

PENINSULA CORRIDOR JOINT POWERS BOARD



Title VI
Equity Analysis
Proposed Fare Changes to the
Caltrain Codified Tariff – FY2016
November 2015

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Caltrain
Title VI Equity Analysis
Proposed Fare (Codified Tariff) Changes – Fiscal Year 2016

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Peninsula Joint Powers Board (JPB) operates the Caltrain commuter rail service serving San Francisco, San Mateo, and Santa Clara counties. The service spans 77.4 miles and includes 32 stations. The JPB has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

As a federal grant recipient, the JPB is required to maintain and provide to the FTA information on Caltrain’s compliance with Title VI regulations. At a minimum, the JPB must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally, the JPB performs a self-assessment every three years, or when it undertakes a change in its fares or a significant change in service. This assessment covers Caltrain’s proposed fare adjustment which will take place in February 2016. Included in this Title VI analysis is a description of the proposed fare adjustments, an analysis of any potential impacts on minority and/or low-income passengers, and strategies for mitigation of any such impacts.

■ **FARE PROPOSAL**

CURRENT FARES

Caltrain fares are based on the numbers of zones that are partially or wholly traveled through by the passenger. A map of the Caltrain system can be found in **Attachment 1**.

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

One-way Ticket

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

Day Pass

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

Caltrain offers a joint adult *Caltrain/VTA Day Pass*. The Caltrain portion is valid to Zone 3 - perfect for customers heading to Levi's[®] Stadium or Great America – and costs an additional \$6 compared to a Caltrain Day Pass. The joint pass is valid on Caltrain through the last train of the night and on VTA local buses and light rail until 3 a.m.

8-ride Ticket

This ticket, available only on the Clipper[®] card, is valid for 30 days from date of purchase within zones indicated on ticket. The validation for each “ride” lasts four hours, and must be completed, including stopovers, by the end of that validation period. If traveling in zones other than what's on the ticket, Clipper will deduct cash from the card.

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.

Zone Upgrade Ticket

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

Eligible Discount

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

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

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

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

- **Medicare cardholder:** *customers who have a Medicare card.*

Go Pass

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

Group Sales

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

From FY2008 to FY2015, Caltrain fare revenue went from covering approximately 43 percent to 63 percent of the total operations costs. Operations and maintenance costs have also grown recently and are expected to grow even more as the system's rolling stock continues to age and new operating needs emerge, such as the Communications-Based Overlay Signal System/Positive Train Control project, scheduled to be in place this fiscal year. It is projected that in FY2016, fare revenue will cover 60 percent of the total operations costs due to the increase in operational costs.

PROPOSED FARES

This assessment covers several proposed fare changes to the Caltrain Codified Tariff, which is the legal document that outlines the specific fares for the train system. The proposal to increase the base adult fare by 50 cents, along with corresponding increases to multi-ride and eligible discount fares, would be effective on **February 28, 2016**.

In all, the increase of the Adult Fare by 50 cents would impact the cost of the One Way Ticket, Day Pass, Clipper Cash, 8-ride, and Monthly Pass. The respective Eligible Discount (ED) fares would also increase and remain approximately 50 percent of the adult fare. Zone upgrades would remain at \$2 per zone for adults and \$1 for eligible discount. See **Table 1** below for details.

Table 1: Caltrain Proposed Fare Adjustment

Travel Within Any	Payment Method	Ticket Type	Cost	
			Current Fare	Proposed Fare (Effective 2/28/16)
One Zone	TVM	Adult One Way	\$ 3.25	\$ 3.75
		Adult Day Pass	\$ 6.50	\$ 7.50
		ED One-way	\$ 1.50	\$ 1.75
		ED Day Pass	\$ 3.25	\$ 3.75
	Chippert	Adult cash value	\$ 2.75	\$ 3.20
		Adult 8-ride Ticket	\$ 20.25	\$ 23.70
		Adult Monthly Pass	\$ 73.00	\$ 84.80
		ED Adult cash value	\$ 1.25	\$ 1.60
		ED Adult 8-ride Ticket	\$ 10.00	\$ 11.85
		ED Adult Monthly Pass	\$ 36.50	\$ 42.40
Two Zones	TVM	Adult One Way	\$ 5.25	\$ 5.75
		Adult Day Pass	\$ 10.50	\$ 11.50
		ED One-way	\$ 2.50	\$ 2.75
		ED Day Pass	\$ 5.25	\$ 5.75
	Chippert	Adult cash value	\$ 4.75	\$ 5.20
		Adult 8-ride Ticket	\$ 35.25	\$ 38.50
		Adult Monthly Pass	\$ 126.00	\$ 137.80
		ED Adult cash value	\$ 2.25	\$ 2.60
		ED Adult 8-ride Ticket	\$ 17.50	\$ 19.25
		ED Adult Monthly Pass	\$ 63.00	\$ 68.90
Three Zones	TVM	Adult One Way	\$ 7.25	\$ 7.75
		Adult Day Pass	\$ 14.50	\$ 15.50
		ED One-way	\$ 3.50	\$ 3.75
		ED Day Pass	\$ 7.25	\$ 7.75
	Chippert	Adult cash value	\$ 6.75	\$ 7.20
		Adult 8-ride Ticket	\$ 50.00	\$ 53.30
		Adult Monthly Pass	\$ 179.00	\$ 190.80
		ED Adult cash value	\$ 3.25	\$ 3.60
		ED Adult 8-ride Ticket	\$ 25.00	\$ 26.65
		ED Adult Monthly Pass	\$ 89.50	\$ 95.40
Four Zones	TVM	Adult One Way	\$ 9.25	\$ 9.75
		Adult Day Pass	\$ 18.50	\$ 19.50
		ED One-way	\$ 4.50	\$ 4.75
		ED Day Pass	\$ 9.25	\$ 9.75
	Chippert	Adult cash value	\$ 8.75	\$ 9.20
		Adult 8-ride Ticket	\$ 64.75	\$ 68.10
		Adult Monthly Pass	\$ 232.00	\$ 243.80
		ED Adult cash value	\$ 4.25	\$ 4.60
		ED Adult 8-ride Ticket	\$ 32.25	\$ 34.05
		ED Adult Monthly Pass	\$ 116.00	\$ 121.90
Five Zones	TVM	Adult One Way	\$ 11.25	\$ 11.75
		Adult Day Pass	\$ 22.50	\$ 23.50
		ED One-way	\$ 5.50	\$ 5.75
		ED Day Pass	\$ 11.25	\$ 11.75
	Chippert	Adult cash value	\$ 10.75	\$ 11.20
		Adult 8-ride Ticket	\$ 79.50	\$ 82.90
		Adult Monthly Pass	\$ 285.00	\$ 296.80
		ED Adult cash value	\$ 5.25	\$ 5.60
		ED Adult 8-ride Ticket	\$ 39.75	\$ 41.45
		ED Adult Monthly Pass	\$ 142.50	\$ 148.40
Six Zones	TVM	Adult One Way	\$ 13.25	\$ 13.75
		Adult Day Pass	\$ 26.50	\$ 27.50
		ED One-way	\$ 6.50	\$ 6.75
		ED Day Pass	\$ 13.25	\$ 13.75
	Chippert	Adult cash value	\$ 12.75	\$ 13.20
		Adult 8-ride Ticket	\$ 94.25	\$ 97.70
		Adult Monthly Pass	\$ 338.00	\$ 349.80
		ED Adult cash value	\$ 6.25	\$ 6.60
		ED Adult 8-ride Ticket	\$ 47.00	\$ 48.85
		ED Adult Monthly Pass	\$ 169.00	\$ 174.90

Zone Upgrades \$2 Adults; \$1 Eligible Discount

■ 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 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.

