			x
142	7/30/2019		x			x			x			x		x	
143	7/31/2019		x			x			x			x		x	
144	7/31/2019	x				x			x			x		x	
145	7/31/2019	x			x				x			x			x
146	7/31/2019		x			x			x		x			x	
147	7/31/2019	x				x			x			x		x	
148	7/31/2019	x			x			x		x				x	
149	7/31/2019	x					x		x				x		x
151	7/31/2019	x				x			x			x			x
152	8/1/2019			x		x			x			x			x
153	8/1/2019	x			x				x			x		x	
154	8/1/2019	x			x				x		x			x	
155	8/1/2019	x			x				x			x			x
156	8/1/2019	x					x		x				x		x
157	8/1/2019	x			x				x		x				x
158	8/1/2019	x			x			x			x			x	
159	8/1/2019	x			x				x		x			x	
160	8/1/2019		x			x			x				x		x
161	8/1/2019		x			x			x			x		x	

Means-Based Fare

No	Date	Comment
15	7/7/2019	It's better to give discounts to people using clipper cards so they stop using the tickets machines which helps to save the environment.
17	7/8/2019	I think this is very important, but would also like to see this extended to monthly passes to help the eligible daily riders.
19	7/8/2019	I think it is very important for Caltrain to find a way to appeal to lower income riders. I know many people that would be better off (and do better for the environment) drive instead of taking the train simply because it makes more economic sense.
23	7/10/2019	not enough incentive for low/fixed income commuters.
25	7/10/2019	I am a student who frequently utilizes CalTrain to travel between the city and south bay, why is there no option for student discounts either? I have zero income as all my time is spent studying and transportation is rather large expense for me behind housing and food.
31	7/13/2019	Get rid of the zones
35	7/14/2019	Discounts should be given to monthly subscribers only as they are the ones who are funding the system.
37	7/15/2019	I think everyone that uses Caltrain on a regular basis should have a discount. All cities do this
45	7/15/2019	What is the goal here? To reduce the overall public transportation users!?! MTC's Means-Based Discount Fare Pilot Program would be better if implemented along with the current programs so that more vehicles get off the roads. You need to care for the environment. If diesel engines are hard to maintain why no expedite the electric train till out instead of collecting more money for their maintenance?

59	7/18/2019	The main problem with a means based fare program in the Bay area is that it fails to take into account things like rising property value and the comparative wages of the Bay area, both of which make people look rich on paper while in reality said people might be struggling due to the high cost of living. I would propose a reduction of all fare prices by approximately 25% if you REALLY want to help people and not just line your pockets
63	7/18/2019	What is the percentage of employee wage increases through 2024? How much of this is about that? Also... You state a 20% increase in fares...however, the scheduled \$1.25 through 2024 is more like a 30% rate increase, is it not?
66	7/19/2019	What's the eligibility??
73	7/19/2019	The program needs to be funded, but not everyone who requires transportation will be able to cover the cost of Caltrain. It's better for the economy (both business and employee) to ensure those who need transportation have access to it.
75	7/20/2019	We need more clarification on how to qualify.
76	7/20/2019	No specific information is provided, such as who is an eligible participant, how this is impacting the broader fare increase, administrative costs of this program, etc.
79	7/22/2019	Who are these "eligible participants"? Low income people? People with disabilities, either mental or physical? College Students? High Schoolers? Californian Residents per region? Californian Residents who go to multiple region zones? Who? https://mtc.ca.gov/our-work/plans-projects/other-plans/means-based-fare-discount-program What does people who are "ineligible" get then? Will there be a quarter based graph to ensure the budget goes where it's intended to be, without any money taken out?
81	7/23/2019	It is a poor excuse to overcharge the rest
83	7/23/2019	Although fine to help those in need, Caltrain is even to expensive for those making a decent wage. Enough to make me consider a different company closer to home so I don't have to commute. Isn't that crazy? I'd consider a new job to save \$3,800 a year I spend on Caltrain commuting.
84	7/23/2019	How many riders are MTC qualified?? this is such an insult. Who in silicon valley goes to work by Caltrain and qualify for MTC???
86	7/23/2019	This won't help anyone.
89	7/23/2019	Though with the single-zone fare going up 33%, a 20% discount doesn't even get us back to where we were.
93	7/24/2019	This doesn't benefit even 5% of riders
97	7/24/2019	sounds like a good idea
98	7/24/2019	I think any means-based discount program is a step in the right direction, but this program is not enough. The definition of low-income for a family of four in San Mateo County is \$129,150. I am sure neighboring counties may have similar figures. The \$51,500 income limit for a family of four 4 to qualify for this program does not come close to encompassing 'low-income transit riders'. The

		income limits should be increased and the 20% discount should also be increased.
99	7/24/2019	I definitely agree. More opportunities for low income folks. You should include, in this question, the eligibility requirements. If people knew they would only be offered for people making under \$25K, I think they'd be outraged. Who on the Caltrain makes that little? I know plenty of folks who make 3 times that and struggle to afford the *current cost. This program needs to be expanded. I know the study said you can raise prices as much as you want and it won't impact ridership but there are plenty of people who are already struggle to pay and this program is too small (and temporary) to help them. Perhaps raise the cost more on the highest earners (and companies that purchase goPasses so more low income folks can ride. Why is this question first, as if the discounts are a large part of these changes and as it's going to impact the largest set of riders?
107	7/24/2019	This would be dependent on what is considered "low-income".
108	7/24/2019	I got the clipper card because of ADA and the ability to get a monthly pass for Caltrain that also allows me to use SamTrans which I take both daily to get to and from work With the elimination I will go to SamTrans only or go back to driving.
110	7/25/2019	This isn't helpful to many riders
115	7/25/2019	Everyone should be charged same fare.
117	7/25/2019	Good
118	7/25/2019	Please let people know where they can sign up.
127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
132	7/29/2019	The discount should only be rendered to multiple time riders
133	7/29/2019	I commute with Caltrain to prevent pollution and more CO2 in the atmosphere. Climate change is a major threat that I want to fight against every day. Increasing the rate so much is against climate change reduction and is stupid Please increase tax of gas instead of increasing rates of mass transportation
135	7/29/2019	I feel the price of a Caltrain fare is prohibitively expensive for riders who aren't making a significant salary or aren't being provided some discount through their employer. I remember coming across a newspaper article several years where employees at a restaurant in Redwood City wouldn't be able to take Caltrain without the employer providing a pass.
144	7/31/2019	I completely agree for a means-based discount fare pilot program in order to support individuals in our community who can't afford to write Caltrain. My concern is that a 20% discount doesn't go far enough for these individuals. If a day pass increases to \$21 from Zone 1 to Zone 4, with the removal of the clipper card discount, a 20% discount if \$4.20, meaning that a round trip ticket will cost

		<p>someone on a means-based discount \$16.80 for Z1-Z4. Averaging ~250 working days a year that's ~\$4,200 in transportation fees if they are a daily user commuting to work. Given their alternative of driving a car from ~Z1-Z4, the roundtrip mileage would be ~70 miles give or take. Assuming their car is an average car with ~25MPG (above the US average) that equals 2.8 gallons of gas per day or 700 gallons a year. The cost of gas would have to be at \$6/gallon for a vehicle averaging 25MPG for the entire year to break even with the cost of a "Means Based Discount Fare" for someone traveling from Zone 1 to Zone 4. While \$6/gal gas has happened in CA, it's not a common price and was only last touched back in 2012. With gas generally cheaper than \$6/gal and many cars in CA getting better fuel economy, why would someone who qualifies for a "Means Based Discount" still want to choose a more expensive option. If this person drove a car getting 35MPG, and gas was @\$4.60/gal for ~70miles round trip each day, they would only spend ~\$2,300 on transit costs each year which is still \$1,900 cheaper than if they commuted via Caltrain. For those that qualify for this program, if they are on rent control or subsidized housing that could be at least 1-2 months' rent and would actually be a significant expense for transportation costs compared to their alternative of driving a car averaging 25-35MPG. I like the idea of a Means Based discount fare pilot program, but I don't think it's goes far enough for promoting and encouraging those in our community to switch their mode of transportation. To change their mindset about transportation and commuting you must make a meaningful impact to their pockets for it to be financially advantageous. As it is now, that doesn't appear to be the case.</p>
151	7/31/2019	Help
155	8/1/2019	I wonder how many people will qualify for this program and will the number of people on this program affect revenue for caltrain
158	8/1/2019	Do what yA'll Have to Do to Keep cAltrain
159	8/1/2019	this needed today

Go Pass Increase

No	Date	Comment
16	7/8/2019	I have taken Caltrain for 2 years now and experienced 3 fare increases. It is the worst train system I have experienced in North America and in EUR (germany, Switzerland) and Japan. Customer service on line is unresponsive.
18	7/8/2019	I think the bulk of fare increases should fall on GoPasses since they're purchased by businesses. They can afford fare increases more than the general public!
19	7/8/2019	This is a very hefty increase and makes me nervous as a Go Pass user. While I most certainly would continue to use Caltrain if my employer were to discontinue offering the service, I cannot say the same for many of my colleagues. I fear that Caltrain might shoot itself in the foot if it were to increase the Go Pass price enough that employers decided to leave the program en masse. If Caltrain believes or has determined that most Go Pass subscribers would bear this increase then I would support it.
20	7/8/2019	Riders receive no additional benefit from this. We are not receiving faster transit times, higher train volume, or more passenger space. This is terrible.

24	7/10/2019	It's already very expensive to live in the Bay Area. The CalTrain, with its steep price of \$6 to traverse a zone, is more affordable than other means of (somewhat quick) transportation. Increasing this price makes it that much harder to afford living here if you're not making a coder/techie's salary. Be mindful that the only people relying on this form of transportation aren't just rich people who can throw money down whenever there is a price hike.
30	7/13/2019	Completely unfair, especially to the people who have to Caltrain every morning to work in SF, takes \$140 out of their paycheck each week. And now even more? Crisis!
31	7/13/2019	Get rid of the zones
33	7/13/2019	This is outrageous! Instead of increasing fares, Caltrain should focus on putting a cap on the ballooning and out-of-control union employee salaries and benefits! Please STOP ripping off riders to help pay for out-of-control union employee benefits! At some point, ridership will suffer because Caltrain is being TOO greedy!
34	7/13/2019	My small employer (300) dropped Go because of cost in 2018. Higher costs will cost companies. The costs should be used on passes issued to employers, rather than employee count.
37	7/15/2019	20% is a lot of increase. If you have more people using Caltrain, then there is more tickets purchased
38	7/15/2019	That's a lot of increase and company would eventually stop sponsoring the go pass program because it is too costly. It may eventually backfire.
41	7/15/2019	Increased fares will decrease ridership relative to driving. A 20 percent increase is very large, and will influence many individuals' in the decision of whether to drive or take public transit. I would suggest Caltrain do more to extract funding from the municipalities that would be affected by the increased traffic. This is particularly true with the advent of cheap rides with ride-sharing apps, which have been shown to increase traffic and discourage public transit ridership.
45	7/15/2019	To help participating members to bear the cost overhead of a 20% increase, it may be better to plan this as a 10% for the next two even-numbered years beginning 2020 followed by a 5% increase every even-numbered year thereafter.
48	7/16/2019	I will not use caltrain , it getting more expensive compare to Bart. San Jose to SF in Caltrain and warm spring to SF price have big difference. Also parking is expensive too. So good luck to keep customer away from ride
59	7/18/2019	Business will pass the cost on to their workers and customers. Isn't the cost of living already high enough?
66	7/19/2019	Using scoop or other carpooling app will be cheaper
67	7/19/2019	We already pay a huge amount for the go pass. It is almost a quarter of my paycheck. I will have to start borrowing money from others if I have to pay more for caltrain. I can neither arrange for my own transportation nor continue with public transportation without effecting my work! Since I already live paycheck to paycheck, I can't risk by job!
71	7/19/2019	Caltrain is already stupidly expensive for daily commuters and this starts to become an impossible way of getting around.
72	7/19/2019	Tie to inflation index.
73	7/19/2019	Caltrain is a premium, reliably service that has no dedicated funding. Do what it takes to keep it running!! I'd rather have a pricier but functional Caltrain than have Caltrain become a long distance muni (NO THANKS).

76	7/20/2019	No justification is provided, and this penalizes frequent riders of Caltrain who'se frequent use drives cost efficiencies and economies of scale. Cost increases should be passed on to those who use the system in a manner that increases costs, such as single-ride users who buy tickets from machines.
81	7/23/2019	It's terrible. Your corporate go pass sponsors will drop out. Why don't you raise those fares incrementally instead of 20% at once? You are pricing out your customer base. Don't be too greedy.
83	7/23/2019	Already stated. Way too expensive already. I pay over \$3,800 a year to commute with Caltrain. I'd almost rather drive. I could pay off a decent car in a few years (minus gas and service.)
84	7/23/2019	I am highly disappointed by this plan. Currently 2 way fare from SFO to SJC is 30\$, which is 720\$ and with 20% increase, it will be 864\$. This will be a biggest scam of the era. How can anyone afford train ride of 864\$ monthly? it is more expensive than going on a vacation.
86	7/23/2019	Increasing the price of the Go Pass by up to 20% will decrease riders on caltrain. it will become cheaper to drive to anywhere. even Uber pool will become much cheaper
87	7/23/2019	If you're going to increase prices I'd suggest making sure the trains run on time first. 3-4 out of 5 days I take the train it's late, often by more than 10 minutes (mostly in the afternoon when I'm trying to get home through a commute that's an and a half long).
89	7/23/2019	This is less than the single-zone increase.
90	7/23/2019	I hope some of the money goes to keep the station platforms safe. At least two stations I know of are really isolating on the Northbound side with a lot of chain link fence and sometimes a man sitting in the tunnel. It doesn't seem that safe and it's in a wealthy area.
92	7/24/2019	20% is a large increase and may discourage companies from offering this benefit. Please ensure it doesn't affect ridership.
93	7/24/2019	this is a scam, a rip off
94	7/24/2019	Has Caltrain considered adding options to the GoPass program? Intuitive has a spend of \$780K with the GoPass program in 2019 YTD. We expect our spend to exceed \$1M by end of 2019 or in 2020 if continued. Although we have a good number of people enrolled in the program, less than 10% of our population actually takes Caltrain to commute to work. The majority of the users enrolled use it as a perk for the weekend/off-hours. Our main objective in enrolling the program is to assist with the stress of commuting into work and as an environmental friendly option to driving in. The 20% proposed hike will be a significant increase that will drive us to reconsider if this program is effective for our objectives. Has Caltrain considered adding tiers to the program?
98	7/24/2019	Do go pass sales generate a large percentage of revenue? If so, what is the plan to encourage more landlords and employers to purchase them for residents and employees?
100	7/24/2019	This is not right thing to do. Caltrain is already expensive. I will start riding my car to commute
107	7/24/2019	I already pay \$231 a month for about 20 trips. You are pricing me and many, many other riders out of the system, placing many, many more individual cars back on the road.

