

**PENINSULA CORRIDOR JOINT POWERS BOARD**



Title VI Equity Analysis  
Proposed Weekend Service Changes – FY2017  
March 2017

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# Caltrain Proposed Weekend Service Changes

## Title VI Equity Analysis

### PURPOSE AND EXECUTIVE SUMMARY

Title VI of the Civil Rights Act of 1964 ensures that “no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Caltrain has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

This Title VI Equity Analysis, which has been prepared in conformity with Chapter IV of the FTA’s Circular 4702.1B, evaluates Caltrain weekend service changes proposed to start in the summer of 2017 to evaluate any potentially discriminatory effects.

The proposed changes will temporarily shift weekend services from 60 to 90 minute headways to support construction work on the Caltrain mainline that is part of the Peninsula Corridor Electrification Project (PCEP). Other Capital Projects (Los Gatos Creek Bridge Project, South San Francisco Station Improvement Project, and the San Mateo 25<sup>th</sup> Avenue Grade Separation Project) will also benefit from the proposed service changes. The PCEP construction and testing phase necessitating the weekend service changes is expected to last approximately 3 years.

Caltrain also will implement weekday service changes in April 2017 (described briefly below), but the weekday changes do not constitute a Major Service Change under the JPB’s Major Service Change Policy and, therefore, are not analyzed herein.

Applying Caltrain’s Title VI policies, this analysis of adverse effects confirms that the proposed temporary changes to weekend service **will not have a disparate impact on minority riders nor impose a disproportionate burden on low-income riders.**

# BACKGROUND

## CALTRAIN OVERVIEW

Caltrain provides commuter rail service between Santa Clara, San Mateo, and San Francisco Counties. The service area – extending from Gilroy in the south to San Francisco in the north – is geographically and ethnically diverse, containing both dense urban cores and suburban landscape with residents from an array of different backgrounds. These factors make the Caltrain service area unique. To serve the region in FY 2016, Caltrain operates 92 weekday trains, 36 Saturday trains, and 32 Sunday trains carrying approximately 19 million passengers per year. **Attachment 1** provides a copy of the Caltrain Service Map. **Attachment 3** contains combined minority demographic maps where the minority population is broken out by block group using US Census 2010-2014 American Community Survey (ACS) Data. Minority census tracts are defined as those in which the minority population exceeds the system-wide minority average of 58%. **Attachment 3** also contains low-income demographic maps where the service area's low-income population is broken out by block group using ACS data. Low-income block groups are defined under Caltrain's Title VI Program as those in which more than 13.9% of households have incomes under \$25,000.

## CALTRAIN TITLE VI POLICIES

As a federal grant recipient, the Peninsula Corridor Joint Powers Board (JPB), which operates Caltrain, is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI regulations. At a minimum, it must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally, the JPB performs a self-assessment every three years, or when it undertakes a change in its fares or a significant change in service.

In accordance with FTA Circular 4702.1B, grantees must evaluate all major service changes to determine whether those changes have a discriminatory impact. In the case of a service reduction, a disproportionately high and adverse effect is one that (1) is predominately borne by a minority population and/or low-income population, or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

To guard against discriminatory impacts in decision-making and establish thresholds for use in equity analyses of service and fare changes, the Federal Transit Administration requires each large public transportation provider's governing board to approve three policies:

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

Caltrain's Title VI policies follow. Board approval of these policies are shown in **Attachment 2**.

### ***MAJOR SERVICE CHANGE POLICY***

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Caltrain Board of Directors for its consideration and included in the Caltrain Title VI Program with a record of action taken by the Board.

A major service change is defined by Caltrain's policy as any service change meeting one or both of the following criteria:

- A reduction or increase of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made.
- A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made. Note: Any temporary or interim change<sup>1</sup> due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

### **DISPARATE IMPACT POLICY AND DISPROPORTIONATE BURDEN POLICIES**

In the course of performing a Title VI Equity Analysis, the JPB must analyze how a proposed action (major service change or fare change) would impact minority as compared to non-minority populations, and low income as compared to non-low income populations. The results of this analysis are then compared with the thresholds in Caltrain's Disparate Impact and Disproportionate Burden policies.

#### ***DISPARATE IMPACT POLICY***

The JPB established its Disparate Impact threshold at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted 10-percent threshold or that benefits non-minorities more than minorities with a disparity that exceeds the adopted threshold, the JPB

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<sup>1</sup> The FTA applies a 12-month limit to the "temporary" service change exemption in Major Service Change policies.

must (a) consider modifying the proposal to eliminate the disparate impact, (b) analyze whether the disparate impact has been eliminated by the modification, and (c) demonstrate (i) a substantial legitimate justification for the proposed change and (ii) that the proposed change is the least discriminatory alternative.

### ***DISPROPORTIONATE BURDEN POLICY***

The JPB established its Disproportionate Burden threshold at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

In the event the proposed action has a negative impact that affects the low income populations more than non-low income populations with a disparity that exceeds the adopted threshold, or that benefits non-low income passengers more than low income passengers with a disparity that exceeds the adopted threshold, the JPB must take steps to avoid, minimize or mitigate impacts where practicable.

### **PUBLIC ENGAGEMENT OF POLICY DEVELOPMENT**

FTA Circular C 4702.1B requires transit agencies to seek public input before Board adoption of Disparate Impact and Disproportionate Burden policies. JPB staff developed draft policies and requested public input through four community meetings throughout the Caltrain Service area, which spans three counties: San Francisco, San Mateo, and Santa Clara. The JPB requested comments be made through mail, telephone, and dedicated e-mail address ([TitleVI@caltrain.com](mailto:TitleVI@caltrain.com)).

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

**Tuesday, Feb. 12, 2013 - 6:30 p.m. to 8:00 p.m.**

Gilroy Senior Center, Meeting Room  
7371 Hanna St, Gilroy

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

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

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

Bay Area Opera House  
4705 Third St, San Francisco

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

Mountain View City Hall  
Plaza Conference Room

500 Castro St, Mountain View

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

### **San Francisco County**

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

### **San Mateo County**

- All City Managers
- All Mayors

### **Santa Clara County**

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

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

More information regarding Caltrain's Title VI policies and standards can be found here:

**<http://www.caltrain.com/riderinfo/TitleVI.html>**



# CALTRAIN TITLE VI SERVICE CHANGE ANALYSIS

## PROPOSED SERVICE CHANGES

Over the last decade, Caltrain has experienced a substantial increase in ridership and anticipates further increases in ridership demand as the Bay Area's population grows. The Caltrain Modernization Program, scheduled to be implemented by 2020, will electrify and upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service.

The Peninsula Corridor Electrification Project (PCEP) is a key component of the Caltrain Modernization Program and consists of converting Caltrain from diesel-hauled to Electric Multiple Unit (EMU) trains for services between the Fourth and King Street Station in San Francisco and the Tamien Station in San Jose. The project will entail the installation of new electrical infrastructure and the purchase of electrified vehicles. Caltrain will continue Gilroy service and support existing tenants.

The PCEP calls for construction while continuing to operate the railroad with minimal disruption to the service and Caltrain customers. To accommodate construction, windows in the schedule have been identified during which construction, installation and testing of the electrification system can take place. Accommodation of these work windows will necessitate changes to the Caltrain weekend timetable starting in summer 2017.

Staff expects the revised weekend timetable to be in effect for the entire construction and testing phases of the PCEP (to be for approximately three years), though periodic adjustments may be required to accommodate work on the right of way.

Completion of the Electrification of Caltrain which will modernize Caltrain and make it possible to increase service levels while offering other advantages including Improved Train Performance, Increase Ridership Capacity and Increased Service, Increase Revenue and Reduce Cost, Reduce Engine Noise Emanating from Trains, Improve Regional Air Quality, and Reduce Greenhouse Gas Emissions.

Changes in scheduling and in travel frequency are planned for weekdays and proposed for weekends to accommodate construction along the Caltrain mainline tracks. Additional planned and proposed changes will restructure or discontinue some trains or train segments, increase some service spans or service days, or improve service frequencies. The weekday service changes, planned for implementation in April 2017, are summarized below, but they are not analyzed as they do *not* meet Caltrain's threshold for Major Service Changes. The proposed weekend service changes analyzed in this report, which *do* meet the Major Service Change threshold, are proposed to be implemented on weekends starting in Summer 2017 in coordination with the PCEP infrastructure construction contractor's full notice to proceed (NTP) and start of major construction activities.

**Weekday Service Changes – Effective April 2017 (Not Major Service Changes)**

- Add dwell time to top high-use stations' peak hours
- Adjust departure times during off-peak to enable all train meets to occur at control points to accommodate construction work windows
- Revise departure times for improved connections and service, including:
  - Adjust Train 233 schedule to improve ACE and Capital Corridor connections at Santa Clara
  - Adjust Train 198 for Later Departure Out of SF
  - Adjust service to Tamien in the reverse peak
- Add stops at: Santa Clara station (Trains 262 & 272), California Ave (Trains 211, 221, 366, 376), Redwood City (Trains 314, 324, 371, and 381), Hillsdale (Train 230), Mountain View (102), Sunnyvale (Train 287)
- Separate Southbound AM Bullet Trains 312 & 314 and 322 & 324
  - Revise Train Numbers

**Weekend Service Changes – Effective Summer 2017 (Major Service Changes)**

- Change Local service headways from 60 minutes to 90 minutes
- Reduce Saturday service from 36 to 28 trains per day
- Reduce Sunday service from 32 to 24 trains per day
- Revise Train Numbers

The proposed service changes will **not** reduce the number of weekend bullets (2 in each direction) or change the range of services available (trains and shuttles).