PUBLIC ENGAGEMENT OF POLICY DEVELOPMENT

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

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

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

METHODOLOGY

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

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

1. Analyzing the percentage of the proposed fare adjustment for each fare payment method compared with the breakdown of the system-wide fare payment method.
2. Defining the term low-income as those with an annual household income at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines of being at or below \$23,550 (assumed for a family of four in 2013).
3. Using the HHS definition as it applies to the Caltrain 2013 Triennial Survey Data, those with an annual household income less than \$30,000 a year were defined as low-income.
4. Defining the term “minority” to mean those who self-identified as any ethnicity other than “white” alone in the Caltrain 2013 Triennial Survey.
5. Using Caltrain 2013 Triennial Survey Data and current and proposed changes to the 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.

DATA AND ANALYSIS

As mentioned above, JPB staff used the 2013 On-board Customer Survey to determine system-wide trends in how passengers typically pay for their trips when using Caltrain service.

The fieldwork on this study was conducted in October 2013. A total of 4,721 surveys were completed by Caltrain riders. Key information in the report includes ridership demographic characteristics, such as race, ethnicity, marital status, age, and income. Given the size and scope of the 2013 Caltrain system-wide onboard customer survey (4,721 total respondents with a margin of error of +/- 1.41 percent at a confidence interval 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. However, 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, the data is not as complete as would be ideal.

Given this data, first JPB staff compared percentages of minority riders to non-minority riders by fare payment category as well as system-wide. Out of the 4,721 total survey respondents for the 2013 Caltrain Triennial Survey, 4,541 respondents (approximately 96%) provided responses to all questions required for the analysis below. Overall, Caltrain riders self-identified as 48.1% minority and 51.9% non-minority. See **Table 2**, **Table 3** and **Figure 1** below for details.

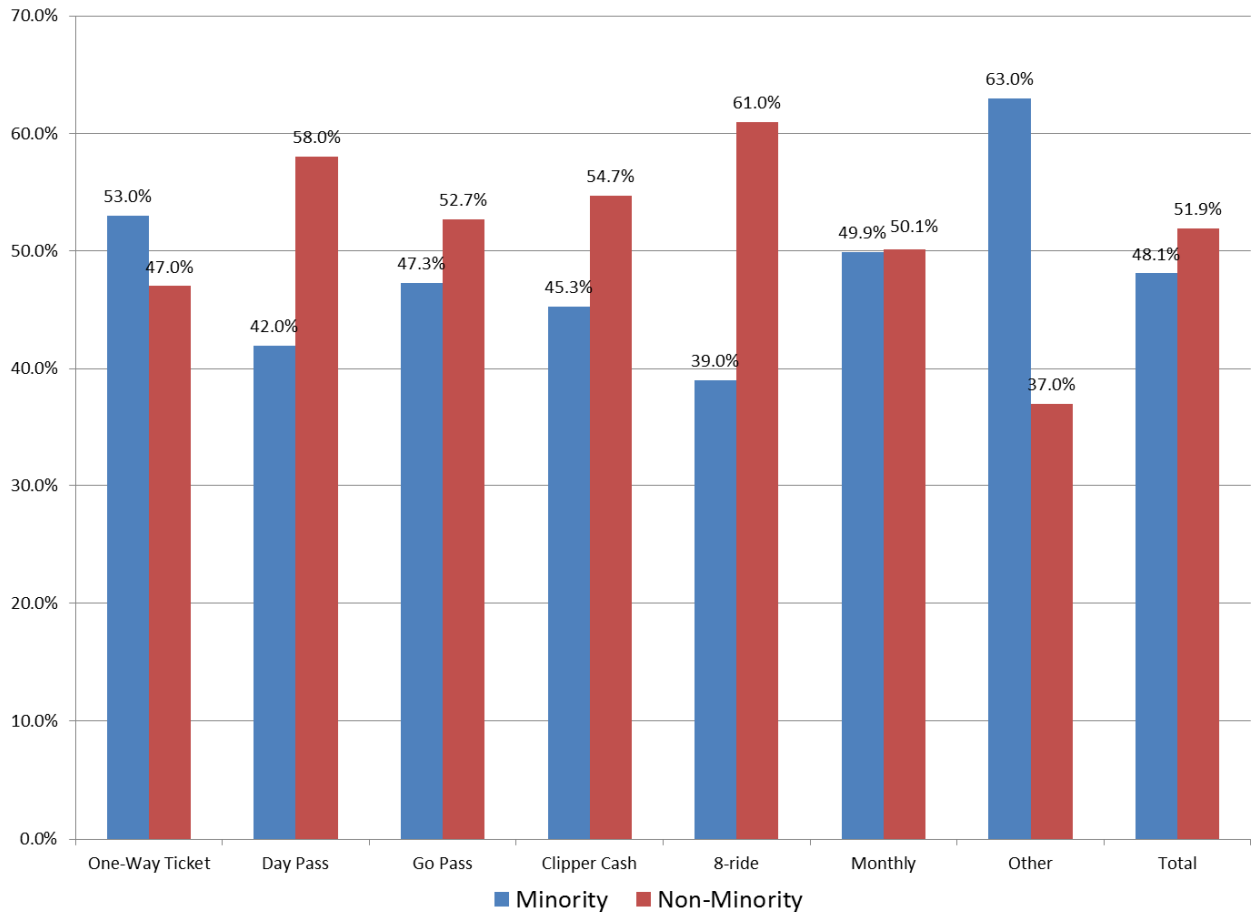
Table 2: Fare Product Usage Survey Data – Minority vs. Non-Minority

Minority Status	One-Way Ticket	Day Pass	Go Pass	Clipper Cash	8-ride	Monthly	Other	Total
Minority	390	232	280	234	110	892	46	2184
Non-Minority	346	321	312	283	172	896	27	2357
Total	736	553	592	517	282	1788	73	4541

Table 3: Fare Product Usage by Percentage – Minority vs. Non-Minority

Minority Status	One-Way Ticket	Day Pass	Go Pass	Clipper Cash	8-ride	Monthly	Other	Total
Minority	53.0%	42.0%	47.3%	45.3%	39.0%	49.9%	63.0%	48.1%
Non-Minority	47.0%	58.0%	52.7%	54.7%	61.0%	50.1%	37.0%	51.9%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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



JPB staff also determined percentages of low-income riders to non-low income riders by fare payment category as well as system-wide. Out of the 4,721 total survey respondents for the 2013 Caltrain Triennial Survey, 4,169 respondents (approximately 88%) provided responses to all questions required for this analysis. Overall, 9.4% of Caltrain passengers are low-income and 90.3% are non-low income. See **Table 4**, **Table 5** and **Figure 2** below for details.