108	7/24/2019	20% is too much. You need to relook at that. What will you do if employers opt to not get this and get their own transportation?
110	7/25/2019	Caltrain is now run by mafias and cons. Your actions and fare increase decision proves that
124	7/29/2019	5% increase every two years without a cap seems unsustainable.
127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
132	7/29/2019	The go pass riders' fees should be lowered to Encourage people to buy go pass
133	7/29/2019	I commute with Caltrain to prevent pollution and more CO2 in the atmosphere. Climate change is a major threat that I want to fight against every day. Increasing the rate so much is against climate change reduction and is stupid Please increase tax of gas instead of increasing rates of mass transportation
135	7/29/2019	I believe for larger companies this is more of perk for an employee, so I wouldn't see a problem of raising the fare for those businesses. But for smaller "mom and pop" companies and organizations such as a non-profit, it may not be fair to increase the Go Pass as much.
143	7/31/2019	There is huge difference between Go Pass and monthly pass, like 10 times. The change should shrink the gap between the two by increasing the Go Pass by 300 %to 500%, which is still half the cost of regular monthly pass.
144	7/31/2019	If this person drove a car getting 35MPG, and gas was @\$4.60/gal for ~70miles round trip each day, they would only spend ~\$2,300 on transit costs each year. That would be from Z1 to Z4, and currently gas is cheaper than \$4.60. Given that difference, this is not a financially advantageous choice especially given the rising cost of housing, goods, and services in the bay area.
145	7/31/2019	YES - if you're going to raise prices, stick it to the companies BUT DO NOT CHARGE PUBLIC SCHOOL DISTRICTS. Teachers need GoPasses, charge the big tech companies more.
151	7/31/2019	(Expletive deleted)
152	8/1/2019	Caltrain is already too expensive. I am traveling from Sunnyvale to San Francisco everyday. Even at the current rate it is cheaper to drive a Tesla and pay my monthly parking than riding the train
159	8/1/2019	it seems as if companies who pay for this should be able to afford this

Eliminating Clipper Discount

No	Date	Comment
14	7/2/2019	The monthly pass prices were already hiked way up recently - January 2020 is way too soon. As a result of recent hikes, monthly pass purchases have fallen as a result. When you don't have a monthly pass, on a particular day (say it's raining, or you don't feel like timing the train right), it makes driving or other alternatives much more appealing since you haven't already paid for an entire month. I'm worried this could trigger a ridership spiral/fare hike for Caltrain. Users should be incentivized to get Clipper cards over paper tickets as well. The number of times I've seen people scrambling to wait in line and buy a ticket and then miss the train is too high.
15	7/7/2019	KEEP THE CLIPPER CARD DISCOUNT!!!!

17	7/8/2019	I think there should still remain a discount for using Clipper. Otherwise, there is no incentive for many to purchase the clipper card, and it's harder to aggregate real ridership data.
18	7/8/2019	That math should be based only on weekdays since you don't charge monthly riders upgrade fares on weekends. If that means it goes up another \$4-\$5, it's ok. I'd rather it didn't since I only get \$675 a month to live on.
19	7/8/2019	Caltrain is already so unaffordable to those that would benefit most from it. I support a tax instead of price increases as the service provides benefits to everyone and not just riders.
20	7/8/2019	Why would anyone ever purchase the monthly pass? If you do this, you need to add additional kiosks (think 50) per station so that passengers can purchase as they arrive. No other train system in the world would have this sort of pricing.
23	7/10/2019	I will probably go back to driving my car if the monthly 3 zone pass increases by 114%.
24	7/10/2019	Again, any form of discount is much appreciated considering how expensive it is to get around the Bay. Additionally, your trains are currently overcrowded and not always on time. Why should we have to pay more for a seemingly unreliable service?
25	7/10/2019	The purpose of the Clipper card was to entice commuters to switch to it in order to make a cohesive payment system for the entire Bay Area. Why would you remove the discount and provide people who do not currently have a card no reason to switch over to it, especially when systems such as BART are moving towards considering removing paper tickets and only taking Clipper??
27	7/11/2019	Monthly passes been going up for some time. Clipper should have nothing to do with the price since we are only using Clipper now no paper tickets
30	7/13/2019	Completely unfair, especially to the people who have to Caltrain every morning to work in SF, takes \$140 out of their paycheck each week. And now even more? Crisis!
31	7/13/2019	Remove zones, pay by station
34	7/13/2019	I doubt this will increase or stabilize ridership. Most of the fare evaders I've seen confronted failed to buy a single pass (rather than misplaying their card with their monthly or go pass)
37	7/15/2019	We pay a lot of taxes already. Some of these funds should come from the taxes we pay. Yearly increase of 20% is a lot.
38	7/15/2019	Increase the monthly pass price to 30 times is a bad idea. There would be little to no incentive to buy monthly pass, since it almost provides no discount.
40	7/15/2019	There should be a discount for monthly pass compared to one-way fares.
41	7/15/2019	A major issue with Bay Area public transit is coordination. Removing this discount further removes an incentive to have an integrated payment method, and fewer riders will have Clipper cards.
44	7/15/2019	By July of 2020 you are trying to justify more than a 60% increase to the cost of monthly passes. That's a flat out joke. If you are not offering any incentive for buying monthly passes, why offer them. This increase to fares is ludicrous. You shouldn't be taxing riders now for future plans that you will likely add another fare increase to complete. If fair increases are going to improvements in the system, why should we pay the cost now, and have to wait 10-20 years for results, if they ever get completed (By which time I'm sure you will find cause to add further increases) Fairs were just increased... Why don't you instead look at

		the rates the large companies are paying for providing their employees with "free" transit as a benefit. This fair increase only hurts all the people that aren't subsidized by large corporations. The large corporations are the ones that have contributed to the overcrowding and schedule accommodation's that you speak of addressing. They should pay a larger share.
45	7/15/2019	This is going to do more harm to public transportation use against benefit since most users take it due to the high parking costs and traffic. Such an increase will cause a negative flow of users and further loss to public transportation entities! Stop preventing people from using public transportation!
48	7/16/2019	Don't matter how much you increase I will not use caltrain
50	7/16/2019	This significantly increases the price of monthly passes and make commuting by train out of my price range. I am sure that I am not alone.
54	7/17/2019	As an aside, the phrasing of the changes to the monthly fares is incredibly misleading. You are essentially dispensing with the monthly fare, not a "Clipper discount". This is a terrible idea that places a disproportionate burden on regular commuters. First, all current monthly users will now be required to tag on and off for every trip. San Francisco 4th and King in particular will be a mess if you now require everyone in the rush hour to tag on and off every day. Traffic flow through that station is already challenging and stressful without the challenge of competing for a card reader. Second, this change will be an enormous blow to regular commuters. A monthly pass for a commuter who travels every day goes up more than 30%. I travel to and from San Jose, calculating a daily commute for someone who takes 4 weeks vacation plus takes 12 federal/state holidays, and my pass goes from \$3600 to \$4788 per year - a \$1288 annual increase. It is already challenging to balance commute and cost of living in the Bay Area, and this increase will break some of your regular commuters who may no longer be able to afford the commute. AT A MINIMUM, these increases MUST be phased in, not added in one-fell swoop on January 1.
55	7/17/2019	1. Removing discounts for regular users is telling regular users you don't care about them at all. 2. The statement is confusing. One interpretation I've heard is the monthly passes will be equivalent to 30 day round trip fares. I only use Caltrain for work commute M-F. In January 2020 there are 23 weekdays(including holidays) and 8 weekend days. Is this change now charging me for the weekend days I won't be using? 3. Regarding weekend days - there isn't any Caltrain service on weekends why would I be charged for a service that's not available to me?
57	7/17/2019	Removing the clipper card discount removes the incentive to use clipper card. I imagine clipper card is likely cheaper to support than paper tickets. I think that a decrease in the discount would be acceptable and better than removal as it still will still encourage clipper card usage while increasing revenue.
58	7/17/2019	Increasing price on monthly pass will discourage people to use public transit. It will encourage them to drive and make the traffic worse in general.
59	7/18/2019	Keep the cost under 20.00 please
60	7/18/2019	Outrageous! The pricing has always been a joke for a public transport system that is one of the worst I've ever seen. Delays and breakdowns of trains are all almost daily occurrences. After these increases I will stop using Caltrain.

61	7/18/2019	I don't understand why you are raising prices. This will discourage ridership. We need to get people out of their cars ASAP. Please find other sources of revenue. Caltrain is public transport, not private transport, and needs to keep prices low to serve the general public. thanks.
64	7/19/2019	I believe that this proposal is extremely unfair. The majority of Monthly Pass Purchasers do not use the Caltrain for thirty days. They commute for work and simply use the Caltrain for roughly 20 days of the year. There is no incentive to purchase the Monthly Pass if it's going to be more expensive than the one-way passes and may actually cause riders to fail to pay, for many of their rides. I think keeping the Clipper discounts will mean that Caltrain profits will go up. The fact that conductors do not check for tickets every single time means that some Caltrain riders who used to buy Monthly Passes may now only buy a one-way pass occasionally or while taking trains at certain specific times.
65	7/19/2019	If you, disincentivize getting monthly passes you will actually get less money from people who ride frequently, but on an irregular schedule like me.
66	7/19/2019	Why you want to discourage people using monthly pass?
70	7/19/2019	Caltrain commute is preferred over driving due to affordable tickets. If Caltrain monthly pass prices become more expensive than gas, there is no reason to use Caltrain.
71	7/19/2019	Caltrain is already stupidly expensive for daily commuters and this starts to become an impossible way of getting around.
72	7/19/2019	Tie to inflation index.
73	7/19/2019	Better to keep an incentive for using a Clipper card. It's better for the environment and sometimes Caltrain tickets are not checked. Because everyone knows this, they'd just buy Caltrain tickets as hoc rather than getting monthly passes on their clipper cards, resulting in less revenue for Caltrain overall. The loss generated by discounting monthly passes would be less than that of eliminating the incentive to get monthly passes.
74	7/20/2019	I like what someone else said - base fare increases make no sense. Percentage wise, they impact single zone users the most. And coupled with the elimination of the Clipper discount, a single zone ticket will be \$4.25, up from \$3.20, a 33% increase! Raise revenue with an express train supplemental fare instead
76	7/20/2019	No justification is provided. This also penalizes frequent riders of Caltrain who'se frequent use drives cost efficiencies and economies of scale. Cost increases should be passed on to those who use the system in a manner that increases costs, such as single-ride users who buy tickets from machines. Specific increase to Monthly pass not provided, which appears to be an intentional approach to not be transparent to customers.
77	7/20/2019	This change coupled with the base fare change will drastically increase the single zone fare (see next comment).
79	7/22/2019	Won't this lose the novelty of having a Clipper Card? How will removing discount help Caltrain as a public transportation as a whole? Won't it drive current and potential commuters away? Especially those who have Clipper Cards since they were young or who recently paid \$3.00 for a card?
81	7/23/2019	You are failing to see the point. Clipper card users are frequent travellers, a small discount encourages them to continue.
83	7/23/2019	Again, already too expensive.

84	7/23/2019	This is invitation for riders to use their own car. Stupid decision by caltrain management to earn more money as their salary and bonus. Shame on them.
85	7/23/2019	I WILL STOP RIDING CALTRAIN
86	7/23/2019	Increasing the price of the Go Pass by up to 20% will decrease riders on caltrain. it will become cheaper to drive to anywhere. even Uber pool will become much cheaper
87	7/23/2019	Once again. Provide reliable quality service first and then increase prices. It's ridiculous how expensive and utterly unreliable Caltrain is. As I type this the train has been over 25 minutes late. I never know at what time I'll be home. Stop increasing prices without doing a thing to fix your problems.
92	7/24/2019	Don't do this without bringing back a multi-ride pass for frequent customers. The monthly pass only makes sense if you commute almost every day. This removes the incentive for people to not buy a paper ticket.
93	7/24/2019	You must be crazy to remove monthly pass, this is a scam, a rip off
97	7/24/2019	I understand your desire to eliminate the discount, but I think some type of incentive is needed to encourage the use of the Clipper card. If you need to reduce, maybe reduce it by half? It is incredibly convenient for me to use my Clipper card for ALL agencies (bus, BART, Caltrain, VTA) so an incentive to get more people to do this is good.
98	7/24/2019	Please keep Clipper discounts.
99	7/24/2019	Ha. With these changes, what's the incentive to use clipper or get a monthly pass?
100	7/24/2019	Most dishonest thing to do is to take away that monthly pass, which is the main reason why riders in peninsula use caltrain. I will start using bart to SF from Milbrae. Caltrain management can go to hell.
106	7/24/2019	Removing monthly pass discounts would have a significant financial impact on your primary ridership. Those who use your services on a daily basis should receive some benefit. They are already ten times more than the Go Pass, if supported by your employer. I have no concerns with raising ticket prices for day passes. Please continue to make your services affordable for those who need them to get to work each day. Thank you.
108	7/24/2019	You will lose riders especially the ADA who are on limited income
110	7/25/2019	Caltrain is now run by mafias and cons. Your actions and fare increase decision proves that. Removing monthly passes and such enormous fare increase is mockery of rule of law. You are destroying caltrain.
114	7/25/2019	Strongly disagree with the removal of the Clipper discount on Monthly passes. Every transit system includes a discount for monthly commuters. Caltrain has so many negatives already (infrequent trains, frequent long delays, the fact that prices already recently were raised), why take away the single perk you have?
115	7/25/2019	A lot of people use caltrain for commute every day and are loyal customers that let caltrain determine and predict caltrain. The price increase will encourage people to choose other means like driving.
122	7/26/2019	Removing Clipper discounts and monthly passes is an unjust way of inflating prices. Many riders depend on this discount just to be able to commute to work. With this discount removed, many struggling riders will not be able to afford the commute. Further, this removal will make Clipper less of a necessity and increase more paper tickets being purchased as there would not be an incentivization. If anything, we should have an even greater discount.