For the purposes of this analysis, the proposed weekend changes have been placed into three categories, detailed in Exhibits 1 through 3:

- Discontinued Service
- Service Day Adjustments
- Frequency Adjustments

**Exhibit 1: List of Trains with Discontinued Service**

<b>Train</b>	<b>Summary of Change</b>
445	Discontinue NB evening train service
447	Discontinue NB evening train service
449	Discontinue NB evening train service
451	Discontinue NB evening train service
446	Discontinue SB evening train service
448	Discontinue SB evening train service
450	Discontinue SB evening train service
454	Discontinue SB evening train service

**Exhibit 2: List of Trains with Service Day Adjustments**

<b>Train</b>	<b>Summary of Change</b>
442	SB weekend service will be reduced from Saturday and Sunday to only Saturday.
443	NB weekend service will be reduced from Saturday and Sunday to only Saturday.
444	SB weekend service will be reduced from Saturday and Sunday to only Saturday.

**Exhibit 3: List of Trains with Frequency Adjustments**

<b>Train</b>	<b>Summary of Change</b>
NB Weekend Local Trains	Average headways increase by 21 minutes
SB Weekend Local Trains	Average headways increase by 19 minutes

**FINDINGS OF MAJOR SERVICE CHANGE**

Exhibits 4-7 summarize the changes proposed by Caltrain in terms of daily train revenue service miles. They are categorized by type of day (Weekend) as well as by direction of service (northbound versus southbound).

The proposed weekend service changes are considered a “Major Service Change” under Caltrain’s adopted policy due to the percent change of service for Sunday service, as noted in Exhibit 8. A change in total service miles of 25 percent or more during weekday, Saturday, or Sunday service is classified as a Major Service Change (see **Attachment 2**).

**Exhibit 4: Northbound Weekend Services Not Slated For Train Revenue Mile Change**

<b>Train</b>	<b>Daily Mileage</b>	<b>Percent Change</b>
421	46.85	No Change
423	46.85	No Change
425	46.85	No Change
427	46.85	No Change
801	46.85	No Change
429	46.85	No Change
431	46.85	No Change
433	46.85	No Change
435	46.85	No Change
437	46.85	No Change
439	46.85	No Change
441	46.85	No Change
803	46.85	No Change

**Exhibit 5: Service Span Changes – Discontinued Northbound Weekend Trains**

<b>Train</b>	<b>Daily Mileage Lost</b>	<b>Saturday Miles</b>	<b>Sunday Miles</b>	<b>Total Miles</b>
443*	46.85	-	2,436	2,436
445	46.85	2,436.2	2,436.2	4,872

447	46.85	2,436.2	2,436.2	4,872
449	46.85	2,436.2	2,436.2	4,872
451	46.85	2,436.2	-	2,436
		<b>9745</b>	<b>9745</b>	<b>19490</b>

\*Service is transitioning from Saturday and Sunday service, to only Saturday. Miles only discontinued for Sunday service.

**Exhibit 6: Southbound Weekend Services Not Slated For Train Revenue Mile Change**

Train	Daily Mileage	Percent Change
422	46.85	No Change
424	46.85	No Change
426	46.85	No Change
428	46.85	No Change
802	46.85	No Change
430	46.85	No Change
432	46.85	No Change
434	46.85	No Change
436	46.85	No Change
438	46.85	No Change
440	46.85	No Change
804	46.85	No Change

**Exhibit 7: Service Day Changes – Discontinued Southbound Weekend Trains**

Train	Daily Mileage Lost	Saturday Miles	Sunday Miles	Total Miles
442*	46.85	-	2,436.2	2,436
444*	46.85	-	2,436.2	2,436
446	46.85	2,436.2	2,436.2	4,872
448	46.85	2,436.2	2,436.2	4,872
450	46.85	2,436.2	-	2,436
454	46.85	2,436.2	-	2,436
		<b>9,745</b>	<b>9,745</b>	<b>19,490</b>

\*Service is transitioning from Saturday and Sunday service, to only Saturday. Miles only discontinued for Sunday service.

**Exhibit 8: Weekend Service Day Train Revenue Mile Changes Summary**

Day of Week	Existing Daily Miles	Proposed Daily Miles	Percent Change
Saturday	1,687	1,312	-22%
Sunday	1,499	1,124	-25%
Total	3,186	2,436	-24%

**EFFECTS ON MINORITY AND LOW-INCOME POPULATIONS**

## Methodology

The methodology developed to analyze the impact of the proposed Caltrain weekend service changes on minority and low-income populations included the following steps, several of which are discussed in more detail below:

1. Selecting the most recent and relevant system-wide onboard customer survey (MTC-Caltrain 2014 On-Board Transit Survey<sup>2</sup>), rather than Census data, as the data source for the analysis.
2. Defining the term low-income to mean those with a reported annual household income below \$25,000.
3. Defining the term “minority” to mean those who self-identified as any ethnicity other than “white” alone.
4. Analyzing data from the 2014 MTC system-wide onboard customer survey for low-income and minority populations to determine current ridership patterns.
5. Defining possible adverse effects and benefits that could result from the service changes, and determining net effects associated with the various elements of the proposed changes.
6. Utilizing the 2014 MTC survey data to analyze the distribution of potential adverse effects and benefits to evaluate distribution of net effects on minority and non-minority, and low-income and non-low income, populations.

### Step 1: Data Source Selection

The nature of the proposed service changes led Caltrain to analyze ridership data rather than Census data. Ridership data allows Caltrain to more accurately gauge the number of actual users who will be affected by proposed changes at the system level. Census data would only provide Caltrain with the ability to determine the number of minorities and low-income persons in a given geographical area, which staff deemed to be much less informative than ridership survey data.

The 2014 MTC onboard survey was conducted using two types of on-board surveys. The first element identified boarding and alighting patterns. The second element, the main survey, consisted of detailed surveys of riders conducted on-board the trains or at the stations using tablet computers. Surveys were collected using tablet personal computers (PCs) that allowed the surveyor to walk through each question with the responded to answer any questions. The tablet PCs allowed a mapping feature to collect the major survey locations' geo coordinates. More than 19,000 On-to-Off surveys and 5,000 main surveys were completed.

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<sup>2</sup> Referred to herein as "2014 MTC"

To determine how the proposed service changes would impact minority and low-income populations, Caltrain calculated the percentage of survey respondents who indicated they were “minority” in the 2014 MTC survey. The same process was repeated for those indicating they met the threshold for “low income”. Exhibit 9 provides a summary of those findings.

**Exhibit 9: Minority and Low-Income Ridership Levels by Day of the Week<sup>3</sup>**

Day	Minority	Low-Income
Saturday	48%	17%
Sunday	48%	14%

**Step 2: Defining and applying the definitions of adverse effects and benefits to elements of the Caltrain Service Change.**

As required under the FTA’s guidance, staff considered how the proposed service changes would impact Caltrain customers. For example, if one train was being eliminated but another train was being added or adjusted to provide essentially the same service, the adverse effect of the lost train would be offset by the benefit of a new or expanded route.

In general, based on the revised weekend schedule all revised local weekend trains will have a longer travel time of 6 minutes (from 98 minutes to 104 minutes). This will increase passenger commute times. The travel time on the weekend bullet trains will not change.

The adverse effects associated with the types of proposed weekend service changes are as follows:

**Discontinued service:** Passengers will have to alter their schedules or plan their days with greater focus on the schedule.

**Service Day Adjustments:** Passengers will have to alter their schedules or plan their days with greater focus on the schedule.

**Frequency reductions:**

- Passengers will have to alter their schedules or plan their days with greater focus on the schedule.
- Passengers may need to wait longer for trains, which will increase overall commute times.

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<sup>3</sup> Even though the planned weekday service changes are not considered major and are analyzed in this report, the demographic breakdowns are instructive.

- Due to revised departure times, passengers may need to take earlier or later trains.
- Less frequent service may cause crowding issues on trains.
- Less frequent service may cause passengers to stop taking trains on the weekends, resulting in decrease in both ridership and revenue

To mitigate impacts to customers from the proposed weekend service changes, Caltrain will:

- Continue to provide weekend service to customers (not as severe option as a complete weekend shutdown)
- Maintain two bullet trains in each direction
- Maintain range of service (departure and arrival times of the first train and last trains in each direction)
- Continue to provide Weekend Shuttle Service to and from San Jose Diridon and Tamien Stations
- Continue to provide Special Event Service (SF Giants, 49ers, etc.)
- Promote local transit agency services that run more frequently and provide service along the Caltrain Corridor
- Run 6-car trains on the weekends to address potential capacity issues

Throughout development of the Caltrain Service Changes, and by defining adverse impacts, Caltrain staff strived to ensure negative effects were minimized.

### **Step 3: Applying Step 2 Results for Proposed Weekend Service Changes to Caltrain Customer Data**

Based on the definitions and determinations made in Step 2, staff determined the number of users who would be impacted by the proposed weekend service changes, as well as the percentage of minority and low-income persons within the ranks of those being impacted. The net changes associated with the service changes are summarized cumulatively in the “Disparate Impact” and “Disproportionate Burden” Exhibits 11 and 13. These cumulative figures calculate the percentage of minority and low-income riders impacted by proposed changes as compared to the percentage of non-minority and non-low-income passengers.