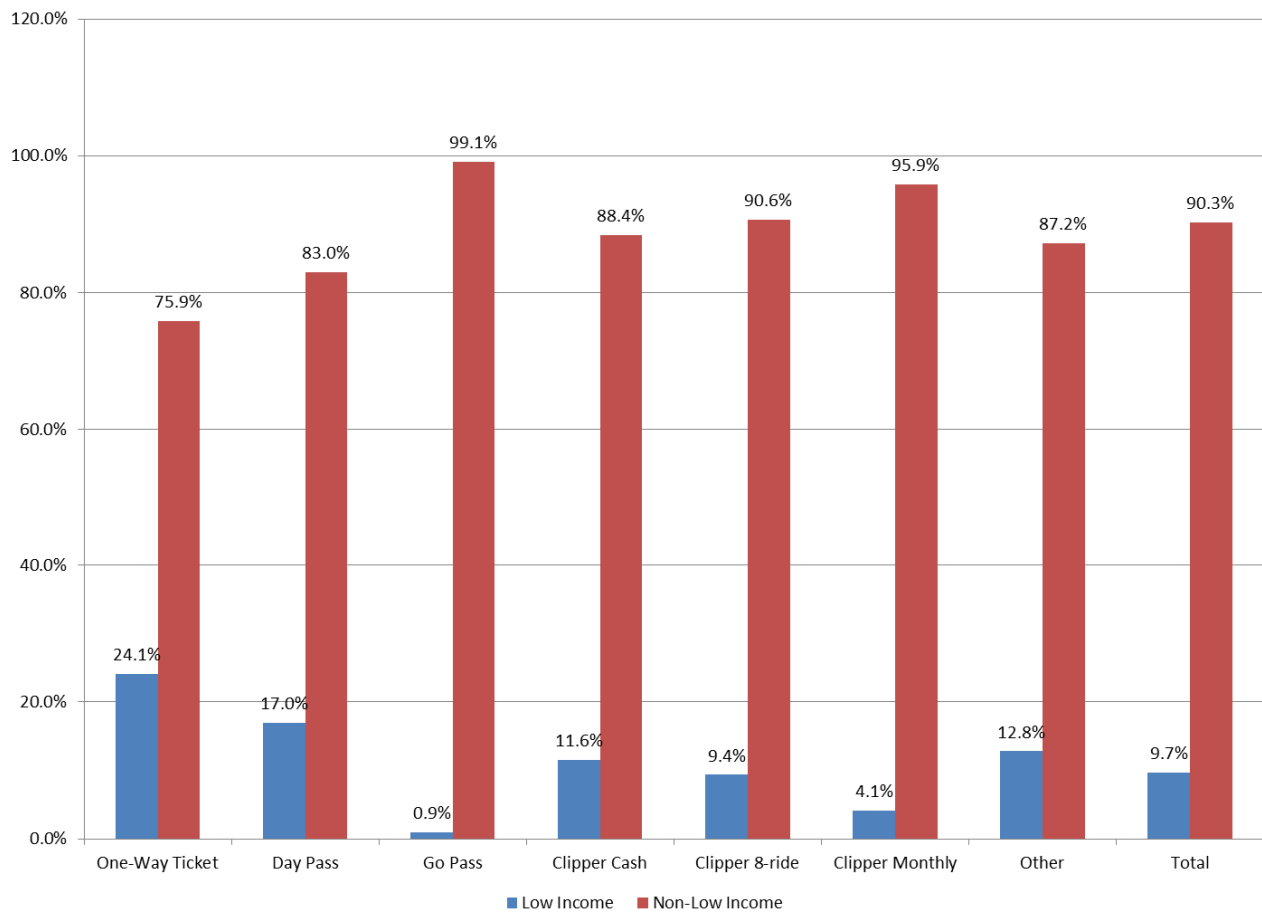
Table 4: Fare Product Usage Survey Data – Low Income vs. Non-Low Income

Income Category	One-Way Ticket	Day Pass	Go Pass	Clipper Cash	Clipper 8-ride	Clipper Monthly	Other	Total
Low Income	157	82	5	54	24	68	16	406
Non-Low Income	494	401	541	412	232	1574	109	3763
Total	651	483	546	466	256	1642	125	4169

Table 5: Fare Product Usage by Percentage – Low Income vs. Non-Low Income

Income Category	One-Way Ticket	Day Pass	Go Pass	Clipper Cash	Clipper 8-ride	Clipper Monthly	Other	Total
Low Income	24.1%	17.0%	0.9%	11.6%	9.4%	4.1%	12.8%	9.7%
Non-Low Income	75.9%	83.0%	99.1%	88.4%	90.6%	95.9%	87.2%	90.3%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

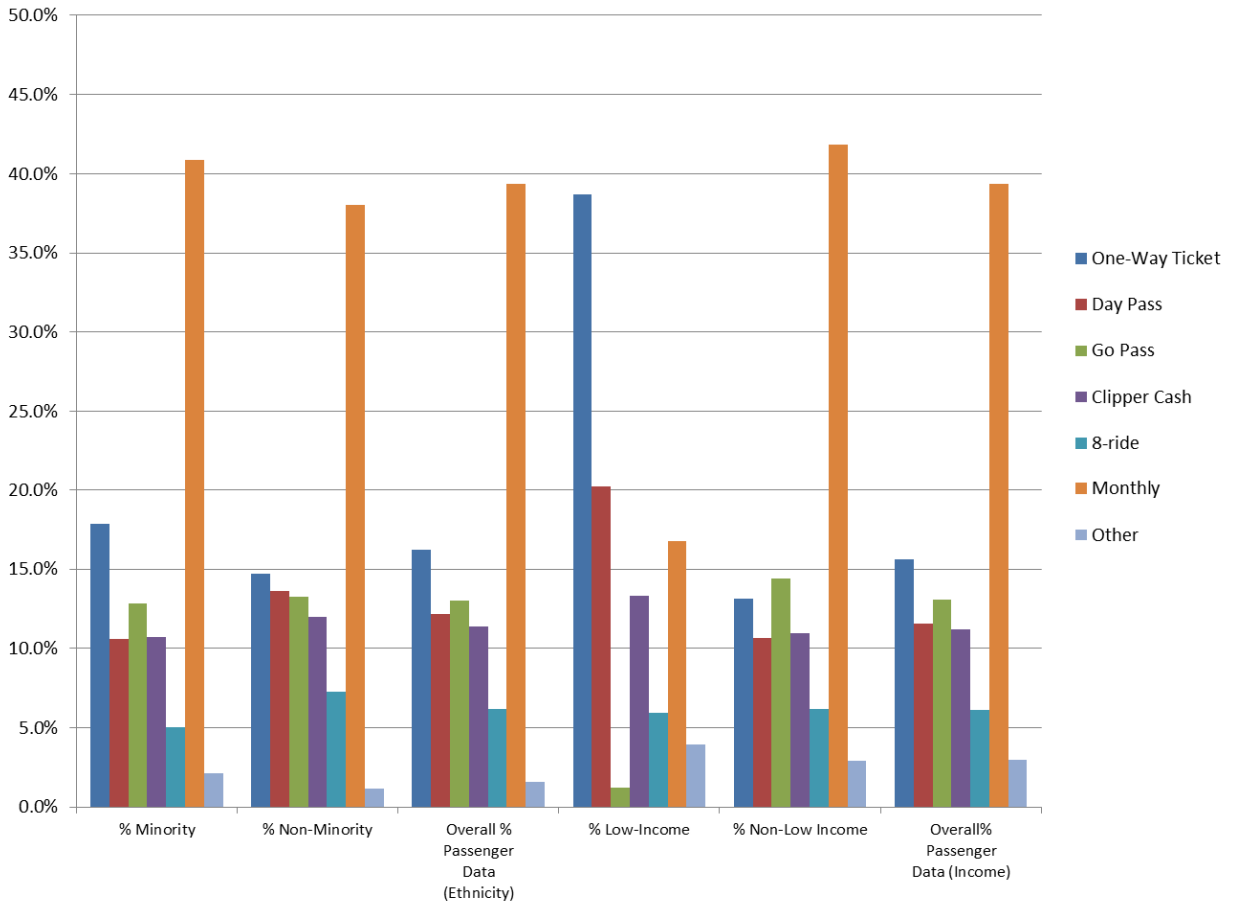


Second - JPB staff compared the percentage of minority riders vs. non-minorities riders and overall percentages for passenger ethnicity data for all fare products. JPB staff also compared the percentage of low income riders vs. non-low income riders and overall percentages for passenger income data for all fare products. See **Table 6** and **Figure 3** below for details.