125	7/29/2019	Removing monthly fares is going to be a HUGE burden on the whole system, think about the incentive you're removing for people who commute daily. Essential it's a 25% hike in the cost of ridership. Plus daily tagging on and off?! you've got to be kidding me - there aren't enough clipper things for that volume
127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
128	7/29/2019	a monthly eligible clipper discount pass will increase the monthly cost by 100% if you remove the discount. nice play Shakespeare.
129	7/29/2019	Is a monthly pass now going to be double the normal charge?
133	7/29/2019	Same reasons that before. We need to limit the rate of mass transportation to prevent from climate change and pollution for those who drive their car every day
135	7/29/2019	I believe initially the discount was provided to get riders to use a Clipper card rather than a paper ticket as I assume there is some cost for providing a paper ticket. But at this point similar to FastTrak with most people using Clipper and with the mobile app, it may make sense to phase out paper tickets and remove the discount.
136	7/30/2019	Without enough incentive, people will probably not buy the Clipper card over using just cash.
143	7/31/2019	Increase the Go Pass by 300% to 500%, we should be able to increase the clipper discount, rather than removing it.
144	7/31/2019	I currently travel from Z1 to Z4 each day. That is \$19.90/day and would increase to \$21/day. Given ~250 working days a year, that is a transit cost of \$5,250. To give a background of me, I have a 2000 Nissan Frontier getting 17MPG at best on the highway and traveling 81 miles round trip each day. That is 4.76 gallons of gas each day or 1192 gallons each year. That works out to be that if gas is >\$4.40/gal it would be more beneficial for me to take CalTrain/mass transit. However, if I can find gas < \$4.40/gal it works out cheaper for me to simply drive. Sure I love saving the environment, and biking provides significant exercise of 80-100 minutes each day and keeps me in shape, but the train schedule isn't always in my favor to want to use CalTrain. Especially given that if the cost of CalTrain continues to go up, it makes me want to look for cheaper options to get to work on time, that option tends to be to drive. If I were to upgrade my vehicle with better fuel efficiency (which I have certainly considered doing given the continued rate increases that CalTrain seems to levy each year), the scales would tip further towards encouraging me to drive. Overall, the increase in fare certainly doesn't incentive me to remove my car from the road when it's a much more expensive option and doesn't drop me off directly at my origin/destination. If anything, these fare increases have made me consider driving more often than I currently do (which is driving about 1x every 2 weeks). I would seriously consider just getting a more fuel efficient car which would potentially save me \$3,800-4,000 yearly on transportation costs. and significantly adds up given the high cost of living and expensive mortgages in the bay area.
145	7/31/2019	Using Clipper for CalTrain is crucial to the lives of so many low-income workers. Rich people drive their cars. Please do not raise the price.
146	7/31/2019	Monthly passes help commuters to go to work. Please don't remove this.
148	7/31/2019	Add clipper machines to all caltrain stations. Remove paper ticket machines.

149	7/31/2019	Caltrain is already losing riders because the fares have increase too much in the past year or so. Because of the ridership drop almost everywhere many agencies are reluctant to raise fares. SamTrans is evening planning to roll back bus fares. When VTA opens the BART extension, it will in some ways compete riders with Caltrain and the fares approved are lower than the current Caltrain fares now. Caltrain for years was able to raise fares without losing riders, and that probably is what led staff to believe that they can continue to raise fares without losing riders. But the evidence is there that high fares deter ridership and will exasperate with competition. Buses have to compete with TNCs, but Caltrain will face competition with the widened 101 currently under construction, and BART. 16 years ago, Caltrain Gilroy ridership tanked because Caltrain raised fares significantly (with support from VTA) and at the same time 101 doubled the width between San Jose and Gilroy. The Clipper discount should remain because the 8 ride ticket had been removed. Riders should have more choices other than paying full fare versus committing to a full calendar month pass. People who is a regular transit user deserve a discount by using Clipper. They should not pay the same price as occasional riders that only use Caltrain to go to baseball games. While some of the low income Caltrain riders mainly rely on purchasing one way fares with cash, it is important to note that Caltrain ticket machines cannot replenish existing or sell new Clipper cards. The income disparity for Clipper users should reduce as accessibility to Clipper improves.
151	7/31/2019	[Expletive deleted]
152	8/1/2019	traveling from Sunnyvale to San Francisco every day. Even at the current rate it is cheaper to drive a Tesla and pay my monthly parking than riding the train.
153	8/1/2019	Why are you removing the discount on the monthly passes and making it more expensive for people who use Caltrain to commute to work 5-6 days a week? It makes sense to have the discount because you're paying up front for the ticket instead of buying each time. If you do not have the discount, your monthly passes won't be a better looking option since people won't get the discount. People are less likely to buy them and then you're paying per ride.
155	8/1/2019	I can support a .25 discount but complete removal of the discount is not economically feasible for me and would force me to move from the region
156	8/1/2019	Clipper makes it easy to pay for my Caltrain fare
157	8/1/2019	Clipper provides seamless interagency transfer and should be encouraged
159	8/1/2019	there should be incentive to use reusable media over paper tickets

Fare Increase

No	Date	Comment
14	7/2/2019	Having regular, predictable fare increases is more fair than random announcements.
15	7/7/2019	Why need to increase the price when Caltrain has already been funded?
17	7/8/2019	Caltrain prices are high enough and until service is expanded with electrification fully, should not go higher as they do not yet reflect higher value.
18	7/8/2019	If Caltrain monthly 2 zone disabled passes go up past \$100, then it would drive away ridership. It's already had a negative impact on monthly pass sales based on prior rider surveys!

19	7/8/2019	Caltrain is already so unaffordable to those that would benefit most from it. I support a tax instead of price increases as the service provides benefits to everyone and not just riders.
21	7/8/2019	It's not exactly clear if the fare increase every two years will be ongoing indefinitely.
22	7/9/2019	Caltrain is already expensive for a transit system. These fare changes will likely make riding Caltrain even more expensive than traveling by car for the same distance.
23	7/10/2019	agree, except on the monthly pass discount demise.
24	7/10/2019	This price hike is pricing our riders. This seemingly small increase really hits the pocketbook with a \$1/day increase, that's \$30 more per month and \$360 more/year. Don't go the NY subway route, please.
30	7/13/2019	Completely unfair, especially to the people who have to Caltrain every morning to work in SF, takes \$140 out of their paycheck each week. And now even more? Crisis!
31	7/13/2019	Get rid of zones
32	7/13/2019	Charging fare by zone is very unfair!!! You pay for 2 zones for one stop if you live at the end of a zone. Fare should be charged by the distance traveled. If it is too complicated to change it for the ticket machines, it should be at least changed for clipper card. The way BART calculates its fare is fair and it encourages ridership. I do agree with incremental fare increase.
34	7/13/2019	Fare prices are already high, and ridership has been decreasing. I see lots of people of low incomes riding Caltrain with me. I fear they will move to VTA/SamTrans with increased times.
35	7/14/2019	Fare increases should be stopped. Fares are high enough. We riders take Caltrain because of necessity. You are driving your riders into driving their cars into their desired destination. I propose changing the Board Of Directors to more influential people who can bring the funding issue to the State. Caltrain has problem of equipment breaking down and trespassers.
36	7/15/2019	It should depend on economy status. Sometimes \$0.50 is low and in the other conditions it's too much.
37	7/15/2019	\$15 increase for a monthly pass is a lot.
38	7/15/2019	I believe most of the riders are using clipper cards today. If the discount for clipper card is removed, why increase the base fare as well?
40	7/15/2019	We have not seen any significant improvements in the quality of service. only increasing fare doesn't ensure confidence in Caltrain
41	7/15/2019	Once again, this will increase the cost of public transit relative to driving. Many will be more likely to drive or take ride-sharing apps. It is understandable that Caltrain needs funding, but residents, drivers, and riders will all be better off if more traffic is off the road. As such, Caltrain should do more to extract funding from the municipalities it runs through,
44	7/15/2019	Small, incremental increases to the fare structure are understandable.
45	7/15/2019	This is a repetitive question from one before. Public transportation should be more inviting, not repulsive.
50	7/16/2019	See comment above. You will lose me in Jan. 2020.
51	7/16/2019	The Caltrain is often unreliable and results in delays on 90 minutes or more. Riders should not be charged hundreds of dollars with percentage based increases

		ESPECIALLY when they are so often delayed. Either don't increase prices or refund users when delays occur
56	7/17/2019	There have been some significant fare increases over the last year or so, another \$15/ month every year for a monthly pass is too much. It's cheaper to drive
58	7/17/2019	This could apply on the single ride fare, but not the monthly pass
59	7/18/2019	Please stop... It's already so expensive
60	7/18/2019	Get rid of the stupid zone system. Pay for the actual distance. Pathetic!
61	7/18/2019	I don't understand why you are raising prices. This will discourage ridership. We need to get people out of their cars ASAP. Please find other sources of revenue. Caltrain is public transport, not private transport, and needs to keep prices low to serve the general public. thanks.
63	7/18/2019	How much of this goes towards employee and admin wages/bonuses? This is more than a 20% fare increase. Closer to 33%.
65	7/19/2019	To increase revenue, instead increase enforcement of fare checking. Not all trains have conductors who scan passes/clipper cards/etc. I've heard people talking openly about how it's less expensive to pay the \$70 fare evasion charge every time instead of paying fare, because the conductors inspect fares so rarely on certain trains. I see more than a few people evading conductors when they hear tickets being scanned, by moving to another car. Also, there is the issue of people buying online tickets at the last second, which you are already aware of. Definitely fix fare evasion and you can expect at least a 10% increase in revenue, quite possibly more.
66	7/19/2019	Does our salary increase in that proportion? Nooo
70	7/19/2019	Without enough data to prove the thought behind incremental fares, I cannot support this.
71	7/19/2019	Caltrain is already stupidly expensive for daily commuters and this starts to become an impossible way of getting around.
72	7/19/2019	Tie to inflation index
73	7/19/2019	People are less responsive to small fare increases like this, and higher fare charges are the key to keeping Caltrain a reliable service.
74	7/20/2019	Base fare increases make no sense. Percentage wise, they impact single zone users the most. And coupled with the elimination of the Clipper discount, a single zone ticket will be \$4.25, up from \$3.20, a 33% increase! Raise revenue with an express train supplemental fare instead
76	7/20/2019	This is arbitrary and will not require Caltrain to align price increase with actual cost increase. This is simply an opportunistic means to raise prices without Caltrain doing the work to justify it. It is disrespectful to customers. Moreover, price increases will not be used to improve services. Rather, they will be used to benefit special interest groups that the Caltrain B of D has consistently shown bias to favor, instead of benefitting the much broader majority of riders.
77	7/20/2019	Base fare increases make no sense. Percentage wise, they impact single zone users the most. And coupled with the elimination of the Clipper discount, a single zone ticket will be \$4.25, up from \$3.20, a 33% increase! Raise revenue with an express train supplemental fare instead.
79	7/22/2019	Isn't this the usual of everything going up just because minimum wage is going up? Then what is the point of raising the minimum wage to begin with?
80	7/22/2019	You can raise the price if u do something extra. Trains are old and packed. We need more trains before the new electrification

81	7/23/2019	I won't ride any more, it is becoming too expensive. I'll just drive
82	7/23/2019	Caltrain is already one of the most expensive trains in the country, this will continue to increase that gap
83	7/23/2019	Too expensive.
84	7/23/2019	people will simply stop using your bloody expensive train ride. It will be cheaper to ride Uber or their own car.
85	7/23/2019	WHAT A RIP OFF
86	7/23/2019	. Implementing incremental fare increases every two years; Seriously????? Are you fucking stupid??? Increasing the price of the Go Pass by up to 20% will decrease riders on caltrain. it will become cheaper to drive to anywhere. even Uber pool will become much cheaper
87	7/23/2019	See my previous comments. I'll be disagreeing with any price increase you suggest :)
88	7/23/2019	Unless I am getting increased services, more trains, wifi etc.. then the price if fare should not increase!
89	7/23/2019	Base fare increases make no sense. Percentage wise, they impact single zone users the most. And coupled with the elimination of the Clipper discount, a single zone ticket will be \$4.25, up from \$3.20, a 33% increase! This crazy. This is more than the GO fare increase, which are already deeply discounted. Every increase should be zone based, and never base-fare. If you need additional revenue, raise it with an express train supplemental fare instead (fewer stops means fewer users getting express use of the system, excluding local users who still have the train going through their neighborhoods.)
92	7/24/2019	Should be tied to inflation and specific service increases.
93	7/24/2019	This will amount to con job. 5% every 2 years??? for the crappy service???
95	7/24/2019	I am all for making Caltrain revenue neutral but it would be helpful if fares are going to increase that there is also a small increase in service to compensate your loyal riders. Bullet service and service south of Diridon (which is lacking - those trains are packed) is lacking. In addition, I understand your fiscal year timing but mid year fare hikes are challenging. Most people who have transportation FSAs set their amounts at the beginning or end of the year and could be significantly short in their accounts if fares are regularly changed half way through the year.
98	7/24/2019	As a regular rider, I do not want fares to increase, nut see no other option to keep Caltrain in working order.
100	7/24/2019	Most dishonest thing to do is to take away that monthly pass, which is the main reason why riders in peninsula use caltrain. I will start using bart to SF from Milbrae. Caltrain management can go to hell.
108	7/24/2019	You are jacking all the prices so much its ridiculous. You will have increase in riders with the Warriors coming to SF and the additional venues at that location.
110	7/25/2019	Caltrain is now run by mafias and cons. Your actions and fare increase decision proves that. Removing monthly passes and such enormous fare increase is mockery of rule of law. You are destroying caltrain.
114	7/25/2019	Prices were just raised. Please give commuters a break.
122	7/26/2019	CalTrain Board of Directors should find other ways to secure funding instead of passing on their operating costs to the customers that keep them in business. this whole proposal is greedy and disgusting.