Exhibit 10 and paragraphs below illustrate the impacts of each of the following categories of changes associated with the Caltrain Service Change (those without changes are not included):

- Discontinued Service
- Service Day Adjustments
- Frequency Adjustments

As noted in the Exhibits above, and detailed route-by-route narrative below, each change was analyzed with effects quantified in terms of the number of daily Train Revenue Miles (TRM) being adjusted for each individual train. To determine how many passengers would be impacted by the proposed changes, weekend train boardings were calculated using weekend boarding information provided by the 2014 MTC Survey. The survey data indicating the rate of minority/low-income users who utilize the Caltrain system was then applied to the number of total impacted passengers to determine the respective numbers of minority and low-income users who would be impacted by the proposed change.

## **ANALYSIS OF DISCONTINUED WEEKEND TRAINS**

The anticipated adverse effects of each train slated to be discontinued are detailed below. *The adverse effects are italicized.*

### **Southbound Trains**

Train 446: The weekend train (Saturday and Sunday) currently departs at 8:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *Current Train 446 users can take Train 438 (8:07pm). The new time will run 8 minutes ahead of the current 8:15am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 448: The weekend train (Saturday and Sunday) currently departs at 9:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *Current Train 448 users can take Train 440 (9:37pm). The new time will run 22 minutes behind the current 9:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 450: A Saturday only train, it currently departs San Francisco Station at 10:15pm with service to San Jose Diridon Station. *Current Train 450 users can take Train 440 (9:37pm) or Train 442 (11:07pm). The new times will run 38 minutes ahead or 52 minutes behind the current 10:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 454: A Saturday only train, it currently departs San Francisco Station at 12:01am Sunday morning and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *Current Train 454 users can take Train 444 (12:05am). The new time will*



run 4 minutes behind the current 12:01am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.

**Northbound Trains**

Train 445: The weekend train (Saturday and Sunday) currently departs at 7:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *Current Train 445 users can take Train 437 instead, but depart at the new travel time of 7:08am. The new time will run 8 minutes behind the current 7:00am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 447: The weekend train (Saturday and Sunday) currently departs at 8:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *Current Train 447 users can take Train 437 (7:08pm) or Train 439 (8:38pm). The new times will run 52 minutes ahead or 38 minutes behind the current 8:00am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 449: The weekend train (Saturday and Sunday) currently departs at 9:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *Current Train 449 users can take Train 439 (8:38pm) or Train 441 (10:08pm). The new times will run 22 minutes ahead or 68 minutes behind the current 9:00am departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 451: A Saturday only train, it currently departs San Jose Diridon Station at 10:30pm with service to San Francisco Station. *Current Train 451 users can take Train 441 (10:08pm) or Train 443 (10:38pm). The new times will run 22 minutes ahead or at the current 10:30pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

**Exhibit 10: Impact of Discontinued Trains**

Train	Passengers Impacted - Saturday	Low-Income Boardings Impacted Saturday	Minority Boardings Impacted Saturday	Passengers Impacted - Sunday	Low-Income Boardings Impacted Sunday	Minority Boardings Impacted Sunday
442	0	0	0	465	65	223
444	0	0	0	638	89	306
446	630	107	302	258	36	124
448	434	74	208	325	46	156
450	273	46	131	0	0	0
454	294	50	141	0	0	0
443	432	73	207	203	28	97

445	370	63	178	274	38	132
447	220	37	106	250	35	120
449	212	36	102	224	31	108
451	228	39	109	0	0	0

## ANALYSIS OF SERVICE DAY ADJUSTMENTS

The anticipated adverse effects of each train slated to have service day adjustments are detailed below. *The adverse effects are italicized.*

### Southbound Trains

Train 442: The weekend train (Saturday and Sunday) currently departs at 6:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *New Train 442 service will not operate on Sundays. Current Train 442 users (Saturday and Sunday) can take Train 436 instead, but depart at the new travel time of 6:37pm. The new travel time will run 22 minutes behind the current 6:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

Train 444: The weekend train (Saturday and Sunday) currently departs at 7:15pm and operates southbound service beginning at San Francisco Station and ending at San Jose Diridon Station. *New Train 444 service will not operate on Sundays. Current Train 442 users (Saturday and Sunday) can take Train 436 instead, but depart at the new travel time of 6:37pm. The new travel time will run 38 minutes ahead of the current 7:15pm departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time. Another option users will have is to take Train 804 (Baby Bullet) at 7:34pm. Service on Train 804 will run 19 minutes behind the current departure time; it will travel more quickly but make fewer stops, which introduces benefits or burdens depending on passengers' origins and destinations.*

### Northbound Trains

Train 443: The weekend train (Saturday and Sunday) currently departs at 6:00pm and operates northbound service beginning at San Jose Diridon Station and ending at San Francisco Station. *New Train 443 service will not operate on Sundays. Current Train 443 users (Saturday and Sunday) can take Train 435 instead, but depart at the new travel time of 5:38pm. The new travel time will run 22 minutes ahead of the current 6:00pm departure time. Another option users will have is to take Train 437 at 7:08pm. The limited service will run 52 minutes behind the current departure time. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time. Another option users will have is to take Train 803 (Baby Bullet) at 5:21pm. Service on Train 803 will run 39 minutes ahead of the current departure time; it will travel more quickly but make fewer stops, which introduces benefits or burdens depending on passengers' origins and destinations.*

## ANALYSIS OF FREQUENCY ADJUSTMENTS

The anticipated adverse effects of service slated for frequency adjustments are detailed below. *The adverse effects are italicized.*

*All NB and SB local weekend trains will shift from 60 minute to 90 minute headways. Passengers who take weekend local service will need to alter their schedule based on the revised frequencies. In addition due to the revised schedule, passengers that take local trains will have 6 additional minutes of travel time.*

## DISPARATE IMPACT

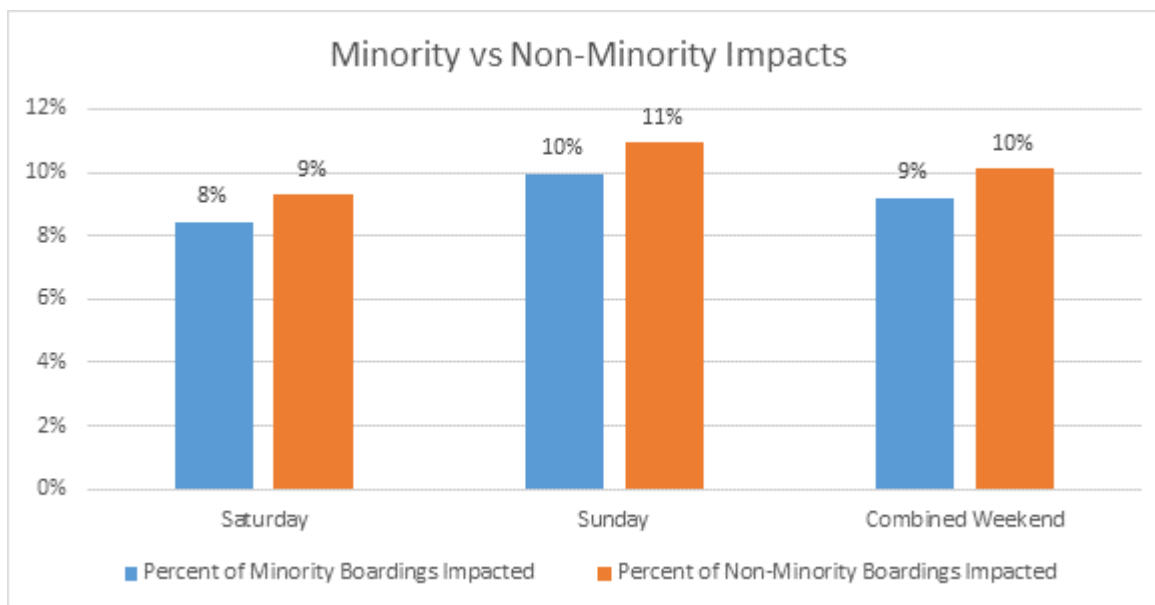
**There is no finding of any Disparate Impact associated with the proposed Caltrain service changes.** While the effects of the impact vary by weekend day (Saturday or Sunday) the differences between their impact on minority and non-minority boardings are within the threshold (10 percent) that Caltrain has adopted as acceptable. Furthermore, in this case, relatively more non-minorities than minorities will be impacted by a small margin. Exhibit 11 shows how the impacts to minority and non-minority users line up. Exhibit 12 provides a side-by-side comparison of minority vs. non-minority impacts. The findings illustrate that the variety of changes are spread in such a way that the impacts do not unfairly affect minority boardings.

### Exhibit 11: Disparate Impacts Summary

	<b>Saturday</b>	<b>Sunday</b>	<b>Disparate Impact</b>
<b>Total Number of Minority Boardings Impacted</b>	1266	1257	No
<b>Percent of Boardings Impacted</b>	8%	10%	
<b>Total Number of Non-Minority Boardings Impacted</b>	1395	1380	
<b>Percent of Boardings Impacted</b>	9%	11%	
<b>Difference in Impact</b>	-1%	-1%	

A positive 10 percent difference between impacted minority boardings and impacted non-minority boardings would generate a disparate impact.