Table 6: Fare Product Usage Comparison Data

Fare Product Usage	% Minority	% Non-Minority	Overall % Passenger Data (Ethnicity)	% Low-Income	% Non-Low Income	Overall% Passenger Data (Income)
One-Way Ticket	17.9%	14.7%	16.2%	38.7%	13.1%	15.6%
Day Pass	10.6%	13.6%	12.2%	20.2%	10.7%	11.6%
Go Pass	12.8%	13.2%	13.0%	1.2%	14.4%	13.1%
Clipper Cash	10.7%	12.0%	11.4%	13.3%	10.9%	11.2%
8-ride	5.0%	7.3%	6.2%	5.9%	6.2%	6.1%
Monthly	40.8%	38.0%	39.4%	16.7%	41.8%	39.4%
Other	2.1%	1.1%	1.6%	3.9%	2.9%	3.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Figure 3: Fare Product Usage Comparison Graph



Third - In order to study the cumulative impacts experienced by minority vs. non-minority populations and low-income vs. non-low income populations and determine whether the proposed fare changes will create a disparate impact on minority passengers or impose a

Figure 4: Usage by Group – Travel within 1 Zone to 3 Zones

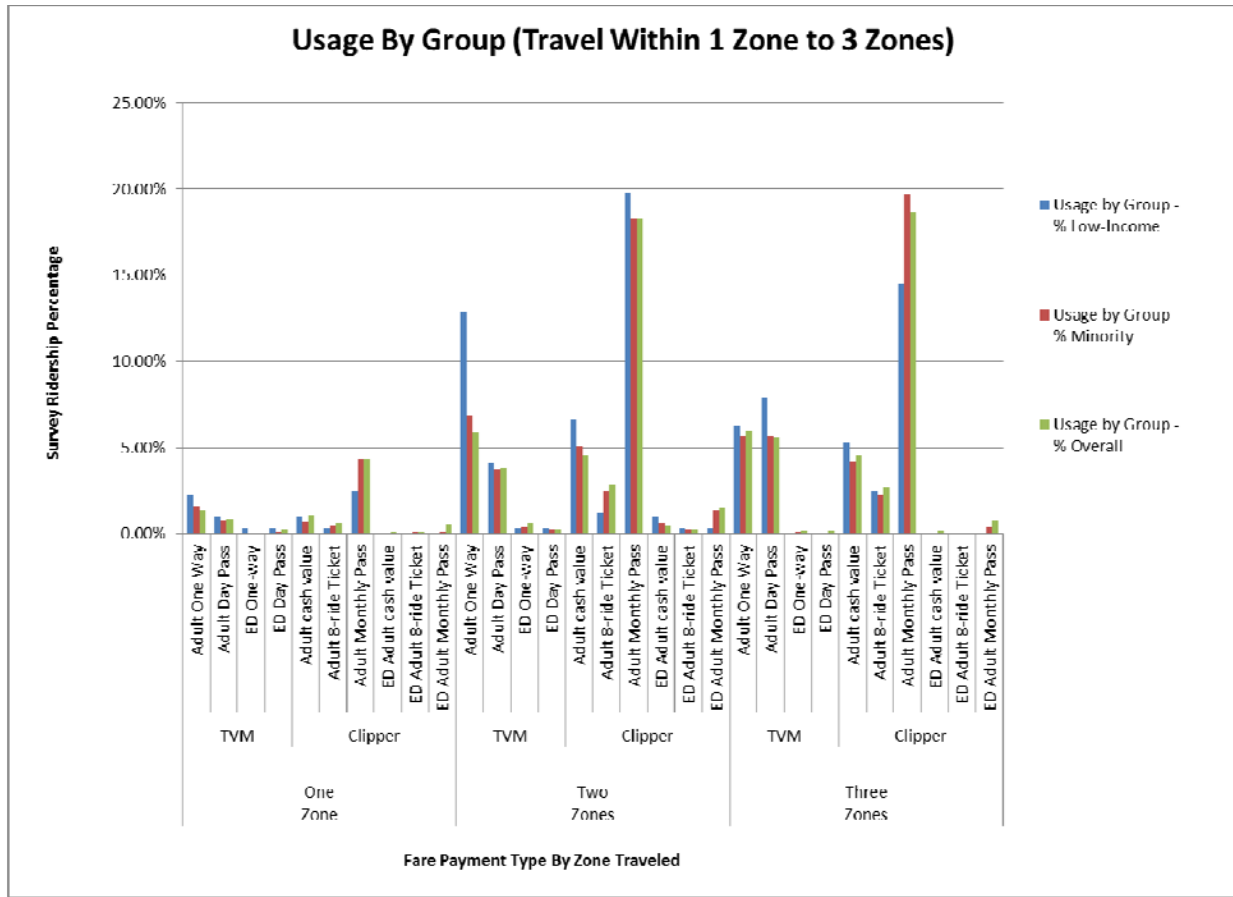
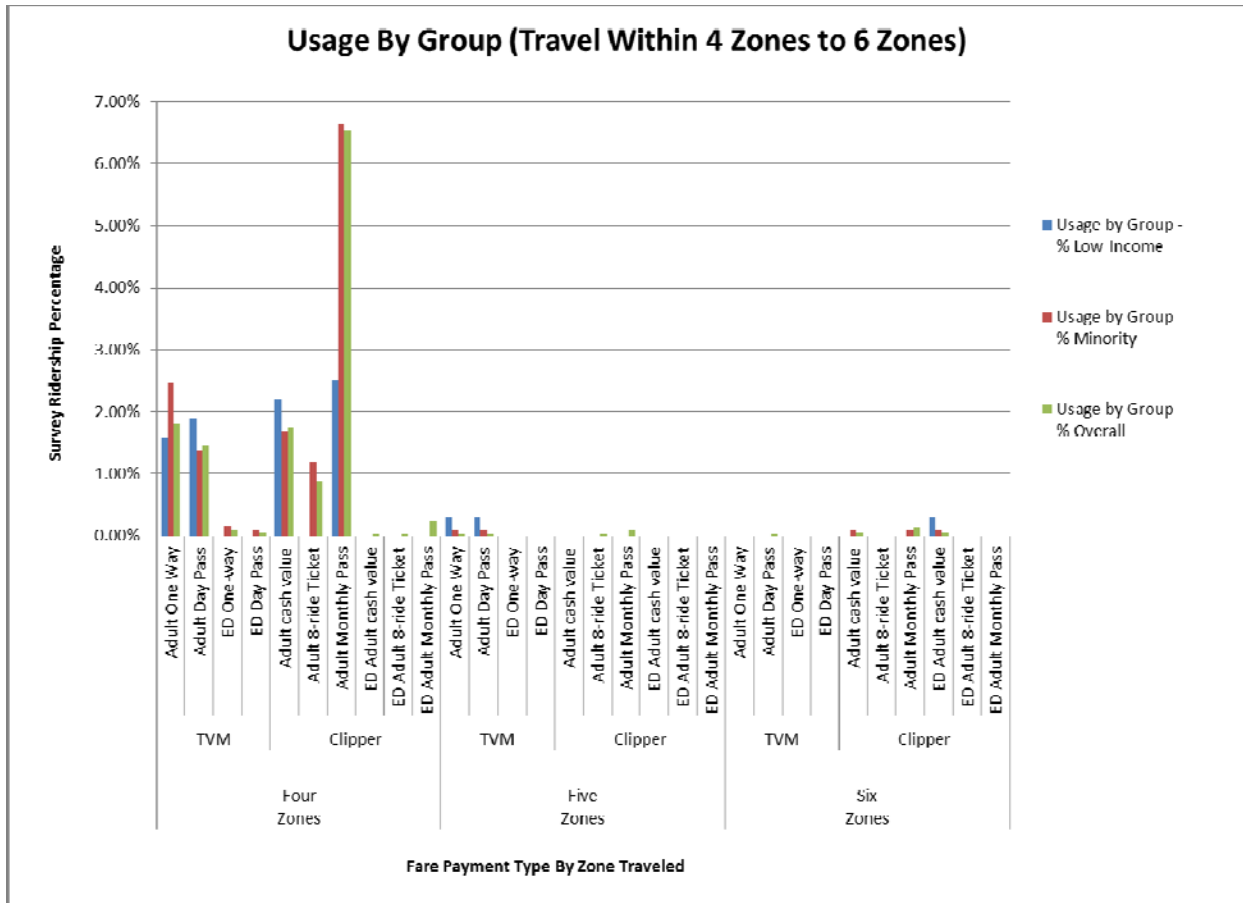


Figure 5: Usage by Group – Travel within 4 Zone to 6 Zones



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

Travel Within	# of 2013 Caltrain Triennial Survey Respondents
1 Zone	298
2 Zones	1,234
3 Zones	1,246
4 Zones	413
5 Zones	6
6 Zones	9

FINDINGS

Table 8 below illustrates the methodology for calculating how the 2016 fare proposal will cumulatively affect Caltrain passengers. The number of respondents in each fare category is multiplied by the existing fare as well as the proposed fares. 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 passenger, 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. **Table 9** reflects these disparate impact and disproportionate burden findings as derived from the data in **Table 8**.