127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
133	7/29/2019	Same reasons that before. We need to limit the rate of mass transportation to prevent from climate change and pollution for those who drive their car every day
135	7/29/2019	I am not happy to see the price of a monthly pass almost double in 10 years, but if you think about inflation has caused most items to double in price similarly. So it seems fair for Caltrain to increase the price of a ticket over time.
136	7/30/2019	These fare increases disregard the poorer people who rent in majority wealthy areas, eliminating public transportation as a viable means of transportation. Although cents on the dollar may not seem like much, it adds up.
143	7/31/2019	Increase the Go Pass by 300% to 500%, we should be able to lower the fare, e.g., by \$1 or \$2.
144	7/31/2019	Please see above..... I currently travel from Z1 to Z4 each day. That is \$19.90/day and would increase to \$21/day. Given ~250 working days a year, that is a transit cost of \$5,250. To give a background of me, I have a 2000 Nissan Frontier getting 17MPG at best on the highway and traveling 81 miles round trip each day. That is 4.76 gallons of gas each day or 1192 gallons each year. That works out to be that if gas is >\$4.40/gal it would be more beneficial for me to take CalTrain/mass transit. However, if I can find gas < \$4.40/gal it works out cheaper for me to simply drive. Sure I love saving the environment, and biking provides significant exercise of 80-100 minutes each day and keeps me in shape, but the train schedule isn't always in my favor to want to use CalTrain. Especially given that if the cost of CalTrain continues to go up, it makes me want to look for cheaper options to get to work on time, that option tends to be to drive. If I were to upgrade my vehicle with better fuel efficiency (which I have certainly considered doing given the continued rate increases that CalTrain seems to levy each year), the scales would tip further towards encouraging me to drive. Overall, the increase in fare certainly doesn't incentive me to remove my car from the road when it's a much more expensive option and doesn't drop me off directly at my origin/destination. If anything, these fare increases have made me consider driving more often than I currently do (which is driving about 1x every 2 weeks). I would seriously consider just getting a more fuel efficient car which would potentially save me \$3,800-4,000 yearly on transportation costs. and significantly adds up given the high cost of living and expensive mortgages in the bay area.
145	7/31/2019	Again, using Clipper for CalTrain is crucial to the lives of so many low-income workers. Rich people drive their cars. Please do not raise the price.
149	7/31/2019	When Caltrain began a fare study and developing a fare policy, we expect a more equitable policy that would address the flaws with the existing fares, in particular with the fare zones. Unfortunately the outcome is more of the same: Higher fares, fewer discounts, same flawed zones that discourage ridership.
151	7/31/2019	Assholes...
155	8/1/2019	An alternative may be to raise the fare in 2020 to \$0.75 no more than \$.85 to buy time for the caltrain sales tax to be placed in the ballot and pass and other revenue sources to be acquired , in this way you may lose some riders you may retain ridership by selling the hope and certainty of relief in the form of the sales tax and other alternatives

159	8/1/2019	Regrettably I agree that the fare increase is needed, if that's what has to happen then so be it.
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Other Changes

No	Date	Comment
18	7/8/2019	I think Caltrain should still have the MLK day train, and the Gilroy Garlic Festival train. Other than that, I'm ok with the deletion of charter services!
24	7/10/2019	So you're increasing fares, continuing lackluster service, and now removing some perks that make using the train convenient? What a great business model.
31	7/13/2019	Get rid of zones
34	7/13/2019	Keep them all together. Splitting up policies causes confusion.
37	7/15/2019	These are great services for events - the charter services. Also, bike cars are needed.
48	7/16/2019	Remove parking, how people come station? Alternate transport adding more time for commute.
50	7/16/2019	I do not understand what the implications of this change will be. It is opaquely written.
59	7/18/2019	Just keep it the same
61	7/18/2019	I need more information on these changes
73	7/19/2019	I don't fully understand this policy change. I feel that parking and bike storage should still be charged, but I'm ok with this being handled by a separate organization/entity.
76	7/20/2019	This is written in vague language to make the change unintelligible and not understandable. It is not transparent.
84	7/23/2019	is caltrain now run by Donald J trump??? What a shameful load of crap
85	7/23/2019	CAPITALISM AT ITS WORST
86	7/23/2019	Instead of making Caltrain a better place, you idiots are at it to shut it down.
97	7/24/2019	I do wish that Caltrain would take into consideration how much parking is in addition to being the highest cost for commuting (compared to BART, VTA, and bus). The small costs really add up to the cost of an additional day of riding for me.
100	7/24/2019	Make Caltrain bicycle friendly
108	7/24/2019	you said you have no other income base but you are not going to include this into fare etc.? Is it true Caltrain bought all new trucks for the upper management? If that is true you are using our fares/money incorrectly
127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
133	7/29/2019	Same reasons that before. We need to limit the rate of mass transportation to prevent from climate change and pollution for those who drive their car every day
135	7/29/2019	It makes sense for Caltrain to be able to raise fares of their amenities in line with the raise in ticket fares.
144	7/31/2019	Bikes are key to keep CalTrain ridership up. Many bikers get on/off at 22nd and SF stops. If you don't provide access to them, they will chose alternate modes of transportation and thus lose a large ridership base which is known to transit from

		Z1 to Z3 on a regular basis and thus a loss of revenue. This would increase the cost for other rides and help actually push more people to other transit modes. You have to make this financially a viable option and at such high costs that is not feasible.
159	8/1/2019	make sure none of these are really "tariffs" as such

Other comments

No	Date	Comment
14	7/2/2019	Caltrain should seriously consider changing its zone fares. If you live or work just across a zone border, your monthly fare goes *way* up which is wildly unfair. A distance-based fare like BART might make more sense, and could pave the way for Caltrain-BART fare integration.
18	7/8/2019	I love Caltrain, but, I don't think you should move the Hillsdale station since many Samtrans routes serve Hillsdale Blvd. Unless SamTrans moves the ending point to the new Caltrain station, this is a terrible idea! Also, it's very annoying when 5 car trains have the car next to the engine closed. You need to have some kind of sign for riders so they don't get confused!
19	7/8/2019	I strongly support Caltrain's pursuit of a permanent source of funding such as a tax.
23	7/10/2019	22 year rider... hate to have to stop riding on 1/1 2020.
26	7/10/2019	Please make the service more frequent and install directional train horns to limit noise.
27	7/11/2019	The statement of clipper discounts being eliminated form the monthly pass is too vague. Should just tell us its going up again .
31	7/13/2019	Get rid of the zones. Just charge by station
32	7/13/2019	Get rid of zoning and charge fare by distance. Zoning is arbitrary and unfair.
33	7/13/2019	The proposed fare increase is simply outrageous! Instead of increasing fares, why doesn't Caltrain fix the real problem of its ballooning and out-of-control union employee salaries and benefits by putting a cap? Please STOP ripping off riders to help pay for out-of-control union employee benefits! At some point, ridership will suffer because Caltrain is being TOO greedy!
35	7/14/2019	Keep Tamien Station safe. There are homeless people who are camping fairly close to the station. They are try to open car doors and at times breaking windows. Also, parking at this station has drastically increased with people parking on dirt moon-surfaced lot. Please improve the Tamien Station unsaved lot before it starts raining.
37	7/15/2019	Caltrain is very important for the community. We already pay a lot of taxes. Some of these funds should be used for transportation.
38	7/15/2019	The last fare change was just a year ago (for monthly pass). Why another dramatic fare change again?
48	7/16/2019	Think how you all can help us to get 1 to another space quicker.
50	7/16/2019	I am extremely upset by the upcoming closure of the Hillsdale train station. Why can't Caltrain keep it in operation while the new station is built? Taking a bus or driving aren't options.
51	7/16/2019	Caltrain is already so expensive! Please don't raise the prices any more. Please be considerate about delays and refund users or provide credit when these delays happen
52	7/17/2019	Increasing rate while we ride the same trains built in 80s with constant schedule interruptions is an interesting proposal.

55	7/17/2019	Zone 6 matters! Stop treating Zone 6 as a disagreeable after thought!
58	7/17/2019	Providing a reasonable monthly pass fare could encourage people to use public transportation. For the frequent rider, it should continue to encourage them to use caltrain rather than increase the fares
59	7/18/2019	If you implement these increases it will soon be cheaper to drive
60	7/18/2019	Fix and improve the system. Nothing has happened over the last 5 years. Outdated, dirty, unreliable. You have work to do, get going!
61	7/18/2019	Please keep Caltrain low cost to encourage people to ride Caltrain.
65	7/19/2019	You can also cut costs by removing barely-used stops from limited and bullet trains. California Avenue on the bullet trains is a big one that comes to mind. You collect statistics on this kind of thing. You know which stops are a waste of our time and your money.
66	7/19/2019	Already due to the electrification work it has become very inconvenient to use caltrain..reduced parking lots reduced number of trains.. Caltrain has such a less connectivity, so many less trains! They may look too many on the paper but if you look closely considering your get on and off locations there aren't many options even during busy hours...thus trains are so crowded in the morning you hardly get to sit!! it's already annoying...please increase number of trains first and then propose fare change!
72	7/19/2019	Raising prices discourages the use of public transit. It should instead be encouraged both to relieve traffic and help the environment. I'd rather have higher taxes than higher train fares. Taking the train should be competitive with driving. Also, consider removing zone pricing and charge for the distance traveled. It's weird that Menlo Park to Redwood City costs more than Menlo Park to Sunnyvale. I believe BART works this way.
73	7/19/2019	Alcoholic containers permitted on the train results in extraneous noise. Either eliminate alcohol or enforce strict noise constraints (1 warning, then ejection from the train after that)
76	7/20/2019	If fare increases are instituted they must be equitably matched with improvements in the rider experience. Specifically, if Caltrain is to increase fares, then "Quiet Cars" must be offered where cell phone conversations, personal conversations, audible music and videos, squawking headphones, and similar types of nuisances are prohibited. This low-cost, common sense improvement will enable riders to work on the train productively and plan their time on the train accordingly. This will also ensure the extra time riders spend on the overall train commute compared to driving is offset with better rider productivity. Quiet cars also reduce riders' exposure to thoughtlessness which believes it's always acceptable to disrupt an otherwise quiet environment of riders and call someone to talk about anything. This disturbs others' peace, and productivity. Caltrain has responded dismissively towards requests for Quiet Cars in the past, citing various reasons that make little sense, and indicates outright resistance to this clear, need. Instead, Caltrain has aligned with special interests such as the bikers coalition and alcohol users, investing much attention, time and money to satisfy them while neglecting its much broader constituency. If Caltrain can invest significant time and resources to satisfy a minority of special interests, it can also invest a much lesser degree of resources to make a simple low-cost change designating one car as a Quiet Car for a larger constituency with a desire to use their time on the train constructively and productively. In the past Caltrain has communicated unconvincing reasons why

		<p>Quiet Cars aren't possible. Somehow reasons frequently come back to the need to satisfy bike riders, as if bike riders are the only constituency of importance, and that all other riders are naturally unimportant. The two issues, bike riders and Quiet Cars, are mutually exclusive, and both needs can be met. Caltrain's responsibility is to provide proportionate levels of service to all riders, not favor a small contingent of vocal riders at the expense of everyone else. Caltrain has also indicated Quiet Cars aren't possible because "trains are already too crowded". This makes no sense and is a weak excuse. There is no need to add additional cars to provide Quiet Cars. Simply designate one existing car as the Quiet Car. If there were a need to add cars, it's because many existing riders will flock to the Quiet Car. Please see links below highlighting use of quiet cars in other cities: 1) Amtrak: http://www.amtrak.com/onboard-the-train-quiet-car 2) New Jersey Transit: http://www.njtransit.com/sa/sa_servlet.srv?hdnPageAction=CustomerNoticeTo&NoticeId=2247 (note comments that this is a "popular service") 3) New York Metropolitan Transportation Authority: http://web.mta.info/mnr/html/quiet_cars.html 4) Virginia Railway Express: https://www.vre.org/service/policies/#pol-quiet 5) Amtrak: http://fortune.com/2014/09/17/amtrak-quiet-car/</p>
80	7/22/2019	Provide something more to justify fee increase. I don't mind paying more for more but paying more for nothing isn't right
81	7/23/2019	You need to do better. The train is already slow and expensive. Raising the fare so you can maintain an aging fleet may not be very smart.
83	7/23/2019	Way too expensive. Subsidize with tax money rather than fare.
84	7/23/2019	This fare increase is suicidal move for caltrain. This is invite for low ridership and pushing backwards instead of encouraging more riders and encouraging to use public transportation. You guys should be ashamed of yourself for years to come. You make caltrain a worst place
85	7/23/2019	GREEDY PEOPLE ARE AFTER HIGH FARES TO MAKE MONEY FOR THEIR BONUSES
86	7/23/2019	Overwhelming public outcry on this should give you a message, STOP this fare increase and monthly pass removal. This will put survival of Caltrain in question.
87	7/23/2019	As I mentioned already, trains never run on time. Also, please work with BART to provide better transfer options, it's always a race and a guessing/waiting game for people transferring at millbrae. The two systems don't always work well together in terms of schedule.
88	7/23/2019	The Caltrain should provide refunds when the Caltrain breaks down and/or has hour plus delays.
90	7/23/2019	I hope some of the money goes to keep the station platforms safe. At least two stations I know of are really isolating on the Northbound side with a lot of chain link fence and sometimes a person sitting in the tunnel. It doesn't seem that safe and it's in a wealthy area.
93	7/24/2019	this is a scam, a rip off, you take away monthly fare pass and increase fare first by 20% then by 5% again every 2 years, this isnt right. cancel this unpopular and unnecessary decision.
94	7/24/2019	could we also look at more train stops at locations where clients have GoPass programs? Sunnyvale is pushing their LSAP plan to build a number of homes and expand businesses. The traffic in this area is already bad and we would like to promote the use of Caltrain if there were additional stops.

97	7/24/2019	Will you PLEASE PLEASE PLEASE look at an overhaul of putting money on Clipper cards!!! Two issues: 1. If you try to load them up using the website, it can take DAYS for the money to show up on your card! Ridiculous! Stupid! Please fix this! 2. At the Diridon and Palo Alto stations, the machines are using some ridiculously slow dial-up to call up the server to add money to the Clipper card! So slow, and half the time, it doesn't work! The one at Tamien is great! How about some updates to these lines to fix this issue! We live in Silicon Valley!
98	7/24/2019	I love riding Caltrain!
99	7/24/2019	I can't believe there's still only one entrance/exit to the caltrain at 22nd st. It's absurd every day
100	7/24/2019	Most dishonest thing to do is to take away that monthly pass, which is the main reason why riders in peninsula use caltrain. I will start using bart to SF from Milbrae. Caltrain management can go to hell.
101	7/24/2019	do not screw up with fares and monthly pass please. we cannot afford caltrain without monthly pass.
107	7/24/2019	DO NOT eliminate the Senior discount for Clipper Cards. That would instantly cause me to quit Caltrain and return to commuting 75 miles a day by car.
108	7/24/2019	I would like to know how this will affect ADA and student riders? Maybe Caltrain doesn't care about these riders Maybe it's all about the dollar. How do you justify getting ride of the monthly passes? Is this why ties were cut with Walgreens and the clipper card?
110	7/25/2019	Caltrain is now run by mafias and cons. Your actions and fare increase decision proves that. Removing monthly passes and such enormous fare increase is mockery of rule of law. You are destroying caltrain.
112	7/25/2019	this isn't right. shame on you people at Caltrain for taking away monthly pass and such exorbitant amount of increases.
115	7/25/2019	Caltrain is providing good service for the price. But bart is cheaper and almost as good.
127	7/29/2019	This is obscene. I can only imagine the top down payroll/pension liability. Fix this first. https://padailypost.com/2019/05/21/caltrain-samtrans-transit-authority-boss-gets-50000-bonus/
131	7/29/2019	I am a teacher and never use Caltrain as it is already too expensive! It costs almost 4 dollars just to go three stops!! that's ridiculous...
134	7/29/2019	Why do bicycles get free ride? You raise fares for people and bikes continue to ride free!?
135	7/29/2019	Has Caltrain looked into giving discounted fares to riders who take off peak trains or possibly local trains to help those who cannot afford the regular fare? I don't know how feasible these options are, but has Caltrain looked at other revenues such as charging extra for taking a bullet train, reserving seats in a car, bike only cars where bike riders pay to be in the bike car and non-bike riders cannot use the car, reserved parking at stations, no longer splitting monthly pass revenue with SamTrans and VTA by no longer offering free transfers, charging shuttle buses a fee to use station lots if they aren't already.