**Exhibit 12: Weekend Minority vs. Non-Minority Impacts**



**DISPROPORTIONATE BURDEN**

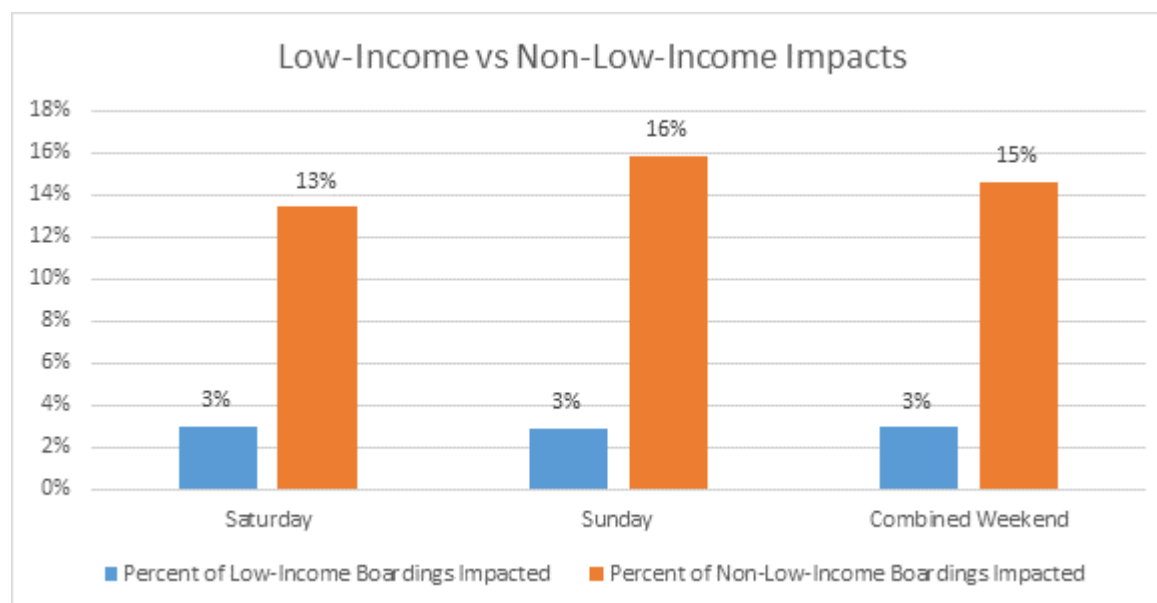
There is no finding of any Disproportionate Burden associated with the proposed Caltrain service changes. While the effects of the impact vary by weekend day (Saturday or Sunday) the differences between their impact on low-income vs. non-low-income riders are within the threshold (10 percent) that Caltrain has adopted as acceptable. As with the disparate impact analysis above, relatively more non-low-income than low-income boardings will be impacted. Exhibit 13 shows how the impacts to low-income users lines up. Exhibit 14 provides a side-by-side comparison of low-income and non-low-income impacts. The findings illustrate that the variety of changes are spread in such a way that its impacts do not unfairly affect low-income boardings.

**Exhibit 13: Disproportionate Burden Summary**

	Saturday	Sunday	Disproportionate Burden
<b>Total Number of Low-Income Boardings Impacted</b>	452	367	No
<b>Percent of Boardings Impacted</b>	3%	3%	
<b>Total Number of Non Low-Income Boardings Impacted</b>	2015	2003	
<b>Percent of Boardings Impacted</b>	13%	16%	
<b>Difference in Impact</b>	-10%	-13%	

A positive 10 percent difference between impacted low-income boardings and impacted non low-income boardings would generate a disproportionate burden.

**Exhibit 14: Weekend Low-Income vs. Non-Low-Income Impacts**



## **PUBLIC ENGAGEMENT ON PROPOSED SERVICE CHANGES**

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

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

The JPB’s public information campaign to announce the public hearing and solicit input began after the December 1, 2016 Board action to call for the March 2, 2017 Public Hearing.

The JPB’s public participation process included measures to disseminate information on the proposed service changes to LEP persons, as well as at public hearings and meetings. The public notices note that translations are available in Caltrain’s 21 Safe Harbor Languages by contacting the Caltrain Customer Service Center phone number. The Caltrain Customer Service Center offers foreign language translation service via in-house translators or the Language Line.

Comprehensive measures employed by the JPB included placing public notices for the Public Hearing and the Public Meetings on the Caltrain website (see **Attachment 7**), in Caltrain news releases (see **Attachment 8**), as Take Ones located at Caltrain lobby headquarters, onboard trains and at stations (see **Attachment 9**), as social media posts on Facebook and Twitter (see **Attachment 8**), in the Caltrain Connection Winter 2017 Issue (see **Attachment 12**), as repetitive messages on the VMS that are ran every 10 minutes at all stations from 2/13/17 to 3/2/17 (see **Attachment 13**), and in presentations to and discussions with the Caltrain Citizens Advisory Committee (CAC). Information, including the Public Notice, Draft Proposed Timetable Changes, and Frequently Asked Questions (see **Attachments 4 and 11**) were posted to the dedicated Caltrain website. Caltrain staff also reached out to Community-based Organizations to inform them of the proposed changes and also communicated directly with companies participating in the Go Pass program.

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

### **San Francisco County**

- The Mayor's Office
- Board of Supervisors
- Asian Pacific American Community Center
- Bay Area Council
- Bay Area Council, Economic Institute
- Bayview Hill Neighborhood Association
- Bayview Merchants Association
- Bayview Footprints (by Quesada Gardens Initiative)
- BRITE (Bayview Residents Improving Their Environment)
- Catholic Charities
- Chinese Progressive Association
- Dogpatch Neighborhood Association
- Greenbelt Alliance
- India Basin Neighborhood Association
- Mission Neighborhood Center
- Pomeroy Recreation and Rehabilitation Center
- Potrero Boosters
- Potrero Hill/Dogpatch Merchants Association
- Public Advocates
- Russian American Community Services
- San Francisco Labor Council
- SF Mission Bay Neighborhood Association
- Spur
- Visitacion Valley Planning Alliance (VVPA)

## San Mateo County

- All Mayors
- All City Managers
- Board of Supervisors
- Daly City/Colma Chamber of Commerce
- Redwood City Chamber of Commerce
- Foster City Chamber of Commerce
- San Mateo Chamber of Commerce
- Menlo Park Chamber of Commerce
- San Bruno Chamber of Commerce
- BayRail Alliance
- Bayshore Child Care Services
- CARRD (Californians Advocating Responsible Rail Design)
- Chicana Latina Foundation
- Family Health Services
- Coastside Hope
- College Track
- Daly City Community Service Center (Resource Center)
- Daly City Friendship Center (North County Mental Health)
- Daly City Youth Health Center
- Family Crossroads/ Invision Shelter Network of San Mateo County
- Friends of Caltrain
- Green Foothills
- Housing Leadership Council
- Japanese American Community Center
- Japanese Chamber of Commerce
- Language Pacifica
- Mid-Peninsula Housing
- Moon Ridge Apartments
- North Peninsula Neighborhood Services
- Northern Peninsula Food Pantry and Dining Center
- Northern Peninsula Mandarin School
- Our Second Home
- Peninsula Interfaith Action
- Pillar Ridge
- Puente De La Costa Sur
- Safe Harbor Shelter
- San Mateo County Commission on Disabilities, Aging and Adult Services
- San Mateo County Youth Commission
- San Mateo Labor Council
- Seton Medical Center
- Sierra Club, Loma Prieta Chapter

- Silicon Valley Community Foundation
- Sitike Counseling Center
- Skyline College
- South San Francisco Community Learning Center
- Sustainable San Mateo County
- Vista Center for the Blind and Visually Impaired
- Youth United for Community Action
- Youth Leadership Institute

#### **Santa Clara County**

- All Mayors within Caltrain Jurisdiction
- City Managers within Caltrain Jurisdiction
- Board of Supervisors
- Destination Home
- Metropolitan Education District
- Santa Clara & San Benito Counties Building & Construction Trades Council
- Santa Clara County Office of Human Relations
- South Bay Labor Council
- SVLG

#### **Alameda County**

- Asian Pacific Islander American Public Affairs Association Bay Area Chapter
- Alameda Community Learning Center
- ECO Vote
- Gujarati Cultural Association of Bay Area
- Indo American Chamber of Commerce
- Operating Engineers Local Union #3
- TransForm
- Urban Habitat

#### **No Affiliated County**

- Korean American Professional Society

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making also included publishing the public hearing notice and public meeting notices in newspapers of general circulation and various community newspapers. Notifications for the public hearing and public meetings appeared in the following newspapers:

- From 12/9/16 through 12/15/16: El Observador (translated in Spanish)
- On 12/12/16: Sing Tao Daily (translated in Chinese)
- On 12/5/16: San Francisco Examiner, San Mateo Examiner, San Francisco Daily Journal, and San Jose Post-Record



- On 2/3/17: Palo Alto Daily News
- On 2/5/17: San Mateo Examiner and San Francisco Examiner
- On 2/17/17: Palo Alto Daily News (with 21 languages listed)
- On 2/19/17: San Francisco and San Mateo Examiner (with 21 languages listed)

Staff also established multiple ways for customers and the public to provide their input: at the community meetings using a comment card printed in English on one side and in Spanish on the opposite side as well as a separate comment card in Chinese (see **Attachment 10**), through the postal service, by telephone call to the Customer Service Center’s general number or one for those with hearing impairments, through the unique e-mail address [changes@caltrain.com](mailto:changes@caltrain.com), and via an online comment form on the dedicated webpage [www.caltrain.com/proposedchanges](http://www.caltrain.com/proposedchanges).