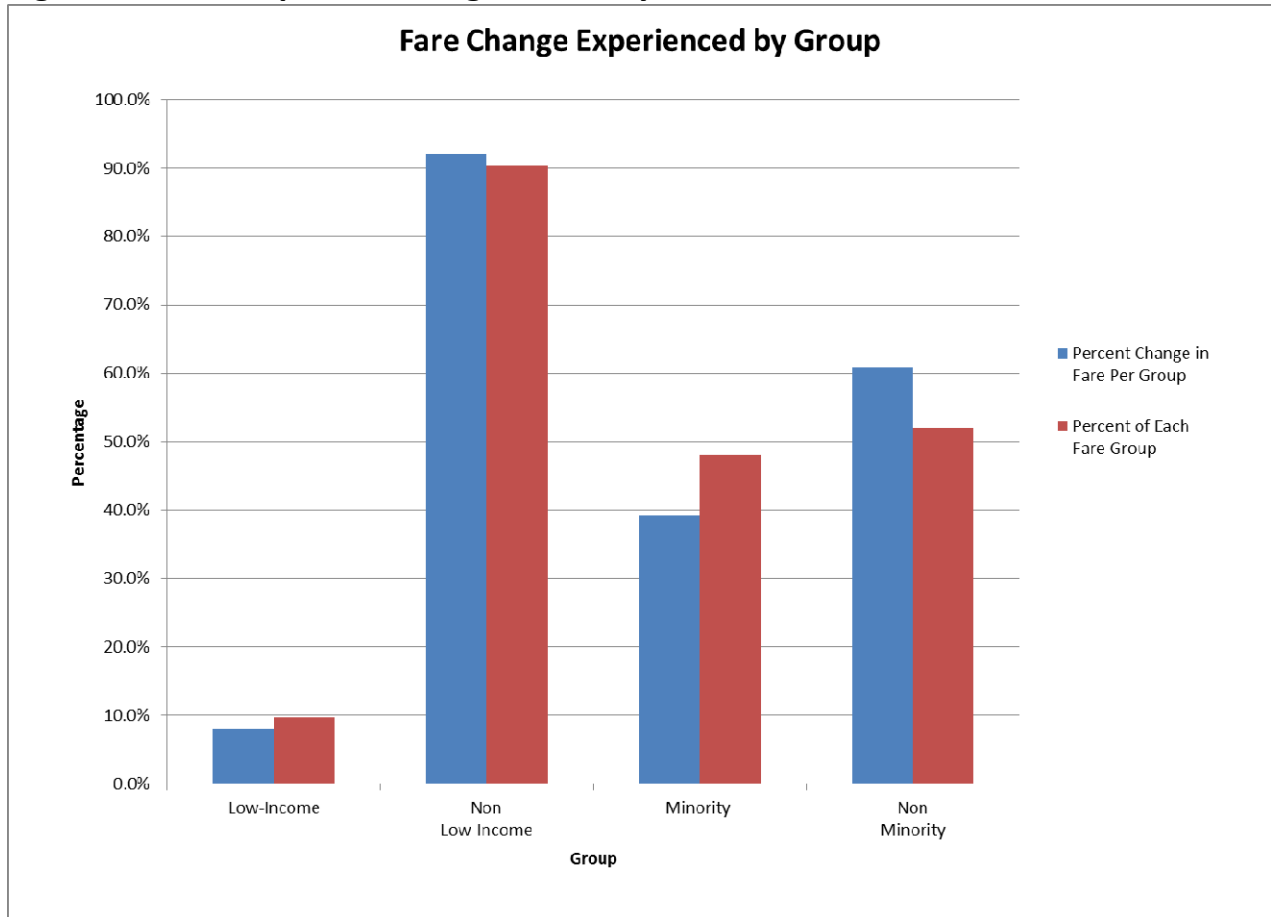
Table 9: Disparate Impact and Disproportionate Burden Findings

	Cumulative Current Fare				Cumulative Proposed Fare				Fare Change Experienced by Group			
	Low-Income	Non Low-Income	Minority	Non Minority	Low-Income	Non Low-Income	Minority	Non Minority	Low-Income	Non Low-Income	Minority	Non Minority
Total Cumulative Current Fare	\$ 20,655.75	\$ 248,708.00	\$ 105,901.00	\$ 163,462.75								
Average Cumulative Current Fare	\$ 1.08	\$ 1.44	\$ 1.41	\$ 1.39								
	Total Cumulative Proposed Fare FY2016				\$ 22,290.75	\$ 267,409.05	\$ 113,875.50	\$ 175,824.30				
	Average Cumulative Proposed Fare FY2016				\$ 70.10	\$ 92.59	\$ 90.95	\$ 89.98				
	Total Change In Fare Per Group								\$ 1,635.00	\$ 18,701.05	\$ 7,974.50	\$ 12,361.55
	Average Change In Fare Per Group								\$ 5.14	\$ 6.48	\$ 6.37	\$ 6.33
	Percent Change In Fare Per Group								8.0%	92.0%	39.2%	60.8%
	Percent Ridership of Each Group (Based on all 2013 survey respondents)								9.7%	90.3%	48.1%	51.9%
	Difference From Exact Proportional Impact of Fare Change								-1.7%	1.7%	-8.9%	8.9%
	Is Difference less than 10% (per agency policy)?								Yes	Ok	Yes	Ok
	Findings								No Disproportionate Burden	More of the proposed fare increase is being paid by non-low income riders than low income riders based on the percent of each group	No Disparate Impact	More of the proposed fare increase is being paid by non-minority than minority riders based on the percent of each group

When viewed cumulatively, the proposed fare increases will not disparately impact minority passengers or disproportionately burden low-income populations. Rather, the impact of the fare increases will be experienced more predominantly by non-minority and non- low income persons.

The results of the fare equity analysis are also detailed in **Figure 6** below. The percent change in fare per group vs. the percent ridership for each group is depicted below.

Figure 6: Fare Proposal Findings Summary



Based on the chart above, proportionally fewer low-income riders than non-low income passengers will be impacted and proportionally fewer minority riders than non-minority passengers will be impacted by the proposed fare change. Based on the JPB’s policies, no disparate impact or disproportionate burden exists for the proposed fare change proposal.

■ PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES

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

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 barriers that prevent such populations from effective participation in decision-making.

The JPB's public participation process included measures to disseminate information on the proposed fare changes to LEP persons, as well as at public hearings and meetings. The public notices note that translations are available in Caltrain's 22 Safe Harbor Languages by contacting the Caltrain Customer Service Center phone number. The Caltrain Customer Service Center offers foreign language translation service via in-house translators or the Language Line. Comprehensive measures employed by the JPB included placing public notices for the Public Hearing and the Public Meetings on the Caltrain website (see **Attachment 3**), in Caltrain news releases (see **Attachment 4**), as Take Ones (see **Attachment 5**) located at Caltrain lobby headquarters, onboard trains and at stations, social media (Facebook & Twitter), Caltrain Connection Fall 2015 Issue, as repetitive messages on the VMS (ran every 10 minutes at all stations from 10/13/15 to 10/19/15 until 5pm), and presentations to and discussions with the Caltrain Citizens Advisory Committee (CAC). Information, including the matrix with proposed fare increases from Caltrain Codified Tariff, was posted to the Caltrain website. Caltrain staff also reached out to Community-based Organizations to inform them of the proposed changes and also communicated directly with companies participating in the Go Pass program.