139	7/30/2019	I am no longer taking a monthly pass since the connection San Jose -- Milbrea is after 9 AM is an hourly slow service it makes no sense to use the train and add an hour extra to the commute. It is a missed opportunity for Caltrain to help clean air and being more sustainable. Against my will, I am contributing to air pollution by driving to Millbrae. (Further on BART to SF) If Caltrain would run more Baby Bullets) during the day, preferably every half hour or 45 Min. More people like me would take Caltrain and not their car. The carbon reduction from the cars will be greater than the Diesel pollution by these extra trains. When the electrification of SJ- SF is completed its a full win/win. I am prepared to pay a little more for a more frequent Baby Bullet service and not being forced into a car commute. If you have done case studies on car commute vs More Baby Bullets commute I like to learn about the results. Thank you.
143	7/31/2019	Add wifi to the train Add massage chair, can charge \$1 per min, generating lots of revenue.
144	7/31/2019	Fares are already too high! This is not helping incentive people to use mass transit and certainly not helping to "remove 3-4 lanes of traffic" which has been published through the "high growth models" for 2040 expectation of traffic volumes on the 101.
155	8/1/2019	paying online for a monthly pass that takes 3-5 days to be reflected on the card defeats the purpose of refilling it online because doing such will imply that the amount added is instantaneous
156	8/1/2019	Please keep the Clipper card
158	8/1/2019	Make the cash so the blue can be changed to grey and red please
159	8/1/2019	really looking forward to restoring weekend service

Comments submitted to changes@caltrain.com

#	Date	Comment
1	7/8/19	<p>Can we please consider raising the price of parking at stations that are full on commute days, before we raise the fare to ride Caltrain? Cheap parking subsidizes individual drivers at the expense of walking, cycling, carpooling or taking the bus to a station. More expensive parking would also raise more revenue for Caltrain.</p> <p>I also hope we can explore changes that will let us build out better service more cheaply, like buying out Union Pacific so Caltrain can build grade separations at 3-4% grades, lowering the cost of each and allowing more trains to be run.</p> <p>I support the means based fare discount.</p> <p>Kevin</p>
2	7/8/19	<p>I do not approve of the removal of the Clipper discount proposed for next year. That action removes incentive to ride the train.</p> <p>Mike Strauch</p>
3	7/8/19	<p>Hi Caltrain team,</p> <p>Thank you for the great work Caltrain does - I use it everyday to get to and from work and made my decision to take my new job on it.</p> <p>With the proposed fare changes, I'd like to express my concern for getting rid of the discounted fare for monthly passengers. We are a group that consistently pays every month and I'm sure you have many monthly passengers who are year long customers. By increasing fares by over \$100 per month, this affects me and many people who made decisions to take jobs based on Caltrain being an option to commute.</p> <p>The increase also makes it more of a reason to drive, which will just lead to more congestion on the roads</p> <p>I was also disappointed to see that there would be consistent increases every 6 months. My suggestion is that if the increases must happen, they should be at a smaller increment. 20% and no monthly discount is a severe.</p>

		<p>Thank you,</p> <p>Aashka</p>
4	7/16/19	<p>"Clipper discounts for one-way fares and monthly passes will be removed after January of 2020." This would be a mistake! You should promote the use of clipper card and provide a small discount to frequent users. Why remove this now?</p> <p>Also if you keep raising rates I will consider driving. It is on par now with the cost of fuel, maintenance, etc and driving door to door is much faster.</p> <p>Sent from mobile!</p>
5	7/16/19	<p>Hello CalTrain,</p> <p>Not quite following the changes to the Clipper card discount...</p> <p>I pay \$231 a month for travelling between Zone 1 and 3 currently with my monthly pass....what will that change to next year and the year after?</p> <p>Thank you,</p> <p>Nirav</p>
6	7/17/19	<p>Dear Caltrain,</p> <p>I'm sitting at the Sunnyvale station right now listening to the speaker advise that there will be meetings regarding proposed fare changes. Have you ever considered other streams of revenue apart from fares that could support Caltrain? For example, maybe you could rent space at stations to food providers? I can't tell you how many times I've wished I could buy a drink or croissant while waiting for the train. Vending machines could be another source of income. What about advertising? There is ample space at the station for all kinds of advertising. I bet mobility providers like Uber, Lyft, Bird, Lime or Spin might be interested to start with. I've noticed VTA has much more advertising than Caltrain does.</p> <p>Apart from these, I imagine there's probably lots more ways to monetize as well.</p> <p>Thank you,</p> <p>Caroline Pinkney</p>
7	7/17/19	<p>Hello,</p>

Why? Why are you increasing fares AGAIN. The trains don't run on time (within 5 minutes is not on time). You have decreased the number of trains. Your customer service is SEVERALLY lacking.

At this point in time for the month of July, I have been on the train 23 times commuting for work. I have had my ticket/pass checked ONCE. When you raised the fares last time, at least you made a show of checking tickets. That has all but stopped and we are back to where you always were. If you aren't checking tickets and fining ANYONE who is on the train without one, what's the point of even having a fare? Stop people from being able to ride for free and then you won't have to raise prices AGAIN.

Once the new trains start in THREE YEARS consider raising fares then, not systematically over the next several years. You aren't providing anything new or better now.

Enforcing your policies:

You do not do that.

"Personal items may be placed under the seat. Please store luggage in the designated areas."

Why have a luggage car if people are going to put their luggage on the seats around them? I see this constantly.

"Service animals, such as guide dogs, may accompany persons with disabilities in Caltrain facilities and trains. No other animals (such as pets) are allowed.

The service animal must be on a lead that does not interfere with other passengers in the vehicle, and be under the constant supervision and control of the person with disabilities."

Two weeks ago I emailed because on train 216 an individual got on the train with his dog. Your response was "thanks for letting us know!" Your policy says no pets. This individual got on the same train again this past Monday (7/15), again in San Mateo on train 216. Guess what? He walked right past the conductor with his dog and got on the train. The person has the dog's leash tied to his backpack. He has no control of the dog. He has sat in front of me each of the past two Mondays. He takes the backpack off and puts it on the seat next to him. The dog can go and do whatever it wants as again, he has no control of the animal. Why aren't you enforcing this policy?

"Keep cell phone use to a minimum and speak quietly when in use."

		<p>Yesterday on train 277 a man was very loudly on his cell phone from Redwood City until he got off the train in Burlingame. The conductor walked by him at least once-said nothing.</p> <p>"Smoking, including electronic cigarettes, is not permitted on trains and station property. Bike and skateboard riding on platforms is prohibited. Customers observed biking or skateboarding on platforms may be prohibited from boarding the train."</p> <p>Here is a two for one. I get on the train in San Bruno every morning. There are 3 bicyclists who ride their bike on the platform EVERY DAY with no penalty. One of them, when arriving early, rides her bike around the platform to kill time. Do the cameras work at the station? Perhaps the signage is insufficient. Just because these people ride the train every single day doesn't mean they have seen the half dozen signs posted on the barrier between the tracks. A few months ago one of your employees was on the platform with the "bikes board first" placard and two people went riding right up to her....did she inform them of the policy and that they wouldn't be getting on this train? Of course not.</p> <p>People are constantly smoking on the platform. The only penalty? The other people who develop cancer.</p> <p>Bottom line: my employer currently offers a GoPass. If they decide to drop it because it has become insanely expensive, I won't be riding the train ever again.</p> <p>\$231.00/month for three zones is INSANE! I would save more than half that money by driving to work and simply buying gas more often. The money I save I can put aside for car maintenance and still come out ahead.</p> <p>You need to give people a REASON to ride CalTrain and you are constantly giving them reasons not to.</p> <p>Do Simple Better.</p> <p>Jarrold Harden</p>
8	7/18/19	<p>Good morning Caltrain board and fare committee -</p> <p>Like many regular Caltrain commuters (about 4 days a week), I rely on a monthly pass. The monthly pass is actually a pretty marginal deal - it's</p>

		<p>convenient, but between travel, occasionally switching to BART, etc - I'm probably losing a bit of money vs just tagging on and off for every ride.</p> <p>The proposed 13.6% increase in the cost of a monthly pass in a year (between removing clipper discount and the 50c base fare increase) means that I am much more likely to switch to paying per ride, which will likely result in a net reduction of revenue for Caltrain.</p> <p>The 2022 increase in zone fare will further reduce the incentive for a monthly pass, as it will likely push the cost of a 3-zone monthly pass above the amount one can obtain in a pre-tax transit account.</p> <p>Also, BART is going Clipper-only and Caltrain should follow. The TVMs are legacy infrastructure and a significant waste of taxpayer funds even at the current 55c surcharge - removing the surcharge just results in a further subsidy to those who insist on using an antiquated method of purchasing a ticket.</p> <p>Please consider the elasticity of monthly pass purchasing in your planning!</p>
9	7/26/19	<p>I have not been able to attend any of the meetings on proposed fare changes. So I am sending this email as my input.</p> <p>As Caltrain has done in the past, fare increases are necessary to keep up with costs. The fare increase schedule seems equitable and not given all in one year (thanks for keeping it not so steep each time!)</p> <ul style="list-style-type: none"> • One-Way/Day Pass/Monthly Pass Incremental fare increases every two years <ul style="list-style-type: none"> ○ \$.50 increase to the base fare scheduled for July of 2020 ○ \$.25 increase to the zone fare scheduled for July of 2022 ○ \$.50 increase to the base fare scheduled for July of 2024 <p>I am surprised (and do not agree with) the Clipper discounts for 1 way fares and monthly passes being eliminated. Clipper service <u>should</u> be reducing your administrative handling of ticketing and passed on to your ridership who by the way has a lot of headaches in dealing with this service and their outdated systems.</p> <p>One key concern for me...I just heard (which may be a rumor) that was not outlined in the information on line is the elimination of senior and disability discounts. These people can be on fixed incomes. Some have retired and needed to go back to work at a lesser paying job to make ends meet. Increased fares would limit their ability to use your</p>

		<p>services. Eliminating senior and disability discounts is NOT the way to service your customers.</p> <p>Your addition of a pilot on the means-based fare program is, as Martha Stewart would say, a "good thing". It would allow very low income people a 20% discount on fares IF they qualify. I am not convinced this is a large portion of the ridership you do or will have, but it is a "good thing" and could bring on additional ridership due to the discount.</p> <p>Pat James</p>
10	7/29/19	<p>Dear Sir/Madam,</p> <p>I am a daily caltrain commuter. I believe the zone wise tickets are extremely unfair way of pricing and should be eliminated. It makes no sense to implement such an unjust model where lot of people have to pay extremely high fares to travel just a few miles. The fare should be based on the number of stations traveled or based on distance. Not based of zones. Because for instance, if I depart at the end of one zone and want to get down at the the start of the next, I basically just travel 1 station but have to pay the price of 2 zones. For example, Menlo park to Redwood City is \$12 (2 zones) for day pass which is around 4 miles apart while Sunnyvale to Millbrae is also \$12 (2 zones) for day pass which is 27 miles apart. How is this justified? It is so unfair for the people who need to travel from just Menlo park to Redwood city.</p> <p>On top of already being an expensive and highly unfair ticket system, you want to raise the fare even more? You basically are discouraging people even more to take the public transport causing even more pressure on the environment which is already in a very bad shape.</p> <p>If you make the fare system just, more people will start taking caltrain. This way, it would be more affordable for the commuters and will also generate more money for caltrain. Simply increasing the fares every now and then will just discourage the people to take the train. This would clearly lead to an environmental impact, which I am sure you are aware of. Unless you don't care for the environment and are running just to make huge profits. Many people like myself, would be forced to stop commuting via caltrain.</p> <p>The facilities which Caltrain provides are pathetic. The parking fare is already steep, plus there are no buses around the cities which have a good network to take you to the train station. Spending so much money everyday plus figuring out a way to and fro from the station is a huge problem & hassle for</p>

		<p>people. At least make arrangements for people to reach the station in minimum amount of time.</p> <p>I am strongly against the fare increase and I would like the management to fix existing issues first.</p> <p>Sincerely,</p> <p>Amruta Yadwad.</p>
11	7/30/19	<p>Dear Caltrain Board of Directors,</p> <p>Thank you for the opportunity to allow for public comments regarding the proposed fare changes. It is of note that there have been multiple fare increases every other year or every year since 2009. Caltrain states: "The cost of operating and maintaining the service has increased due to the challenge of accommodating changing ridership demand and maintaining an aging diesel system in a state of good repair." Caltrain ridership has also increased over the past few years, and with the increase of ridership and fare values, Caltrain revenue also increased.</p> <p>The proposed fare changes include eliminating Caltrain Clipper Monthly Pass discounts. We are daily commuters with limited incomes that chose to use Caltrain to go to and from work. We recently experienced a Caltrain Clipper Monthly Pass fare increase. To eliminate the current reduced fare Monthly Pass would not only be penalizing to regular and frequent riders, but it would also force some of the regular customers to use other methods of transportation. There would not be an incentive to purchase multiple ride passes such as the existing Clipper Monthly Pass. Consequently, this will decrease ridership and reduce Caltrain revenue. Additionally, this would create a negative environmental impact for the Bay Area, something Caltrain, and regular customers would not support. It is true that Caltrain electrification is coming. Yet, it is not prudent to decrease customer base now, and project the decline into the future. There are various methods of transportation. A customer thoroughly dissatisfied with the service cost, will not be a returning customer. We urge you to not provide us with this option as the only option.</p> <p>One of Caltrain's main concerns is that ridership demand could drop. Raising the fares will accomplish that. It is also important to mention that the train cleanliness has not improved with the past fare increases. Some train cars have bad odors, at times, and we have experience excessive equipment noise. Looking at this trend, these issues will still remain with the new proposed fare increase. The result - a more expensive service with less value</p>

		<p>to the service. The aging diesel train system is not something that was just realized. The trains are by far not new, have been aging, and this has been the case for years. Previous planning and fare increases could possibly have taken care of that. The existing diesel system will only be necessary to maintain for a few more years, until Caltrain electrification is completed. While the current proposed fare increase, if implemented, will be in place for years to come, with a possibility of an additional increase in the future.</p> <p>Please do not continue the pattern of fare increases, continuing the trend that is not acceptable to us, and to other riders. As we are a big part of what makes Caltrain what it is, our choice could be to stop supporting Caltrain, because it is planning to penalize our continuous support. We respectfully request that you consider all existing alternatives and do not implement the proposed fare increases.</p> <p>Let's work together on making it a better system now, and start setting the right trends for the future. Thank you again for the opportunity for our voices to be heard.</p> <p>Respectfully,</p> <p>Local Caltrain Riders</p> <p>(Please confirm receipt of this email.)</p>
12	7/31/19	<p>Hello,</p> <p>Please find attached my comment letter for the proposed fare increases. Please ensure these comments become a part of the administrative record and keep me up to date on any updates. Thank you.</p> <p>Elias Rodriguez</p> <p>University of California, Berkeley 2014</p> <p>Bachelor of Arts, Legal Studies</p>

Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos CA 94070

Hello Chairperson Giletti and Members of the Board,

My name is Elias Rodríguez a current resident of the San Francisco Bay Area (Bay Area) and rider of Caltrain. I strongly oppose the proposed measure to increase the fares for Caltrain passengers. At a time when residents of the Bay Area are feeling the impacts of climate change, publicly funded agencies should be increasing avenues for citizens to reduce greenhouse gas (GHG) emissions. Making mass transit available to low income riders is crucial for California and the Bay Area to achieve its GHG reduction goals. Californians are dependent on their GHG emitting vehicles and all transit agencies should make ditching these vehicles more accessible. Thus, I urge the members of the board to oppose the fare changes and make Caltrain more accessible to riders of all income levels.