## PUBLIC OUTREACH

As part of the Caltrain staff’s efforts to improve and expand Public Outreach, Public meeting meetings and Station Outreach were held at the locations shown in Exhibit 15.

### Exhibit 15: Public Meeting Schedule

Date	Time	Location
Wednesday, December 21	4:30 p.m. - 5:30 p.m.	<b>San Carlos:</b> Caltrain Administrative Office, 1250 San Carlos Avenue
Saturday, January 7 Wednesday, January 11	8:00 a.m. - 11:30 a.m.	<b>San Francisco:</b> Caltrain Station 4th and King Street (under the station clock)
Saturday, January 7 Monday, January 9	10:30 a.m. - 12:30 p.m. 6:30 a.m. - 8:30 p.m.	<b>Redwood City:</b> 1 James Avenue
Saturday, January 7	10:00 a.m. - 12:00 p.m.	<b>San Jose:</b> 1355 Lick Ave
Sunday, January 8 Thursday, January 12	11:00 a.m. - 1:00 p.m. 5:30 p.m. - 7:30 p.m.	<b>San Mateo:</b> Caltrain Station 385 First Avenue
Sunday, January 8 Thursday, January 12	11:00 a.m. - 1:00 p.m. 5:30 p.m. - 7:30 p.m.	<b>Millbrae:</b> Caltrain Station 100 California Drive
Monday, January 9 Sunday, January 15	6:00 a.m. - 8:00 a.m. 10:30 a.m. - 12:30 p.m.	<b>Palo Alto:</b> Caltrain Station 95 University Avenue
Tuesday, January 10	6:00 a.m. - 7:30 a.m.	<b>Morgan Hill:</b> Caltrain Station 17300 Depot Street
Wednesday, January 11 Sunday, January 15	5:30 a.m. - 8:00 a.m. 9:30 a.m. - 11:30 a.m.	<b>San Jose:</b> Diridon Caltrain Station 65 Cahill Street

Several factors went into determining the stations at which to perform outreach events. Station outreach factors included:

- Station Outreach needed to be distributed in all 3 Caltrain serving counties
- Outreach events needed to be held on both weekday and weekend dates to gather data from both sets of riders
- Stations with larger shares of users were given greater priority (based on 2015 Annual Count ridership data)
- Designated Low-Income & Minority Stations were selected (based on the Caltrain 2016 Title VI Program)

- Tamien Station Outreach was conducted to help inform weekend Tamien to San Jose Shuttle passengers
- Morgan Hill Station Outreach was conducted to address South Santa Clara County (Gilroy Extension) passenger needs
- Stations with connections to services operated by other transit agencies

## COMMUNITY MEETINGS

Expanded public outreach was a goal for this study. Caltrain also contacted several of the Community Based Organizations (CBOs) listed above seeking opportunities to present at their regular meetings, but only a small subset of those contacted were interested in receiving presentations.

Caltrain staff attended a variety of different public community meetings (including Advisory Committees in all three counties), including:

- Public Community Meetings
  - Ballpark/Mission Bay Transportation Coordinating Committee Meeting (BMBTTC)
  - North Fair Oaks Community Council meeting (a San Mateo County special committee)
  - Caltrain Citizens Advisory Committee (CAC)
  - Caltrain Bicycle Advisory Committee (BAC)
  - Caltrain Accessibility Advisory Committee (CAAC)
  - Santa Clara Valley Transportation Authority Citizens Advisory Committee (SCVTA CAC)
  - San Francisco County Transportation Authority Citizens Advisory Committee (SFCTA CAC)
  - San Francisco Municipal Transportation Authority Citizen's Advisory Committee (SFMTA CAC)
  - Local Policy Maker Group (LPMG)
- Local Government Meeting
  - City/ County Staff Coordinating Group (CSCG)
- Local Business Group Meeting
  - Caltrain Commuter Coalition (C3)

**Attachment 5** contains a list of all public outreach events Caltrain staff attended to distribute information regarding the proposed changes and collect comments.

A final public hearing will be held during the Peninsula Corridor Joint Power Board monthly board meeting on **Thursday, March 2, 2017 at 10 a.m.**, at the Caltrain Administrative Office, 1250 San Carlos Ave., San Carlos.

Prior to the hearing, comments may be sent by mail, e-mail, phone, or online to Peninsula Corridor Joint Powers Board, JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306; [Changes@caltrain.com](mailto:Changes@caltrain.com), 1.800.660.4287, or on [www.caltrain.com/proposedchanges](http://www.caltrain.com/proposedchanges).

## **PUBLIC HEARING AND PUBLIC MEETING COMMENTS**

A summary of the public meetings and public hearing meetings comments is shown in **Attachment 6** below. As of 3/1/17, a total of 141 weekend service public comments were received. Most comments were against the local weekend service reductions. There were also concerns with Special Event Service, capacity issues on Weekend Trains, concerns with impacts to Revenue & Ridership, requests for additional information on other alternatives considered (including the possibility for keeping local service at 60 minute headways), and requests for more weekend service (more Weekend Bullet Trains, Supplemental Shuttle Service, and Weekend Service to Gilroy).

To address some of the public's concerns, Caltrain will continue to run Special Event Service (including service for SF Giants and 49ers Game and major events at AT&T Park and Levi's Stadium). Additionally there is flexibility in the PCEP Construction schedule for limited Construction Weekend Shutdowns each year (e.g., for special events including the Holiday Train Weekend). To address potential capacity issues, Caltrain will also operate all six-car train sets during the reduced weekend service.

In regards to requested Supplemental Shuttle Service, Caltrain will also promote other local transit agency services that provide service parallel to the Caltrain Corridor. Often, other transit agencies provide more frequent service between cities. Some examples are listed below.

### Mid-Peninsula to South Bay:

VTA:

- Bus Rapid 522: ~ 15 min headways, Saturdays 9am-10:30pm<sup>4</sup>
- Bus 22: ~ 15 to 30 min headways

### North Bay to Mid-Peninsula:

BART:

- Pittsburg / Bay Point (Yellow Line): 20 min headways

SamTrans:

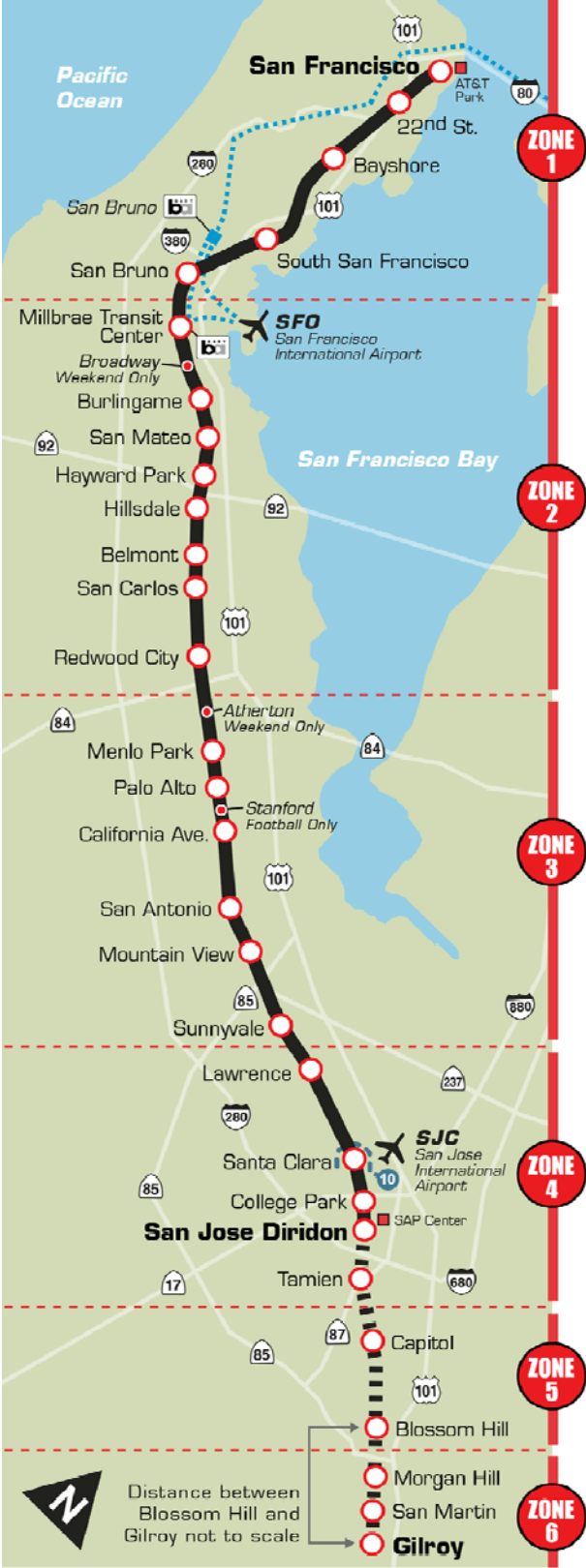
- Bus ECR (El Camino): ~ 20 min headways
- Bus 397 (Late Night), 398, KX: ~ 60 min headways
- Bus 292: ~ 30 to 60 min headways

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<sup>4</sup> Newly added service

In order to determine the actual impacts for the reduced weekend service, staff will monitor ridership, farebox revenue, and customer service comments and feedback post-implementation.