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

San Francisco County

- YMCA SF
- Sierra Club

San Mateo County

- All City Managers
- All Mayors
- Daly City/Colma Chamber of Commerce
- Sustainable San Mateo County
- Redwood City Chamber of Commerce
- Peninsula Family Service
- Mid-Peninsula Housing

- Youth United for Community Action
- Foster City Chamber of Commerce
- San Mateo Chamber of Commerce
- Silicon Valley Bicycle Coalition
- Menlo Park Chamber of Commerce
- Silicon Valley Community Foundation
- Samaritan House San Mateo
- San Bruno Chamber of Commerce
- Daly City Youth Health Center
- Peninsula Interfaith Action
- Our Second Home

Santa Clara County

- City Managers within Caltrain Jurisdiction
- All Mayors within Caltrain Jurisdiction
- Public Advocates
- Transform
- Urban Habitat
- South Bay Labor
- YMCA Silicon Valley
- Bay Area Council
- Sustainable Silicon Valley
- California Walks

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making included: publishing the public hearing notice and public meeting notices in newspapers of general circulation and various community newspapers. Notification of translation services was provided in Caltrain's 22 Safe Harbor Languages. The notice was published in:

- SJ Post Record (10/07/2015)
- Gilroy Dispatch (10/2/15)
- Redwood City Examiner (10/09/2015, 10/14/2015)
- San Francisco Daily Journal (10/07/2015, 10/12/2015)

Staff established multiple ways for customers and the public to provide their input: at the community meetings using a comment card in English and translated in Spanish on the opposite side (see **Attachment 6**), via a unique e-mail address, through the postal service, and with a call to the Customer Service Center's general number or one for those with hearing impairments.

The following Public Meetings were held:

- Gilroy: Saturday, October 10, 2015 at 11 a.m.
- San Carlos: Wednesday, October 14, 2015 at 1p.m.
- San Francisco: Thursday, October 15, 2015 at 4 p.m.
- Mountain View: Monday, October 19, 2015 at 6 p.m.

The Public Hearing was held on November 5, 2015 at 10 a.m. in San Carlos at the regularly scheduled Caltrain Board meeting.

PUBLIC HEARING AND PUBLIC MEETING COMMENTS

A summary of the public meetings and public hearing meetings comments is shown in **Table 10** below. A total of 54 public comments were received. Most comments were against the fare increases. Some comments indicate a lack of support for or understanding of the agency's overall need for the increased revenues. Also, comments reflect that some customers do not agree with the fare change increase because they are dissatisfied with other aspects of Caltrain's service (overcrowding on trains and parking lots, train break downs, limited bicycle facilities, etc.).

Table 10: Summary Caltrain Comments - Proposed Codified Tariff Changes Effective Fiscal Year 2016

Caltrain Public Comments Regarding Fare Increases																			
Written and Phone Comments:			50 cent base fare Incr		Day Pass fare Incr		8-ride ticket fare Incr		Mo. Pass fare Incr		Clipper fare Incr		50 cent daily parking Incr		\$5 monhtly parking Incr		Comments		
No.	Date	Name	For	Agst	For	Agst	For	Agst	For	Agst	For	Agst	For	Agst	For	Agst			
E-mail, Written and Phone Comments																			
1	28-Sep	Names Redacted		1		1		1		1		1		1		1	with breakdowns we are paying more for less		
2	2-Oct				1		1		1		1							trains ar epacked, SRO, disregard for passengers when there is a problem	
3	5-Oct										1							current level of service resembles a third world country	
4	5-Oct										1							raise your game, then raise the rates	
5	6-Oct				1		1		1		1			1					
6	6-Oct				1		1		1		1			1					no information what the extra revenue would go towards
7	6-Oct																		let passengers off the trains when there is an accident
8	6-Oct				1		1		1		1								is GoPass subsidized, why no increase for Go Pass
9	8-Oct													1					\$6+ at filled parking lots
10	8-Oct			1			1		1		1			1					
11	8-Oct																		What are the service enhancements for the 9-10% increase
12	9-Oct				1										1				Why the fare increase
13	9-Oct																		Will presentation at the pulic meeting be available for those not attending?
Gilroy Community Meeting																			
14	10-Oct	Names Redacted																Thaank you for th opportunity to discuss in Gilroy	
15	10-Oct																		Will mail comments
16	10-Oct				1		1		1		1			1					No!
17	14-Oct				1		1				1								Collect all fares, how is money to be spent
18	14-Oct				1						1				1				service is getting worse
19	15-Oct				1		1		1		1								increase mid-day service to 30 minutes
20	15-Oct																		use funds to increase bicycle parking facilities
21	15-Oct			1			1		1		1			1					
San Francisco Community Meeting																			
22	15-Oct	Names Redacted																consider congestion pricing	
23	15-Oct																		open a regional/Muni office at Calrain so I can buy a day-pass
24	16-Oct																		raise price of the Go-Pass, offer family tickets on the weekend
25	19-Oct																		adjust fare policies that are effective for revenue & for equity & ridership
26	19-Oct			1			1		1		1								day ticket should be raised \$2, users should pay total cost
27	19-Oct				1		1		1		1								raising fare would only be fare if service issues were resolved
28	19-Oct				1		1		1		1			1					no reason to increase fares for system that's making good profit
29	19-Oct				1		1		1		1			1					
30	19-Oct				1		1		1		1								10% is a massive increase for an overcrowded, marginal service, at best

Table 10 (continued): Summary Caltrain Comments - Proposed Codified Tariff Changes Effective Fiscal Year 2016

Caltrain Public Comments Regarding Fare Increases																		
Written and Phone Comments:			50 cent base fare Incr		Day Pass fare Incr		8-ride ticket fare Incr		Mo. Pass fare Incr		Clipper fare Incr		50 cent daily parking Incr		\$5 monthtly parking Incr		Comments	
No.	Date	Name	For	Agst	For	Agst	For	Agst	For	Agst	For	Agst	For	Agst	For	Agst		
		E-mail, Written and Phone Comments																
31	19-Oct	Names Redacted		1		1		1		1		1						
32	19-Oct				1		1		1		1							
33	20-Oct				1						1		1					bikes should should pay space they use just like cars pay for space
34	22-Oct																	Asked if fare increase still planned & when were the last 2 and how much
35	23-Oct																	Would a subsidy plan be considered for staff & students of SJSU
36	26-Oct										1							monthly pass discount should be at least 50%
37	27-Oct				1													Agianst increase, especially for daily riders
38	28-Oct													1				
39	29-Oct				1		1		1		1							
40	29-Oct				1													collect fares
41	30-Oct																	requested 8 ride be increased to \$37.50 not \$38.50
42	30-Oct			1						1				1				
43	31-Oct				1						1							Use peak hour pricing and retire a half dozen middle managers
44	2-Nov			1										1				Tamien and Diridon need more parking
45	2-Nov				1		1		1		1							does not see any reason given for increasing fares
46	2-Nov				1						1							
47	3-Nov				1						1							Increase GoPass fare
48	3-Nov				1						1							Collect fares, especially on bullet trains
49	3-Nov																	"Quiet Cars" must be provided if fares are to increase
50	3-Nov				1		1		1		1							
51	4-Nov																	against long haul passengers get smaller % increase, offer 1 stop disount
52	4-Nov																	make sure only Caltrain riders use the parking lots
53	4-Nov				1		1		1		1							
54	12-Nov				1													will support fare only with station to station fare structure
Total			5	28	3	18	3	17	4	27	3	18	5	10	4	12		

■ BUSINESS PURPOSE AND MITIGATION FOR PROPOSED CHANGES

BUSINESS PURPOSE

Given the Title VI Equity Analysis reveals that the proposed fare change will not cause a disparate impact or disproportionate burden, the JPB does not need to provide a business justification or mitigation measures according to Title VI. Nonetheless, in order to increase transparency, the information provided in this section explains those business purposes and mitigation measures. The JPB's main business purpose for increasing the base adult fare by 50 and the parking fee in FY2016 is to increase the JPBS's revenue to help achieve financial stability. Consistent with financial goals in the Caltrain Short Range Transit Plan, the JPB strives to control its own costs and operate as efficiently as possible. Caltrain's Short-Range Transit Plan estimates that the operating budget will grow from \$127.6 million in FY2015 to \$181.7 million in 2021. Without a dedicated source of funding, additional resources will be needed to sustain the JPB's operations.