1. Caltrain is Currently Inaccessible to Low Income Riders and Increasing Fares Will Cause Greater Inaccessibility.

Caltrain is currently inaccessible to low income riders. Not only is the cost to commute per hour (\$5.67) on Caltrain more expensive than the price to live per hour in the South Bay Area (\$2.97)¹ but the high fares make commuting via Caltrain out of the reach of low income residents. While the average income in the Bay Area is higher than the average income of California², the distribution of wealth is ever increasing.³ Any fare increases would thus heavily burden low income communities. For instance, for some riders, the current proposed measure will increase the cost to travel per month by \$330.⁴ This 111% increase in monthly fares will

¹ Caltrain currently charges its customers \$298 per month for a monthly pass from Zone 4 (Tamien, San Jose, College Park, Santa Clara, and Lawrence Stations) to Zone 1 (San Bruno, South San Francisco, Bayshore, 22nd Street, and 4th and King Stations). On average, Caltrain riders spend 2.5 hours per day riding from Zone 4 to Zone 1. # The cost per hour to ride Caltrain from Santa Clara to San Francisco County is thus \$5.67. The current average price to rent a one bedroom apartment in Santa Clara County is \$2,213. # The cost per hour to live in Santa Clara County is thus \$2.97.

² <https://www.census.gov/quickfacts/fact/table/santaclaracountycalifornia,CA/PS1045218> (The average income in Santa Clara County is \$106,761 while the average for California is \$67,169).

³ <https://www.brookings.edu/research/the-urgency-to-achieve-an-inclusive-economy-in-the-bay-area/>

⁴ <http://www.caltrain.com/Fares/farechart.html> (The cost to travel from Zone 4 to Zone 1 will increase from \$298 (current Clipper discount) to \$660 (30 x two way fare)).

		<p>have drastic impacts on low income riders and heavily discourage residents from choosing public transit.</p> <p>2. <i>Caltrain's Proposed Statement is Contradictory.</i></p> <p>In its public statement proposing fare changes, Caltrain states that the "cost of operating and maintaining the service has increased due to the challenge of accommodating changing ridership demand and maintaining an aging diesel system in a state of good repair." The statement further elaborates that "Caltrain does not currently receive dedicated funding to support its operations."</p> <p>These statements prove to be contradictory considering Caltrain received a \$647 million dollar federal grant to electrify Caltrain infrastructure.⁵ Thus, Caltrain should not factor in the cost of "an aging diesel system" if it receives funding to cover these costs.</p> <p>3. <i>Caltrain Should, At a Minimum, Commit to Electrifying or Consider Other Ways to Make Mass Transit Available.</i></p> <p>If the board members standby this contradictory statement, and continue with the fare increases, the Board should, at a minimum, commit to reducing GHG emissions in other ways and consider other methods to increase availability of mass transit. For instance, Caltrain must commit to electrifying its vehicle fleet, including shuttle buses. Caltrain must also commit to electrifying its buildings, including the complete exit from natural gas use.</p> <p>To address accessibility, Caltrain should consider providing transportation services on a sliding scale with monthly passes available upon proof of income. Subsidizing transportation costs for low income riders will not only narrow the wealth gap but will provide much needed access to transportation options that reduce GHG emissions. The Peninsula Corridor Joint Powers Board should thus oppose the proposed fare increases to not only contribute to GHG reduction efforts but make mass transit available to everyone.</p> <p>Sincerely, Elias Rodriguez Resident of the Bay Area, Rider of Caltrain</p> <p>http://www.caltrain.com/about/MediaRelations/News_Archive/The_Following_Statement_is_attributed_to_Jim_Harnett_General_Manager_and_CEO_of_Caltrain.html</p>
13	7/31/19	<p>I am offering the following comments on Caltrain fares..</p> <p>Thank-You,</p> <p>Jeff Carter</p>

Caltrain/JPB Public Hearing, Proposed Fare Changes, 1-August-2019

Comments from Jeff Carter Revised 31-July-2019

- 1) I am in support of Caltrain participating in MTC's means-based fare program and even taking it a step further to include the monthly pass.
- 2) I am in support of increasing the price of the Go-Pass, as long as it doesn't lead to a decrease in participating employers.
- 3) I understand the need for periodic fare increases; however, any fare increases should be implemented with a reduction of the current multiplier for the monthly pass, currently 30 times the one-way Clipper fare, the previous multiplier was 26,5, then 28 times the Clipper fare.
- 4) Caltrain should abandon the unfair and inequitable zone system and adopt station-to-station pricing. This could help low-income customers and boost ridership and revenue.

I go into more details on the above items throughout the rest of my comments.

I know all too well that Caltrain does not have a dedicated funding source and the constraints of the partner agencies. I have long been advocating for dedicated funding to Caltrain and the political climate has been at a snail's pace in taking this forward. Now thank-you to Senator Jerry Hill, a Caltrain funding measure is on the horizon.

Means-Based-Fare

Caltrain should participate in MTC's Means-Based-Fare program. I suggest that it be taken one step further to include the monthly pass. Granted, the high initial cost of monthly passes prevents low-income customers from purchasing the monthly, this could be solved by creating an accumulator program on the Clipper card. In other words, after the customer rides Caltrain 30 times (current monthly multiplier) at a 20% discount, then the rest of the rides for the given month will not be deducted from the Clipper card. Another option is to implement a 7-day (weekly) pass. The discount would be similar to the monthly, at one-quarter the price, this could be more affordable to low-income customers. The 7-day would also be a logical option for customers who take vacation, etc. The 7-day would differ from the monthly, in that it would be good for 7 consecutive days upon activation/first use and not be set to calendar weeks.

Go-Pass

At past Board Meetings, I have heard comments from a few in the public and one or two Board Members that it may be time to eliminate the Go-Pass. I don't think most people fully understand how the Go-Pass program works. The Go-Pass is a valuable fare product, in that it provides a good up-front source of

revenue to Caltrain, I don't know if all Go-Pass revenue is received in January (beginning of calendar year) or if it is spread over the year on a monthly basis. **The current price of the Go-Pass is \$285, so if there are 70,000 eligible Go-Pass users, this gives Caltrain \$19.9 K in revenue before anyone even uses the Go-Pass.**

The Go-Pass is an annual/yearly pass, allowing unlimited travel on Caltrain, that is bulk-purchased by employers (and residential properties and educational institutions). A Go-Pass must be purchased for all eligible users (full-time employees) at the worksite. So, if the site has 250 employees, the employer must purchase a Go-Pass for all 250 employees, even though only 25 may actually ride Caltrain. The Go-Pass is currently \$285, so the cost to the employer is \$71,250 (\$285 x 250), for 25 actual Caltrain users. Go-Pass users are not required to pay for the Go-Pass, so they essentially ride for free as an employer provided (paid for) benefit. The number of Go-Passes that are distributed to participating companies, etc. is known by Caltrain and I believe is reported as "# of eligible employees" in the monthly performance report. What isn't known with great accuracy, is how many Go-Pass users are actually riding Caltrain, there are estimates based on surveys and a small number of participating companies in the Go-Pass on Clipper pilot program, which began in January 2018. However, I have yet to see any actual hard data regarding Go-Pass usage in the pilot program. As long as employers are willing to purchase higher-priced Go-Passes and new employers are added, Caltrain will see revenue increases.

What is not known is if Caltrain were to discontinue the Go-Pass program, how many of the users, would purchase full price monthly or single-trip tickets? This would be important to know. The loss of a guaranteed large revenue source would put a huge dent in Caltrain's budget.

Additionally, Caltrain should consider expanding the Go-Pass program to allow for part-time employees and service workers to participate, many of which may be classified as lower income workers. This may lead to increased revenue.

Fare Increases

Caltrain has one of the highest farebox recoveries in the country (about 70%). Revenue per passenger for Feb-through May 2019 is \$5.94, revenue per passenger mile is \$0.26, based on an average trip length of 23 miles. Note that the annual passenger count average weekday trip has been around 23 miles for many years. This is based on actual passenger activity on every weekday train, not an estimate based on survey data.

Beginning in February 2019, Caltrain has recalibrated the ridership estimation model, which has generally led to higher average weekday ridership and lower total monthly ridership, than under to old model. This increases the revenue per rider and revenue per passenger mile. See Table on page 6.

While there may be a need for periodic and predictable fare increases, Caltrain should address any fare increase with caution. Caltrain ridership has dropped off slightly in recent months. Many factors can be responsible, and some evidence indicates the recent fare changes in 2017 and 2018 share some of the responsibility. Crowded trains may be another factor, however, increasing fares without any increase in capacity only compounds the situation and can lead to further ridership and revenue declines. Yes, Caltrain doesn't have dedicated funding, this is something that should have been addressed 30 years ago. I have advocated for dedicated funding since the 1980's. Former CEO Mike Scanlon was also an advocate for dedicated funding source for Caltrain. Ridership and revenue have grown significantly in the last 15 years allowing partner agencies to become complacent and reduce their obligation to Caltrain, always citing their own budget shortfalls within each agencies local transit operations. **However, partner agencies have stepped up to the plate in the last year and increased Caltrain funding thanks to valiant efforts by the finance folks within the organization and Board Members!** Politics also plays a role here. Bay Area transit politics is ugly, there is little interest in the day-to-day funding of transit operations, yet great interests in building big fancy and often questionable transit projects.

Monthly Pass

One of the more imprudent things Caltrain has done was to trash the monthly pass by increasing the multiplier. To claim that the monthly was "too deeply discounted" without presenting any objective criteria, is purely subjective judgement. The monthly should be economical for the growing number of 4-days-per-week commuters, Caltrain has made it almost useless for them.

What is great about the monthly, is that Caltrain gets the revenue whether the customer makes 40 trips or makes 25 trips. The monthly performance statistics have shown a significant decrease (about 8%) in monthly pass sales over the last year, following the increase in multiplier from 28 to 30 times the one-way Clipper fare, in July 2018, and from 26.5 to 28 times the one-way clipper fare in October 2017.

Caltrain should restore a reasonable discount to the monthly pass. Many agencies set the multiplier at 28 times the one-way fare or less. Using a lame argument that partner agencies use 30, is just that lame!!! We are talking about two different animals here. Partner bus agencies typically have lower base fares that typically cover the entire agencies service area, not a trunk-line railroad that covers long distances and long passenger trips. The monthly pass is a loyalty instrument, it encourages people to use Caltrain for more than just commuting to/from work/school.

On several occasions, during board meetings/public hearings, I have asked Caltrain to provide data/analysis of monthly pass usage by the partner agencies and other "peers" that have high monthly multipliers; but Caltrain has yet to respond. From what I can tell, survey data indicates monthly pass usage is very low on such systems.

Single Ride Tickets/Clipper

The Clipper discount was implemented to create incentive for customers to move away from TVM paper tickets and extend the life of the TVMs. It is interesting that the sales of day-passes have declined significantly in the last year as shown in the monthly performance statistics. Is it possible that the clipper discount is preferred for round trips instead of the day-pass?

Clipper discount is \$0.55 off the one-way TVM/paper fare; therefore, it is not a consistent discount throughout each zone, it is between 14.7% and 3.7% and an average of 7.3%, see table below:

Current Single Ride Fares and Clipper Discount

	1 Zone	2 Zone	3 Zone	4 Zone	5 Zone	6 Zone	
One-way	\$3.75	\$6.00	\$8.25	\$10.50	\$12.75	\$15.00	Average
Clipper	\$3.20	\$5.45	\$7.70	\$9.95	\$12.20	\$14.45	Clipper
Discount	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	\$0.55	Discount
% Discount	14.7%	9.2%	6.7%	5.2%	4.3%	3.7%	7.3%

One-way tickets were up significantly after the October 2017 fare changes, zone fare increase, monthly pass multiplier increase, and elimination of the 8-ride ticket. Now in recent months one-way tickets have dropped off sharply. The charts presented in the monthly performance statistics report does not break down Clipper vs. paper tickets. This would be interesting to know.

It does not make sense that Clipper cash value/one-way revenue per passenger mile is 29.6% lower than one-way TVM passenger mile \$0.19 vs \$0.27, when the maximum (\$0.55) clipper discount is only 14.6% See table below:

Fare Changes Presentation Slide #13 Revenue per Passenger Mile	
One-Way ticket	\$0.27
Clipper Cash Value	\$0.19
Difference	\$0.08
% Difference	29.6%

The basis for this is apparently based on the October 2016 Triennial Survey and cited in the Caltrain Fare Study, rather than the 23 miles average trip distance developed out of the annual passenger counts. The Fare Study indicates Average trip distance of 25.11 miles for all fare products, (28.69 miles for TVM one-way and 25.70 for Clipper one-way) while the annual February Passenger count average trip distance is 22.9 miles, which is based on actual boardings / people travelling on the trains, so this should be statistically valid data, more so than an opt-in survey administered to about 7,000 Caltrain customers.

Average trip distance in the 2016 Annual Passenger Count was 22.8 miles.

Average trip distance in the 2017 Annual Passenger Count was 22.3 miles.

Average trip distance in the 2017 Annual Passenger Count was 22.9 miles.

It hovers around 23 miles every year. So why use the above (Triennial Survey) figures to calculate revenue per passenger mile?

It certainly is plausible that different ticket types may travel different distances, just as different trains bullets/locals have average trip distances. Without more statistically valid data, it's impossible to reasonably figure out. The October 2016 Triennial Survey is an opt-in survey administered to approximately 7,000 Caltrain customers, this type of survey naturally favors longer distance riders over shorter distance riders. The ideal solution is to dump the zones and implement station-to-station fares. This would provide reasonably accurate origin/destination ridership information on a daily basis.

Fare Policy

The Fare Policy goal: "Strive for consistency across fare products in the revenue generated per passenger and per passenger mile." is illogical, since the nature of some fare products is to offer discounts for bulk/multi-ride purchase of transportation. The Go-Pass and the monthly pass are such products and would inherently produce lower revenue per passenger and passenger mile. This helps to encourage sales of such passes, which can increase ridership and revenue. For example, if the one-ay revenue per rider is \$6.25 and revenue per passenger mile is \$0.27, a 25% discount would be \$4.69 and \$0.20, respectively.