**ATTACHMENT 1 – CALTRAIN SYSTEM MAP**



**ATTACHMENT 2 – BOARD APPROVAL OF MAJOR SERVICE  
CHANGE, DISPARATE IMPACT POLICY AND DISPRORTIONATE  
BURDEN POLICY**

RESOLUTION NO. 2013 – 21

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

\* \* \*

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

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

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

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

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

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



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

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden Policies.

Regularly passed and adopted this 4th day of April, 2013 by the following vote:

AYES: CISNEROS, COHEN, DEAL, KALRA, LLOYD, NOLAN,  
TISSIER, YEAGER

NOES: NONE

ABSENT: WOODWARD

  
\_\_\_\_\_  
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

  
\_\_\_\_\_  
JPB Secretary

## MAJOR SERVICE CHANGE POLICY

### SERVICE CHANGES

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Caltrain Board for its consideration and included in the Caltrain Title VI Program with a record of the action taken by the Board.

Caltrain defines a major service change as any service change meeting at least one or both of the following criteria:

- A. An adjustment of service that equates to a reduction of or addition of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.
- B. A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.

Note: Any change that is a temporary or interim change due to construction or maintenance projects is exempted from the definition and is not considered a “major service change.”

## DISPARATE IMPACT POLICY

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

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

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

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

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

## DISPROPORTIONATE BURDEN POLICY

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

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

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

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

## **Board Meeting Minutes (April 4, 2013)**

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

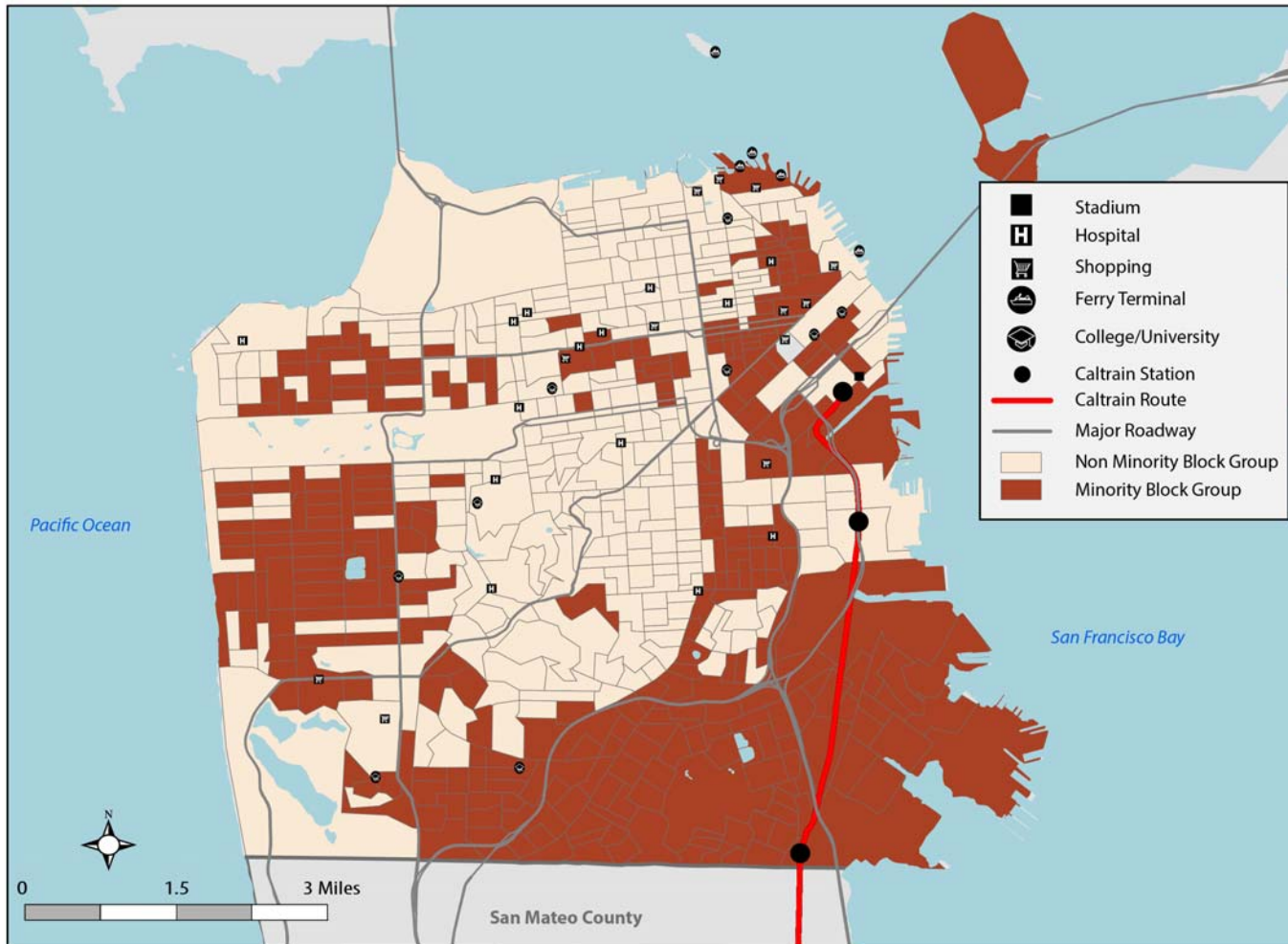
### **GENERAL COUNSEL REPORT**

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**

# MINORITY POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY

## San Francisco County: Minority Block Group



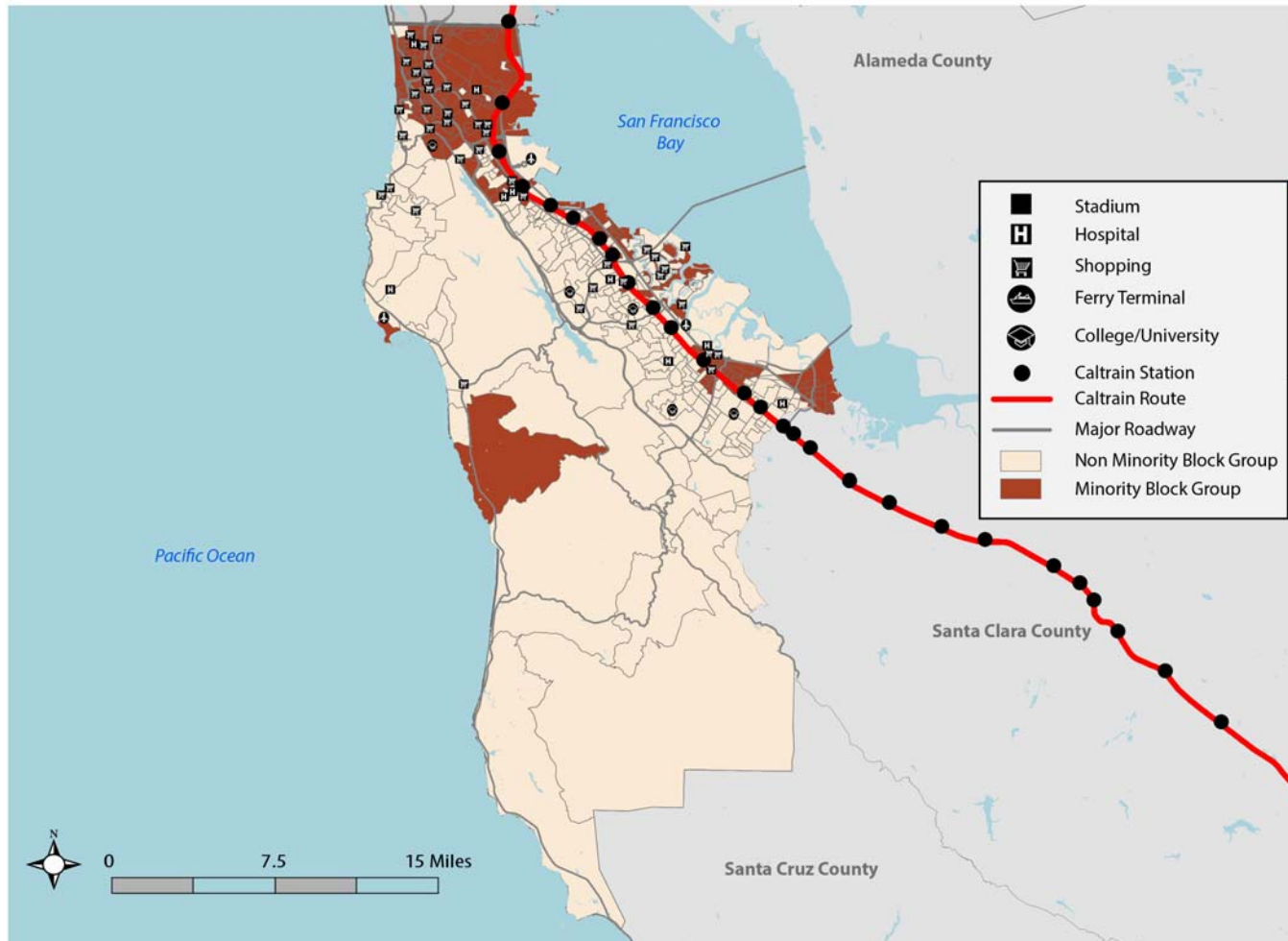
Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