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

The JPB's last system-wide fare increase was in 2011, when the base fare was increased from \$2.50 to \$2.75 and the zone fare was increased from \$1.75 to \$2.00. Since then, the base fare for paper tickets was increased twice, bringing it to \$3.25, but the Clipper Card base fare has remained at \$2.75, an approximately 15 percent discount.

The recommended fare increases would take effect on February 28, 2016 to accommodate the lead time needed to implement the changes.

MITIGATION

Based on the equity analysis of the fare proposal One-Way, Day Pass, 8-ticket, Clipper Cash, Clipper Monthly Pass, and the respective Eligible Discount (Seniors, Disabled, Youth and Medical Card Holders) riders will all be impacted by the Fare Increase but no disproportionate burden or disparate impact will occur. However, the increasing cost to ride Caltrain has been a concern for people who can't afford to ride it. In order to help mitigate impacts to the low income population, the Metropolitan Transportation Commission (MTC) is conducting the Regional Means-Based Transit Fare Pricing Study in order to answer the following three interrelated questions:

1. Is there a way to make transit more affordable for the Bay Area's low-income residents?
2. How can the region best move towards a more consistent regional standard for fare discount policies?

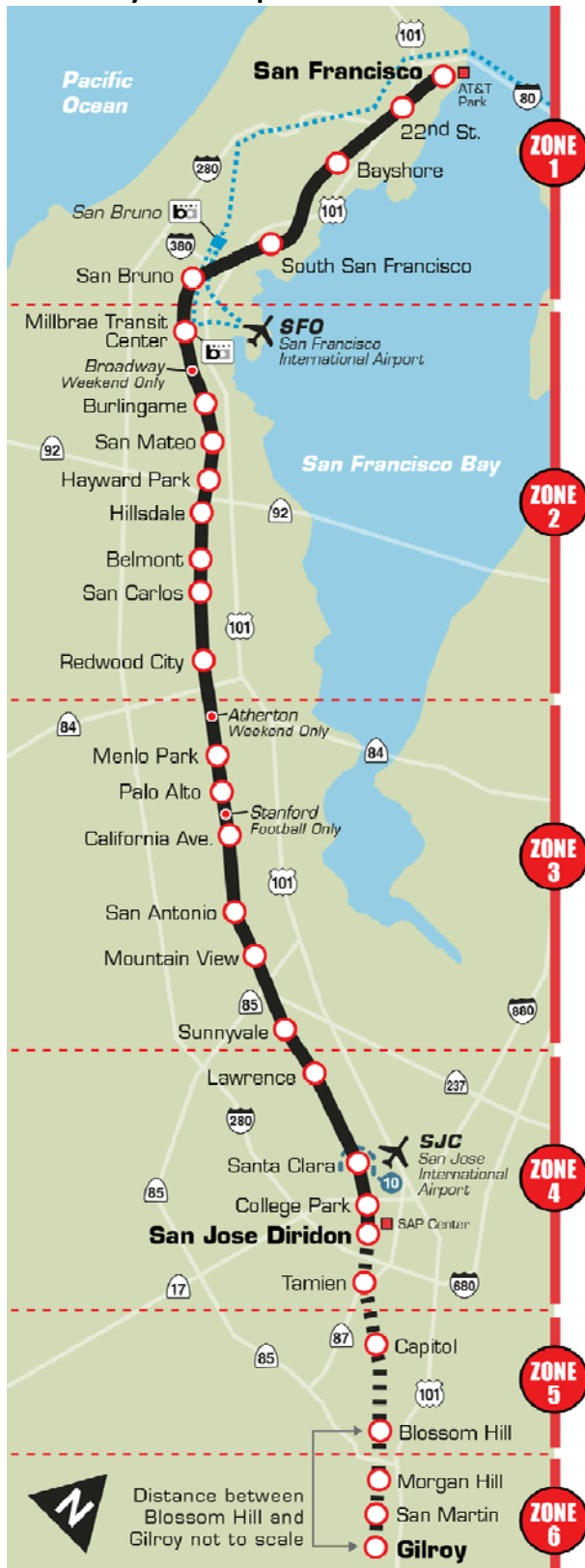
3. Is there a transit affordability solution that is financially viable and administratively feasible, and does not adversely affect the transit system's service levels and performance?

Results of this MTC Study are anticipated to be released in 2016.

Additionally in 2016, Caltrain intends to conduct a comprehensive fare study in 2016 to review the fare structure and pricing system-wide, including the cost of a Monthly Pass and GoPass, as well as the potential for income-based fare discounts.

**ATTACHMENT 1 -
CALTRAIN SYSTEM MAP**

Caltrain System Map



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

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 -
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: CALTRAIN WEBSITE**



Schedules
Stations
Fares
Making Chart
Ticket Types
How to Buy
Codified Tariff
Miscellaneous
Rider Information
Projects & Plans
About Caltrain

> caltrain.com > Fares > Codified Tariff

Codified Tariff

The Codified Tariff is a legal document that outlines the specific fares for the train system. For fare adjustments, Caltrain will seek public comment on proposed changes and hold a public hearing. Any changes to the Codified Tariff are approved by the Caltrain Board of Directors at a public meeting.

[Codified Tariff - effective 8/1/14](#) (PDF, 40 KB)

Proposed Changes to Fares & Parking Fees

The Peninsula Corridor Joint Powers Board will hold a public hearing and take public comment on proposed adjustments to its Codified Tariff, which sets fare policy. The effective date would be Feb. 28, 2015 for transit tickets and July 1, 2015 for parking permits.

Proposals to be considered include:

- Increasing the base adult fare by 50 cents. Day Pass, 6-ride Ticket, Monthly Pass and Clipper one-way discount would increase based on the cash fare. Eligible Discount fares would remain approximately 50 percent of the adult fares, and Clipper discount would remain about 15 percent. Click [HERE](#) to review the proposed fare chart.
- Increasing daily parking fee from \$5.00 to \$5.50 and monthly parking permit fee from \$50 to \$55.

The public hearing will be held Thursday, Nov. 5, 2015 at 10 a.m. at the Caltrain Administrative Office, 1250 San Carlos Ave. in San Carlos

Prior to the hearing, comments may be sent by mail, e-mail or phone to:
Peninsula Corridor Joint Powers Board, JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
chrcps@caltrain.com - 1.800.650.4267 (TTY 650.506.6448)

Public Meetings

Caltrain will hold four public meetings to present the proposal and receive comments. The meetings will take place:

- Saturday, Oct. 10 at 11 a.m.
Gilroy Senior Center, 7371 Hanna St., Gilroy
- Wednesday, Oct. 14 at 1 p.m.
Caltrain administrative offices, Auditorium, 1250 San Carlos Ave., San Carlos
- Thursday, Oct. 15 at 4 p.m.
San Francisco Caltrain Station, under the clock, 700 Fourth St., San Francisco
- Monday, Oct. 19 at 6 p.m.
City Hall, Plaza Conference Room, 500 Castro St., Mountain View

15/09/15 - rph

Text Size

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You can now receive Caltrain notifications via e-mail!