Station-To-Station Pricing

Once again, I strongly urge Caltrain to abandon the unfair and inequitable zone system and implement station-to-station fare pricing. It makes no sense to charge a person the same \$6.00 fare to go two miles (Millbrae-San Bruno @ \$3.00/mile) as it does to go 25 miles (Redwood City-San Francisco 4th Street @\$0.24/mile).

I have prepared a fare matrix that shows how easily it can be done... Which I will send separately.

Caltrain Revenue and Ridership Statistics January – May 2019

JPB Report Month	January 2019	February 2019	March 2019	April 2019	May 2019	Total	Total Feb-May
Average Weekday ridership	55,897	64,041	65,057	67,628	68,326	64,190	66,263
Weekdays	22	19	21	22	22	106	84
Total Weekday Ridership	1,229,734	1,216,779	1,366,197	1,487,816	1,503,172	6,804,119	5,566,092
Total Ridership	1,484,727	1,323,427	1,487,889	1,593,266	1,618,825	7,508,134	6,023,407
Total Weekend/Holiday Ridership	254,993	106,648	121,692	105,450	115,653	704,436	449,443
Wkend/Holidays	9	9	10	8	9	45	36
Average Sat, Sunday, Holiday Ridership	28,333	11,850	12,169	13,181	12,850	15,654	12,485
Total Fare Revenue	\$7,764,277	\$8,065,294	\$8,103,016	\$9,573,402	\$10,017,921	\$43,523,910	\$35,759,633
Revenue/Rider	\$5.23	\$6.09	\$5.45	\$6.01	\$6.19	\$5.80	\$5.94
Ave Trip in Miles	23	23	23	23	23	23	23
Revenue Per PSGR Mi.	\$0.23	\$0.26	\$0.24	\$0.26	\$0.27	\$0.25	\$0.26

Source: Caltrain Monthly Key Performance Statistics
Recalibrated ridership model in yellow

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Comments received through the Board email

JPB BOARD MEETING

August 1, 2019

Correspondence Packet as of
July 19, 2019 5:00 PM

From: Simon Karpen
To:
Subject: changes@caltrain.com; Board (@caltrain.com)
Date: Feedback on proposed fare increases

Good morning Caltrain board and fare committee -

Like many regular Caltrain commuters (about 4 days a week), I rely on a monthly pass. The monthly pass is actually a pretty marginal deal - it's convenient, but between travel, occasionally switching to BART, etc - I'm probably losing a bit of money vs just tagging on and off for every ride.

The proposed 13.6% increase in the cost of a monthly pass in a year (between removing clipper discount and the 50c base fare increase) means that I am much more likely to switch to paying per ride, which will likely result in a net reduction of revenue for Caltrain.

The 2022 increase in zone fare will further reduce the incentive for a monthly pass, as it will likely push the cost of a 3-zone monthly pass above the amount one can obtain in a pre-tax transit account.

Also, BART is going Clipper-only and Caltrain should follow. The TVMs are legacy infrastructure and a significant waste of taxpayer funds even at the current 55c surcharge - removing the surcharge just results in a further subsidy to those who insist on using an antiquated method of purchasing a ticket.

Please consider the elasticity of monthly pass purchasing in your planning!

JPB BOARD MEETING

August 1, 2019

Correspondence Packet as of
July 31, 2019

From: Susan Setterholm
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: friends@friendsofcaltrain.com
Subject:

Please extend discount GoPass ridership to contract workers and collections of service workers.

This will increase equity and decrease auto ridership.

Susan Setterholm
SF. 94109

From: Kristal C
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: friends@friendsofcaltrain.com
Subject: Go Pass -

Hi,

I like to ride Caltrain for work, recreation and socializing. Unfortunately, it is not financial possible for my friends and other colleagues.

Fares have been rising a lot in the past 5 years. It hurts groups different along the Peninsula to Gilroy. I think it is perfect opportunity to change the Go Pass program. Because it is very exclusive and does not provide options for employers. For instance:

1. Major employers are not allowed to purchase Go Passes for workers at the site who are employees of contract service providers. Many major employers utilize contract vendors for services such as food service, janitorial, and facilities maintenance, as well as other long-term contract workers in their core business.
2. A growing number of Transportation Management Associations provide transportation services such as last-mile shuttles, transit passes, and planning assistance to employees and residents in a focused operating area. Although TMAs may provide central administration for transportation benefits, they are not currently allowed to administer Go Passes to people at a collection of smaller sites within their operating area.

I want to see a diverse ridership on Caltrain and changing policies such as: expanding Go Pass to transportation management associations and contractors.

Thanks,

Kristal Caidoy

From: Adina Levin
To:
Subject: [Board \(@caltrain.com\)](#)
Date: Fare hearing - opportunity to increase revenue, ridership, and equitable access

Honorable Board Members,

As you take input on changes to fares, we urge you to consider a proposal that would increase revenue, increase ridership instead of decreasing ridership, and would improve equitable access to Caltrain. Attached please find a letter from a set of business, labor, commute management, transit advocacy and sustainability groups urging you to support this approach to expand the Go Pass program to cover contractors on site at major employers, and workers covered by Transportation Management Associations.

Thank you for your consideration,

- Adina
Adina Levin
Friends of Caltrain
<https://greencaltrain.com>
650-646-4344



FRIENDS
OF
CALTRAIN



July 31, 2019

Honorable Members of the Peninsula Corridor Joint Powers Board and Staff,

As Caltrain updates its Go Pass program, this creates an opportunity to increase ridership and revenue, while improving equitable access to transit.

We were pleased to see that at last week's Finance Committee meeting, the CFO and Committee Chair supported exploring this proposal and urge the board to support.

The undersigned organizations, representing employers, transportation demand management service providers, and advocacy organizations supporting transit, the environment, and lower-income workers, urge the Caltrain board to update the Go Pass to allow major employers and Transportation Management Associations (TMAs) to provide coverage to contract workers and employees of collections of small service businesses.

Under the rules of the current Go Pass program, the bulk-discount passes may be purchased by a major employer for that employer's workers.

In the area that Caltrain serves, there are common situations that have been excluded by the program's current rules.

- 1) Many major employers utilize contract vendors for services such as food service, janitorial, and facilities maintenance who commute regularly to the site. However, these contract workers are not allowed to be covered by the Go Pass program.
- 2) A growing number of TMAs provide transportation services such as last-mile shuttles, transit passes, and planning assistance to employees and residents in a focused operating area. Although TMAs may provide central administration for transportation benefits, they are not currently allowed to administer Go Passes for workers in the collection of smaller businesses within their operating area.

Changing the rules to overcome these limitations would be a powerful tool to improve equitable access to Caltrain. The food service and janitorial workers on the campuses of major corporations, and the restaurant and retail workers in downtown and mixed-use transit-oriented development areas typically have lower incomes and are priced out of access to Caltrain.

The outcome is a situation where Caltrain gives its most favorable pricing to full-time employees of major corporations, while lower income workers disproportionately drive. Data from Palo Alto's TMA shows that workers at larger tech companies in downtown Palo Alto have a drive-alone rate under 30%, while low-income service workers drove at a rate over 80% before they started transit pass discount programs. PATMA has demonstrated demand - they created a pilot program offering discount transit passes, and Caltrain has been the most popular service in the pilot by far, helping over 300 workers chose alternatives to driving.

Contract workers are a significant portion of the commuting workforce. Major employers have a high percentage of contract workers on site. "Contingent labor accounts for 40 to 50 percent of the workers at most technology firms, according to estimates by OnContracting, a site that helps people find tech contracting positions."

<https://www.nytimes.com/2019/05/28/technology/google-temp-workers.html> | In the North Bayshore area, about 20% of workers are contracted service providers, as reported in 2017. Similarly, in

Because the Go Pass would remain centrally administered by a major employer or TMA, Caltrain's cost structure would remain the same.

Increasing revenue and ridership - instead of decreasing ridership

Caltrain is currently considering another fare increase on individual riders. Unfortunately, recent staff analysis suggests that Caltrain's most recent fare increase on individuals is resulting in decreased ridership, as customers purchase fewer monthly passes, and instead purchase individual rides, less frequently. This results in greater traffic congestion and more stressful commutes - the opposite of the goals of employers, cities, and advocates of

By making contractors and Transportation Management Associations eligible for Go Pass, Caltrain could increase revenue significantly, reducing or eliminating the need to increase fares for individual riders.

If this program change increased coverage by 20%, this could add 3,000,000 or more in annual revenue.

	Estimate
GoPass Riders	15,000
GoPass Revenue	15%
Total revenue	150,000,000
GoPass revenue	\$ 22,500,000
Additional revenue	\$ 4,500,000

Overcoming historic limitations

A previous limitation to the feasibility of this concept is that historically, Caltrain has relied on employee identification badges as the distribution mechanism for the Go Pass. Recently, Caltrain has been piloting the migration of Go Pass to use Clipper. Security risk would not be

Another historical limitation was that the GoPass was priced very substantially below the price for individual customers, creating a risk that greatly expanding GoPass use would reduce Caltrain's farebox recovery. In recent years, Caltrain has increased the price of the GoPass so that revenue would be more proportional.

Expand Go Pass to Transportation Management Associations and Contractors

Now that Caltrain has made adjustments to its GoPass program, the time is right to expand the program to allow major employers and TMAs to have the option to provide coverage to contract workers and employees of collections of small service businesses.

This expansion would increase Caltrain's revenue and ridership, while increasing access to sustainable transportation to lower-income workers in the Peninsula corridor, and helping to take thousands of additional cars off the road, alleviating traffic congestion and pollution.

We urge you to take this beneficial step at this time.

Thank you for your consideration.

Adina



Adina Levin, Executive Director

Friends of Caltrain

<https://greencaltrain.com>

Jason Baker

Vice President, Transportation, Housing, and Community Development

Silicon Valley Leadership Group

<https://svlg.org>

John Ford, Executive Director

Commute.org

<http://commute.org>

Chris Lepe, Regional Policy Director

TransForm

<http://transformca.org>

Diane Bailey, Executive Director

Menlo Spark

<http://menlospark.org>

Bob Allen, Director of Policy and Advocacy Campaigns

Urban Habitat

<http://urbanhabitat.org>

Aboubacar Ndiaye, Research & Policy Associate

Working Partnerships

Fahad Qurashi, South Bay Director

TechEquity Collaborative

<https://techequitycollaborative.org>

From: Robert Neff
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: friends@friendsofcaltrain.com
Subject:

Dear CalTrainBoard,

Please consider extending the GoPass program beyond employers and their direct employees, to include benefits for contract workers who work for major employers, and to workers who can be affiliated with local TMA organizations. This is a way to extend discounts to all workers, and a wider range of income levels, not just to the full time regular

employees of larger companies who have signed up. I benefit from a commuter check program, while contract workers at my site do not have

--

-- Robert Neff

Gregory Rice
260 King Street #751
San Francisco, CA 94107

July 28, 2019

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

07/31/19 AM10:25 EXEC

RE: Caltrain Proposed Fare Increases

Dear Caltrain District Secretary,

These comments are in regard to Caltrain's proposed fare changes to be discussed at its August 1, 2019 meeting. I have been riding Caltrain for over ten years.

I am in favor of applying appropriate fares that provide quality Caltrain service now and to prepare it for the future. However, the fare changes as proposed are inappropriate for the following reasons:

- Fare increases lack of sufficient justification. Insufficient specifics are provided highlighting why each fare increase is required. Overall the fare increase appears to be opportunistic capitalizing on the popularity of Caltrain.

No justification is provided for the removal of discounts for Clipper cards, despite that Clipper cards reduce costs to Caltrain. Similarly, no justification is provided for the base fare increases, nor an explanation how this will impact the monthly pass discount. There is also no indication these fare increases will be used to introduce critical services to Caltrain that riders have requested for years such as wi-fi and Quiet Cars. Many other leading transit agencies have provided these services for years. If other transit agencies can provide these services, Caltrain can also. Moreover, there is no indication funds will be used to remove the poorly configured, overly-crowded opposite-seating arrangements on the newer trains.

- Caltrain has historically exhibited poor judgement in the spending of funds it has received from past increased fares, and in fairly allocating fare increases to cost drivers. This includes a history of appropriating fare increases collected by all to benefit a small group of vocal special interests rather than to benefit the majority of riders. Caltrain has also made poor decisions purchasing new equipment which deliver a poorer rider experience than older equipment, primarily due to poor seating configuration, and is unwilling to change it. Caltrain is also unnecessarily expending resources to move the conveniently-located Hillsdale station to a new station in the middle of nowhere, making it inconvenient if not impossible to riders to walk to Hillsdale Mall, and

requiring longer “last-mile” commutes from the train station to work locations. Finally, Caltrain continues to allocate resources to perform daily work requiring “single tracking” during commute hours which causes riders to potentially miss connecting shuttles. The lack of concern for riders is not acceptable.

- Caltrain has also failed to be responsive to customer requests for no-cost implementation of Quiet Cars, and has been overtly dismissive of the idea, despite happily expending resources to openly encourage the use of alcohol on trains which further degrades the rider experience.

For the reasons above I oppose the fare increase decisions, and ask Caltrain to better manage its operations first so that any increase in funds is used wisely and genuinely benefits riders.

Quiet Cars

If fare increases are instituted they must be equitably matched with improvements in the rider experience. Specifically, if Caltrain is to increase fares, then Quiet Cars must be offered where cell phone conversations, personal conversations, audible music and videos, squawking headphones, and similar types of nuisances are prohibited.

This low-cost, common sense improvement will enable riders to work on the train productively and plan their time on the train accordingly. This will also ensure the extra time riders spend on the overall train commute, which can be over 100% longer door-to-door compared to driving, is offset with better rider productivity.

Quiet cars also reduce riders’ exposure to thoughtlessness and new thinking which believes it’s always acceptable to disrupt an otherwise quiet environment of riders and call someone to talk about anything. This disturbs others’ peace, concentration and productivity, typically who were there first.

Caltrain has responded dismissively towards requests for Quiet Cars in the past, citing various reasons that make little sense, indicating outright resistance and insensitivity to this clear need. Instead, Caltrain aligns itself with special interests such as the biker’s coalition and alcohol users, investing much attention, time and money to satisfy them while neglecting its much broader constituency. If Caltrain can invest significant time and resources to satisfy a minority of special interests, it can also invest a much lesser degree of resources to make a simple low-cost change designating one car as a Quiet Car for a larger constituency with a desire to use their time on the train constructively and productively.