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

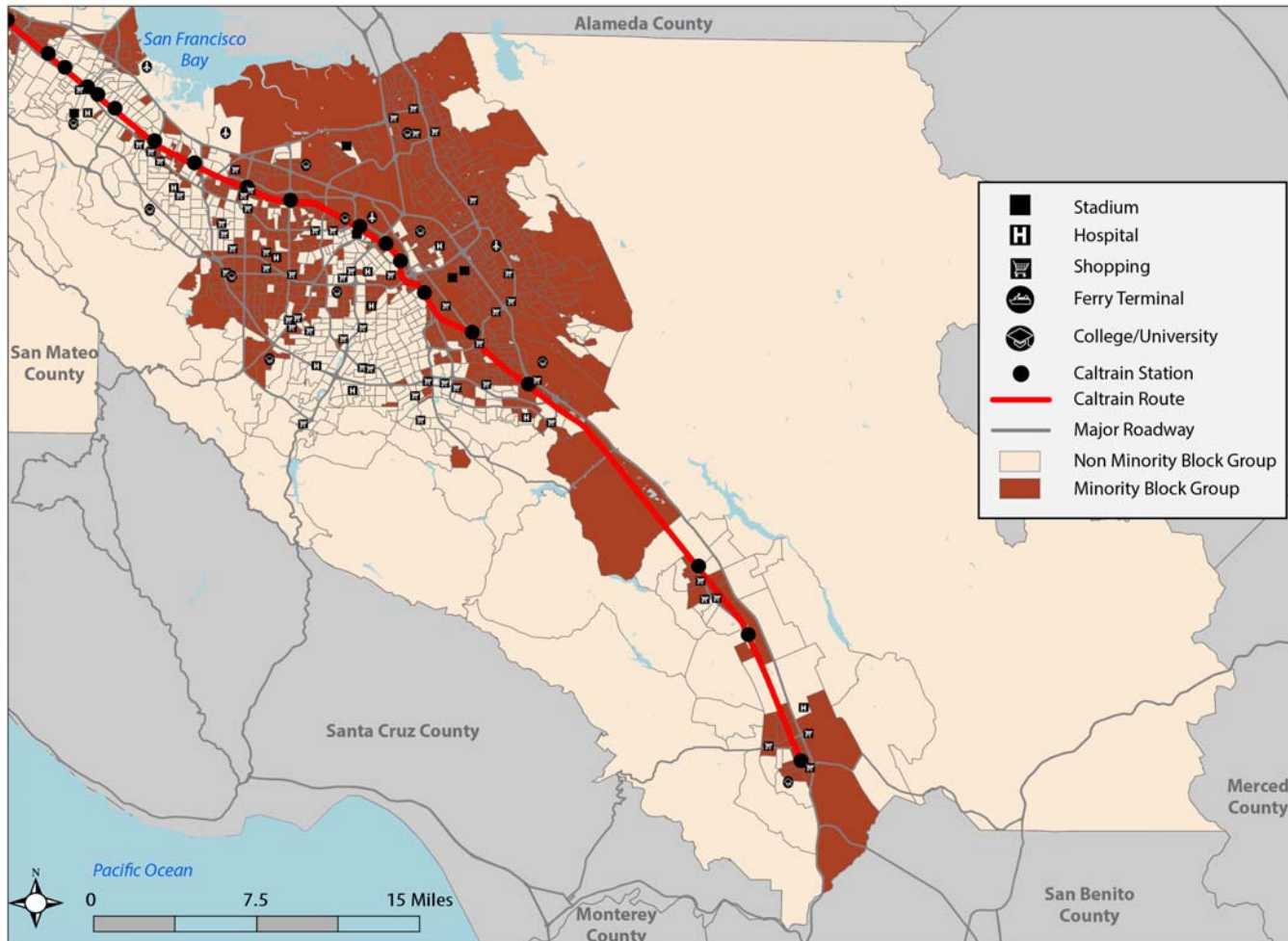


Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

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

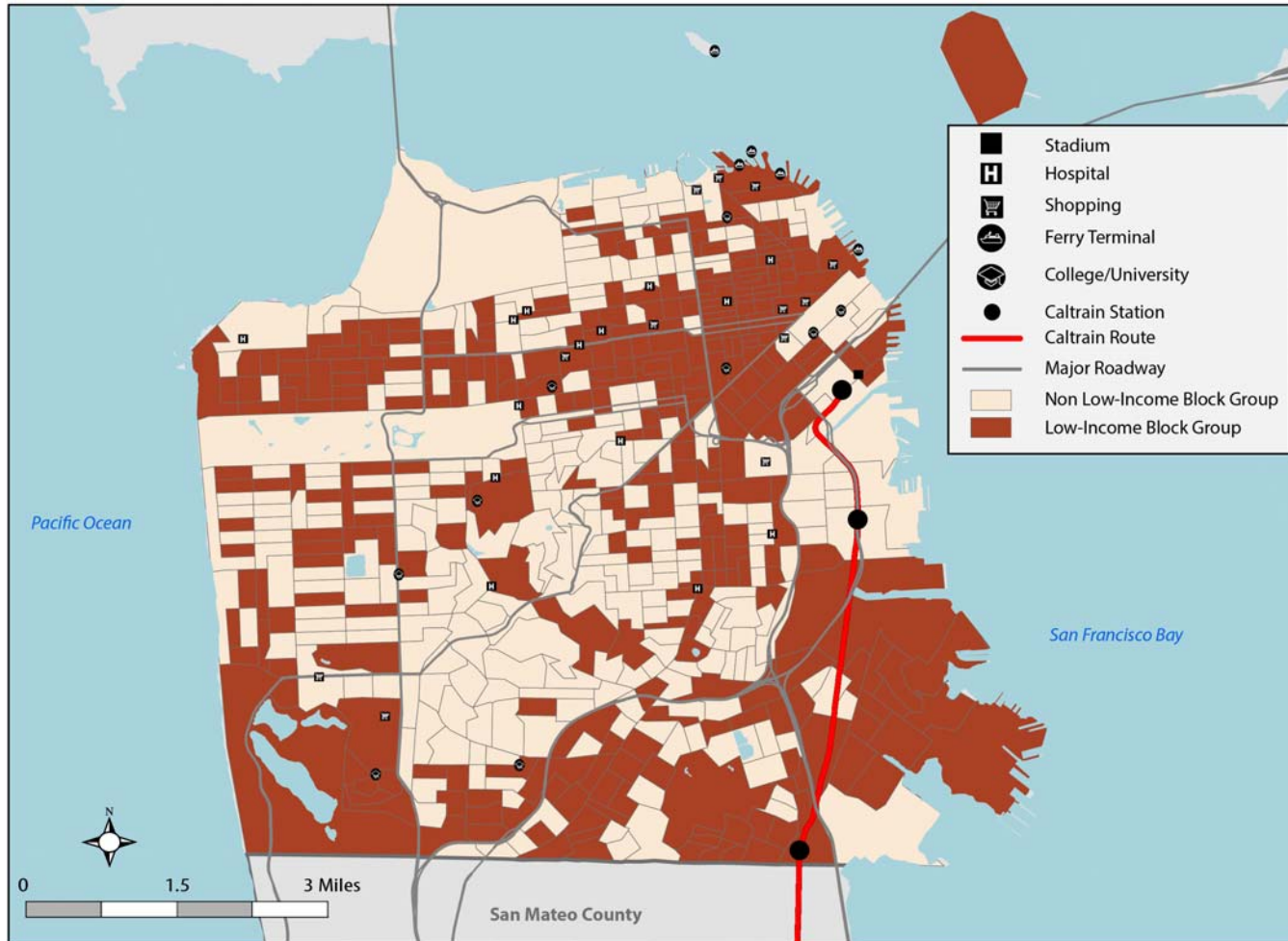


Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

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

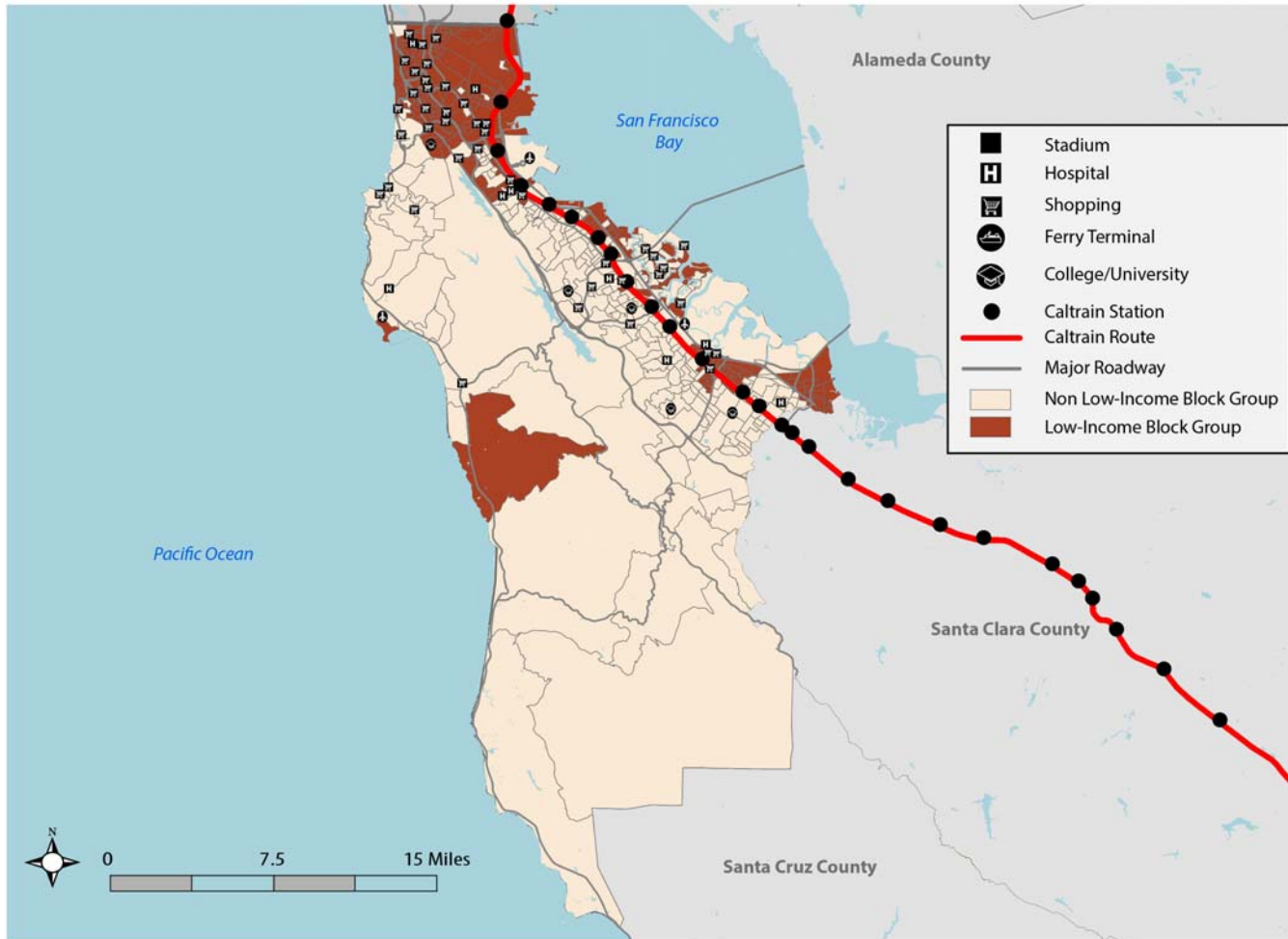


Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under \$25,000.

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

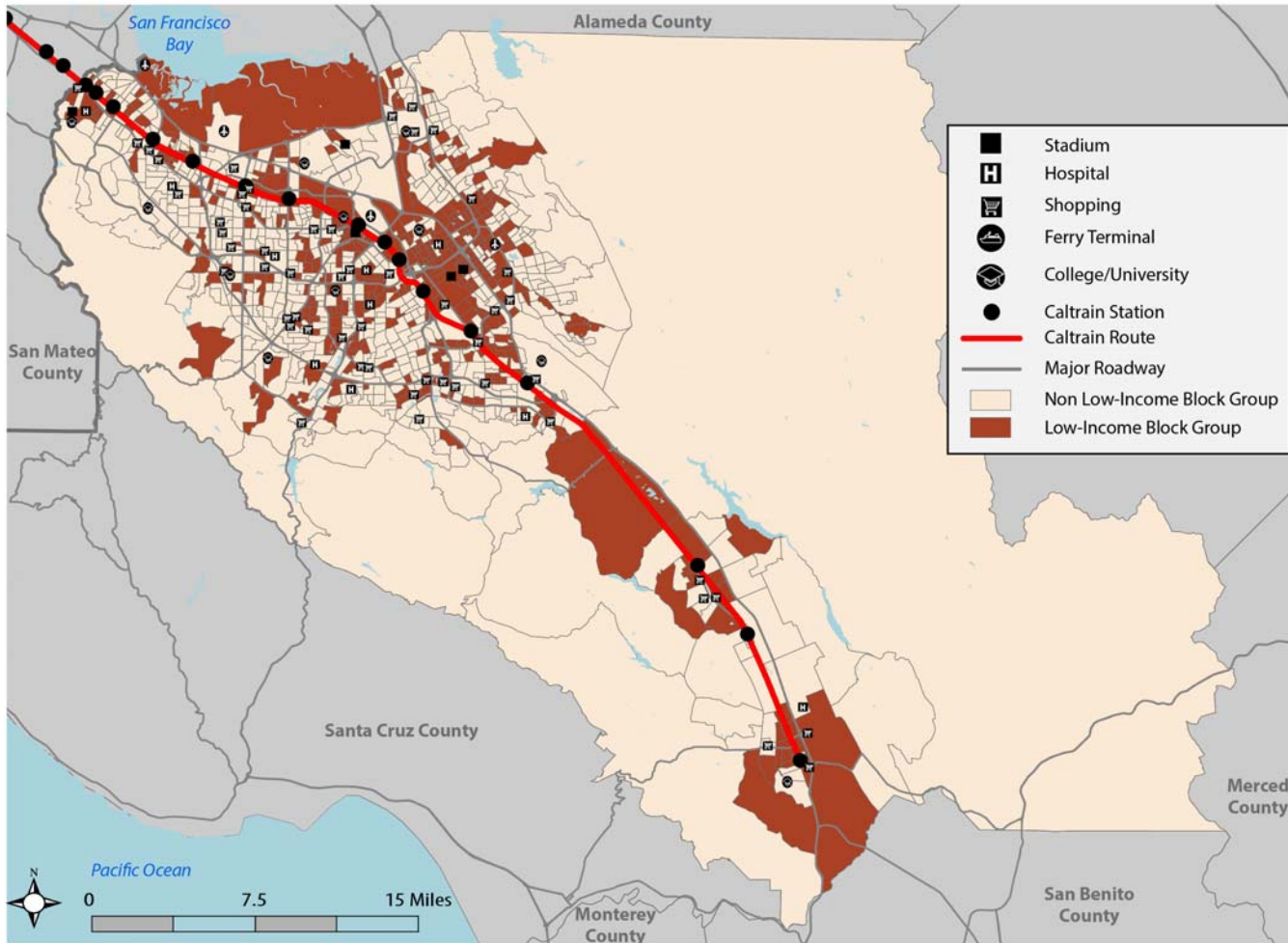


Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under \$25,000.

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 AND PROPOSED WEEKEND  
SCHEDULE**

# EXISTING WEEKEND SERVICE – SCHEDULE EFFECTIVE 4/4/2016



## Northbound - WEEKEND SERVICE to SAN FRANCISCO

Baby Bullet Express

On weekends, a shuttle bus connects the Tamien and Diridon stations. Caltrain fare policies apply.  
 Timetable subject to change without notice. \* Train departure may be delayed up to 15 minutes after Sharks games.

Train No.	SAT ONLY															*451		