Find out more [HERE](#)

Highlights

- Weekday Timetable
- Weekend Timetable
- Special Events
- Mobile Device Schedules
- Electrification

Social



**ATTACHMENT 4 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: CALTRAIN NEWS RELEASE**



> [caltrain.com](#) > [About Caltrain](#) > [Media Relations](#) > [News](#) > Caltrain to Host Community Meetings, Public Hearing on Proposed Fare Changes

Caltrain to Host Community Meetings, Public Hearing on Proposed Fare Changes

October 6, 2015

Caltrain will host a series of community meetings this month to gather feedback on [proposed changes to fare rates and daily parking charges](#).

As part of the proposed changes, Caltrain would increase its adult base fare by 50 cents. That would increase the amount paid for the Day Pass, 8-Ride Tickets and Monthly Passes. Eligible discount fares would remain at 50 percent of adult ticket prices, and Clipper card holders would continue to get an approximate 15 percent discount. More information on the proposed fare chart is available [here](#).

Along with the fare change proposal, Caltrain is considering increasing the daily parking fee at station lots from \$5 to \$5.50, and raising the monthly parking permit fee from \$50 to \$55.

Caltrain last adjusted fares on October 5, 2014, when one-way cash fares were increased by 25 cents and day pass cash fares were raised by 50 cents. Clipper cards users were not affected by those adjustments.

To collect input on its proposed changes, Caltrain will hold these scheduled community meetings:

Saturday, Oct. 10, 11 a.m.

Gilroy Senior Center,
7371 Hanna St., Gilroy

Wednesday, Oct. 14, 1 p.m.

Caltrain Administrative Offices,
1250 San Carlos Ave., San Carlos

Thursday, Oct. 15, 4 p.m.

San Francisco Caltrain Station,
700 Fourth St., San Francisco

Monday, Oct. 19, 6 p.m.

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

Following the meetings, there will be a public hearing at Caltrain's Board of Directors meeting:

Nov. 5, 2015, 10 a.m.

Caltrain Administrative Offices
1250 San Carlos Ave, San Carlos

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

- Peninsula Corridor Joint Powers Board, JPB Secretary P.O. Box 3006, San Carlos, CA 94070-1306

- changes@caltrain.com

- 1.800.660.4287 (TTY 650.508.6448)

Caltrain's Board of Directors is scheduled to vote on the proposal to change fare policy and parking rates at its December 3 meeting. If approved, the changes to the transit fares would go into effect on February 28, 2016. The parking rate changes would be implemented on July 1, 2016.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. Caltrain has enjoyed five years of consecutive monthly ridership increases, surpassing more than 60,000 average weekday riders earlier this year. 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.facebook.com/caltrain and follow us on Twitter [@Caltrain_News](https://twitter.com/Caltrain_News)



Media Contact: Will Reisman, 650.508.7704

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**ATTACHMENT 5 -
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: TAKE ONE**



Caltrain Proposing Fare Changes

Caltrain will hold public meetings and a public hearing to take comments on a proposed fare increase to go into effect Feb. 28, 2016 for transit tickets, and July 1, 2016 for parking permits.

Proposals to be considered include:

- Increasing the base adult fare by 50 cents. Day Pass, 8-ride Ticket, Monthly Pass and Clipper one-way discount would increase based on the cash fare. Eligible Discount fares would remain approximately 50 percent of the adult fares.
- Increasing daily parking fee from \$5.00 to \$5.50 and monthly parking permit fee from \$50 to \$55.

The public hearing will be held:

Thursday, Nov. 5, 2015 at 10 a.m.

Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

The Board of Directors is scheduled to take action at its December meeting.

continued on back

Take One Notice (inside)

The draft fare chart is available for viewing at the Caltrain Administrative Office or online at www.caltrain.com/tariff.

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

Peninsula Corridor Joint Powers Board
JPB Secretary

P.O. Box 3006, San Carlos, CA 94070-1306
changes@caltrain.com

1.800.660.4287 • (TTY 650.508.6448)

Public Meetings

Caltrain will hold four public meetings to present the proposal, answer questions and receive written comments. The meetings will take place:

Saturday, Oct. 10 at 11 a.m.

Gilroy Senior Center, 7371 Hanna St., Gilroy

Wednesday, Oct. 14 at 1 p.m.

Caltrain administrative offices, Auditorium
1250 San Carlos Ave., San Carlos

Thursday, Oct. 15 at 4 p.m.

San Francisco Caltrain Station
under the clock
700 Fourth St., San Francisco

Monday, Oct. 19 at 6 p.m.

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

For translation in one of the languages listed, call Caltrain at 1.800.660.4287 three days before the meeting.

لترجمة. اتصل على 1.800.660.4287

Թարգմանություն համար զանգահարել 1.800.660.4287.

如需翻譯, 請電1.800.660.4287.

Pour traduction, appelez au 1.800.660.4287

Übersetzung unter 1.800.660.4287.

အတုသြေ မူပဲ, 1.800.660.4287 သဲ ခိုဇ် ခဲဇိ.

לתרגום יש להתקשר לטלפון 1.800.660.4287

अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।

Per traduzioni chiamare 1.800.660.4287.

翻訳のご用命は、+1.800.660.4287 までお電話ください。

번역을 원하시면, 1.800.660.4287번으로 전화하십시오.

សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាមទូរស័ព្ទលេខ 1.800.660.4287.

برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.

Para tradução, ligue para 1.800.660.4287.

Po tłumaczenie proszę dzwonić na 1.800.660.4287.

Если вам нужны услуги переводчика,

обращайтесь по телефону 1.800.660.4287.

Za prevodjenje nazovite 1.800.660.4287.

Para sa Paglubad-Ligwat, magtawag sa 1.800.660.4287.

สำหรับบริการแปลภาษา โทร 1.800.660.4287.

ترجمه کے لیے، 1.800.660.4287 پر کال کریں۔


Cần dịch thuật, xin gọi 1.800.660.4287.

Para traducción llama al 1.800.660.4287

**ATTACHMENT 6 -
PROPOSED CODIFIED TARIFF CHANGES:
COMMENT CARD**

Comment Card – in English (one side)

Proposed Codified Tariff Changes Comment Card



Caltrain is considering changes to its fares. If approved, the changes would go into effect in February 28, 2016. All comments from the public will be taken into consideration before a final proposal is presented to the Caltrain Board of Directors.

Name (optional) _____

Comments _____

Please complete and give to Caltrain staff before leaving. Comments also may be made by mail (P.O. Box 3006, San Carlos, CA 94070-1306), phone (1-800-660-4287 or TTY only 650-508-6448) or e-mail (changes@caltrain.com). You also may comment at the Caltrain public hearing Nov. 5, 2015 at 10 a.m. (1250 San Carlos Ave. in San Carlos).

Español al otro lado

Comment Card – in Spanish (reverse side)

Tarjeta de Comentarios para Propuesta de Cambios de Tarifas Codificadas

Caltrain está considerando cambios en sus tarifas. Si se aprueba, los cambios entrarían en vigor en 28 de febrero de 2016. Todos los comentarios del público se tendrán en cuenta antes de una propuesta final es presentada al Consejo de Administración de Caltrain.

Nombre (opcional) _____

Comentarios _____

Favor de completar y dar a Caltrain personal antes de salir. Los comentarios también pueden hacerse por correo postal (P.O. Box 3006, San Carlos, CA 94070-1306), teléfono (1-800-660-4287 o 650-508-6448 sólo TTY) o por correo electrónico (changes@caltrain.com). También puede comentar en la audiencia al público en Caltrain 5 de noviembre de 2015 a las 10 a.m. (1250 San Carlos Ave. en San Carlos).

English on the other side