In the past Caltrain has communicated unconvincing reasons why Quiet Cars aren’t possible, again, showcasing needless outright resistance. Somehow reasons frequently come back to the need to satisfy bike riders, as if bike riders are the only constituency of importance, and that all other riders are naturally unimportant. In fact, on one occasion, in response to my request for Quiet Cars, Caltrain focused almost its entire response on the importance of bike riders, neglecting even to address my request. It’s as if Caltrain is obsessed with bike riders and has lost focus on its larger mission and fare-paying constituency. The two issues – bike riders and Quiet Cars - are mutually exclusive, and both

needs can be met. Caltrain's responsibility is to provide proportionate levels of service to all riders, not favor a small contingent of vocal, sometimes disruptive riders at the expense of everyone else.

Caltrain has also indicated Quiet Cars aren't possible because "trains are already too crowded". This makes no sense and is a weak excuse. There is no need to add additional cars to provide Quiet Cars. Simply designate one existing car as the Quiet Car. (The first car behind the engine is the typical designated Quiet Car for other transit agencies.) If there were a need to add cars, it's because many existing riders will flock to the Quiet Car (see link to Amtrak article below). As Caltrain conductors frequently announce, cell phone conversations are Caltrain's number one complaint. Agreed. Let's do something about it and solve the problem using the thoughtful, proven, common-sense solutions riders have proposed for some time, as Caltrain has failed to provide alternative effective solutions.

Allegations that "conductors already have too much to do so we can't add more rules" are also weak. First, conductors are already responsible for enforcing many rules on the train, and do so only selectively. This includes enforcing (or lack of enforcing) the conductor announcement for cell phone users to "keep voices low". Conductors will selectively enforce Quiet Car rules just as they selectively enforce most other rules. That doesn't stop the current rules from existing. Nor should it stop Quiet Cars.

Secondly, if conductors are already overburdened with rules to enforce, then Caltrain wouldn't allow alcohol use on trains – and then institute times when alcohol is and isn't permitted. Instead, Caltrain would simply ban alcohol, like almost every other transit agency does. This would also save money by eliminating the need to hire Sheriff deputies during times of peak alcohol use. Yet Caltrain does nothing about this.

Many transit agencies provide Quiet Cars today, and have for years. These agencies are not constrained by the objections Caltrain raises as reasons why Quiet Cars can't be offered. These successful offerings are popular, needed and work fine. Here are links to many transit services that have instituted Quiet Cars:

- Amtrak:
 - <http://www.amtrak.com/onboard-the-train-quiet-car>
 - <http://fortune.com/2014/09/17/amtrak-quiet-car/>
- New Jersey Transit:
http://www.njtransit.com/sa/sa_servlet.srv?hdnPageAction=CustomerNoticeTo&NoticeId=2247
(note comments that this is a "popular service")
- New York Metropolitan Transportation Authority:
http://web.mta.info/mnr/html/quiet_cars.html

Thank you for considering my feedback and request.

Sincerely,

A handwritten signature in blue ink that reads "Gregory Rice". The signature is written in a cursive style with a prominent "G" and "R".

Gregory Rice

cc: Ms. Gillian Gillett, Chair, Caltrain Board of Directors
Ms. Cheryl Brinkman, San Francisco MBTA Board of Directors
Mr. Shamann Walton, San Francisco Board of Supervisors
Mr. Matt Haney, San Francisco Board of Supervisors

From: Virginia Smedberg
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
[Friends of Caltrain](#)
Cc: Caltrain and GoPass
Subject:

Dear Board Members:

I'm writing to ask you to please expand the GoPass program to cover contractors and workers whose benefits are covered by a transportation management association. This would improve access to Caltrain for many lower-income workers. It would also increase revenue for Caltrain, and increase ridership. By contrast, raising fares on individuals is decreasing ridership and making the system even less accessible to moderate-income people. We (you and I both) want more people on the train instead of in cars. Data from Palo Alto's TMA shows that workers at larger tech companies in downtown Palo Alto have a drive-alone rate under 30%, while low-income service workers drove at a rate over 80% before they started transit pass discount programs. PATMA has demonstrated demand for Caltrain – they created a [program offering discount transit passes helping over 300 workers](#) choose alternatives to driving, and Caltrain has been the most popular service by far.

That sounds like a winning possibility to me!

Sincerely,
Virginia Smedberg
Palo Alto CA

JPB BOARD MEETING

September 5, 2019

Correspondence Packet as of
August 2, 2019

From: Jame-Ane Ervin
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: friends@friendsofcaltrain.com
Subject: Go Pass program redesign

Hello Caltrain Board,

I've spend essentially all of my career working in small companies. While the potential for learning and career growth is great, benefits are never as good as they would be in a larger organization.

Most people work for small companies, and more and more of our residents are also contractors at companies of various sizes. Our traffic/congestion/climate challenges don't care what type of work contract you have, and our transportation demand programs shouldn't either.

The ability to access Go Passes and other Caltrain discount programs should not be limited to those people who are fortunate enough to be employed at a large

--

"Is it the beginning, the end or the intermission?"

mobile: 510.459.7620

voice: 510.269.4420

website: www.jameane.com

From: Will Leben
To:
Subject: [Board \(@caltrain.com\)](#)
Date: Expand Go Pass program

Please consider expanding the Go Pass program to allow other, smaller groups to qualify. As a beneficiary of my employer's Go Pass program, I stopped using my car to get to work decades ago and learned the benefits of using Caltrain, and I continue to use it today.

I hope you'll make this measure one of those you adopt in your continuing efforts to boost Caltrain's ridership, an increasingly important resource to our traffic-choked area.

Will Leben
Professor Emeritus

From: Helena B
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: friends@friendsofcaltrain.com
Subject:

Dear Caltrain Board,

It is neither right nor sensible for high income tech workers and Stanford staff to have access to subsidized Caltrain service while low income contract or service workers are excluded.

If contractors and Transportation Management Associations were made eligible for Go Pass, Caltrain could increase revenue significantly--\$4.5 million dollars by one study's estimate, and the cost to implement the transition is minimal now that GoPass can be distributed to Clipper Cards.

I currently take Caltrain 2 days a week to care for my disabled parent, and the cost adds up, and am grateful that an expansion of go-pass to contract and service workers would also reduce or eliminate the need to increase fares for individual riders like me.

Public transit cannot be an elite benefit. It needs to serve the public. Especially now, with the dangers of increasing air pollution and climate-change fueled disasters.

Please do the right thing and expand Go Pass.

--Helena Birecki
Caltrain rider from San Francisco

From: Brian Matthews
To:
Subject: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Date: Fare increases

I am writing to ask you not to raise the fares yet again. I understand the funding challenges Caltrain must meet, but you have been consistently raising fares. I travel from Belmont to San Jose every weekday and, to this point, it has been worth it to not drive. But the more you increase the fares, the less likely I will be able to take the train.

You charge an exorbitant amount for monthly parking even while the lot in Belmont is nearly empty.

And I have to honestly say the service you provide is less than ideal. I can't use wifi to work during my commute, many of the seats are uncomfortable, and far too often trains have been delayed or tracks switched at the last minute, or air conditioning has been out.

I don't see the justification for raising fares yet again. You are gouging the public when you should be providing a service. I want to continue taking the train and support public transportation. But I need you to justify this proposed increase. I do not have an unlimited supply of money to support a service that should not be making money off the ridership.

Board Member Stone is responsive and I appreciate that. The last time I contacted the Board I received no response. That further soured me on Caltrain. As a constituent using the service you control, I would like a response that explains your position on this proposed increase. And, if you support it, I would like a justification.

Brian Matthews

1
Re: The elimination of the eligible discount
fare on Caltrain for seniors, disabled,
and passengers younger than 18.

As part of Caltrain's long-range proposal
to run eight trains per direction per hour
with all day express service every 15
minutes, and increased off-peak and
weekend hours, Caltrain has called
for the elimination of the eligible discount
fare for seniors, disabled, and passengers
younger than 18.

My presence here today on July 30th
2019 in Redwood City is a direct result
of former Palo Alto Council member Greg
Schmid's letter to the editor of the San
Francisco Chronicle of July 24, 2019
(page 9 - hardcopy) titled "Businesses must pay"

Businesses must pay

In "Into the well, deeper" (Editorial, July 22), you describe a substantial tax increase that would go to fund long-term Bay Area transportation needs. But you explicitly state that the \$100 billion will come from sales taxes (to be added to an already long string of other taxes that fund our transportation needs: gas taxes, other sales taxes, parcel taxes and vehicle license fees). One simple problem.

All of these taxes take a larger share of the money from moderate and lower income households than from the well-to-do. And businesses — the beneficiaries of transporting more people from further away to their new job centers — pay little or nothing.

It's time to develop a transportation plan in which those who benefit the most from improved transit across long distances — expanding businesses — will either pay the majority of the funding or distribute businesses more equitably across the Bay Area.

Greg Schmid, Palo Alto

During the past five years, office developers and high-tech firms from San Francisco, San Bruno, Redwood City, Mt. View, Sunnyvale, Santa Clara, San Jose, and other environs have gobbled-up enormous quantities of land and office buildings along the Caltrain corridor. An expanded Caltrain will shuttle their workers to and from their jobs. For these businesses, it is a wonderful investment because lower and middle-income taxpayers will actually pay through increased transit fares, increased sales taxes, and other fees and licenses to subsidize the speculative financial investments along the Caltrain corridor of some of the richest companies on the planet, and further increase their value. It is long-past time to charge those who most benefit from transportation improvements to pay for these same transportation improvements.

with regard to the actual elimination of the eligible discount fare, does the joint powers board wish to mirror the housing crisis in the Bay Area of displacement and dispersal by instituting a two-tier system of transportation with lower-income riders using the bus system (Muni, Samtrans, and V.T.A.) because of onerous Caltrain fares?

Example. Eliminating the eligible discount fare for 2 goes monthly would mean an increase from \$78 monthly to \$163.50 per month, which is over a 100% increase! This is an eye-popping increase of \$1,020 per year. Caltrain does propose using M.T.C. guidelines to offer a 20% discount for low-income riders (and who wouldn't be thrilled to have to fill out a special extra application to qualify for this means-based discount?) Therefore, the Caltrain monthly fare increase would only be 80% per month and a ~~monthly~~ yearly fare increase of under \$1,000. Who wouldn't be thrilled by this?

Abe Binder

Mountain View



Proposed Fare Changes

Presentation Overview

1. Public Comment Process
2. Final Proposed Changes

Public Comment Process

- Call for public hearing in May 2019 and amended in June 2019
- Outreach through newspaper advertisements, social media, website, public meetings, and virtual town hall (information was available in English, Spanish, and Chinese)
 - 433 members of the public attended meetings or viewed the virtual town hall recordings
 - 172 comments were received
- Additional communications to all GoPass participating companies
- Caltrain public hearing – August 1, 2019

Title VI

- The fare change proposal does not create disparate impacts on minority riders or disproportionate burdens on low-income riders

Final Proposed Fare Changes

GoPass

- Price of the GoPass to increase by 20%, effective January 1, 2020.
- 5% increase every two years on January 1, starting in 2022.
- Policy goal-1) Strive for consistency across fare products in the revenue generated per passenger and per passenger mile. 2) Maintain fare products and collection methods that are cost-effective and easy for the agency to administer.

Clipper

- Clipper discounts for one-way fares to be reduced from \$0.55 to \$0.25 on April 1, 2020, with corresponding changes to monthly passes
- Policy Goal-1) Ensure the agency's ongoing financial health, including the need for a balanced Operating Budget and support for State of Good Repair and capital programs. 2) Strive for consistency across fare products in the revenue generated per passenger and per passenger mile.

One-Way/Day Pass/Monthly Pass

- Incremental fare increases every two years
- \$.50 increase to the base fare scheduled for July of 2020
- \$.25 increase to the zone fare scheduled for July of 2022
- \$.50 increase to the base fare scheduled for July of 2024

- Policy goal- Provide predictable and incremental fare changes.

Means-Based Fare Pilot Program

- Officially participate in [MTC's Means-Based Discount Fare pilot program](#) (scheduled to begin in the first quarter of 2020)
- Offers eligible participants a 20% discount off of the single-ride adult Clipper Card Caltrain fares
- The program will insulate low income participants from increased costs when the Clipper discount is reduced
- Policy goal- 1) Advocate for and participate in State and regional programs that make it more affordable for low-income customers to use transit. 2) Comply, at a minimum, with federal requirements for providing fare discounts, and for minimizing disparate impacts on minority riders and disproportionate burdens on low-income riders.

Administrative Changes

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

Sample Fares

Zones Traveled	Fare Type	Payment Option	Category	Current	Eff. 1/1/2020*	Eff. 4/1/2020	Eff. 7/1/2020	Eff. 7/1/2022	Eff. 7/1/2024
1	One-way	Clipper	Adult	\$3.20	\$3.20	\$3.50	\$4.00	\$4.00	\$4.50
2	One-way	Clipper	Eligible Discount	\$2.60	\$2.60	\$2.60	\$2.85	\$3.10	\$3.35
2	Monthly Pass	Clipper	Adult	\$163.50	\$163.50	\$172.50	\$187.50	\$195.00	\$210.00
3	One-way	Clipper	Adult Means-based*	*	\$6.15	\$6.40	\$6.80	\$7.20	\$7.60
3	One-way	Ticket Machine, Mobile App	Adult	\$8.25	\$8.25	\$8.25	\$8.75	\$9.25	\$9.75

*Current fare for 3 zone One-way is \$7.70

Estimated Fare Revenue Impact (in \$ millions)

Scenario		FY 2020	FY 2021	FY 2022
GoPass +20%, Clipper Discount \$0.25 on 4/1/2020	Projected Operating Deficits	(\$1.1)	(\$8.3)	(\$14.7)
	Fare Revenue Increase	\$3.1	\$10.6	\$11.2
	*Adjusted Operating Deficits	\$2.0	\$2.3	(\$3.5)
	*Farebox Recovery	70%	72%	70%

- The estimated fare revenue increase assumes all fare changes are implemented
- *Adjusted operating deficits and farebox recovery are shown with the increase fare revenue from the fare changes
- Member contributions are assumed constant at \$29.9M for all years

Revenue per Passenger Mile

- GoPass revenue/passenger mile has increased with recent fare changes
- Clipper scenarios assume all changes through July 1, 2024 (FY2025)

Fare	FY17 October	Current	<i>FY25 GoPass +20%, Clipper Discount \$0.25</i>
One-way ticket	\$0.26	\$0.27	\$0.32
Day pass	\$0.21	\$0.22	\$0.26
GoPass	\$0.13	\$0.20	\$0.26
Clipper Cash value	\$0.18	\$0.19	\$0.24
Monthly Pass	\$0.19	\$0.23	\$0.28
Total	\$0.19	\$0.22	\$0.27

Notes: FY17 October uses October 2016 Triennial Survey for average trip distance and revenue and ridership from October 2016. All other scenarios use FY17 October revenue per passenger and assume revenue increases based on fare increase percentages.

Timeline