	421	423	425	427	801	429	431	433	435	437	439	441	803	443	445		447	449
<b>Shuttle Bus</b>																		
Departs Tamien	PM																	
Arrives SJ Diridon	PM																	
San Jose Diridon	7:00	8:00	9:00	10:00	10:35	11:00	12:00	1:00	2:00	3:00	4:00	5:00	5:35	6:00	7:00	8:00	9:00	10:30
Santa Clara	7:05	8:05	9:05	10:05	-	11:05	12:05	1:05	2:05	3:05	4:05	5:05	-	6:05	7:05	8:05	9:05	10:35
Lawrence	7:10	8:10	9:10	10:10	-	11:10	12:10	1:10	2:10	3:10	4:10	5:10	-	6:10	7:10	8:10	9:10	10:40
Sunnyvale	7:14	8:14	9:14	10:14	10:45	11:14	12:14	1:14	2:14	3:14	4:14	5:14	5:45	6:14	7:14	8:14	9:14	10:44
Mountain View	7:19	8:19	9:19	10:19	10:50	11:19	12:19	1:19	2:19	3:19	4:19	5:19	5:50	6:19	7:19	8:19	9:19	10:49
San Antonio	7:23	8:23	9:23	10:23	-	11:23	12:23	1:23	2:23	3:23	4:23	5:23	-	6:23	7:23	8:23	9:23	10:53
California Ave	7:27	8:27	9:27	10:27	-	11:27	12:27	1:27	2:27	3:27	4:27	5:27	-	6:27	7:27	8:27	9:27	10:57
Palo Alto	7:31	8:31	9:31	10:31	10:58	11:31	12:31	1:31	2:31	3:31	4:31	5:31	5:58	6:31	7:31	8:31	9:31	11:01
Mentlo Park	7:34	8:34	9:34	10:34	-	11:34	12:34	1:34	2:34	3:34	4:34	5:34	-	6:34	7:34	8:34	9:34	11:04
Atherton	7:37	8:37	9:37	10:37	-	11:37	12:37	1:37	2:37	3:37	4:37	5:37	-	6:37	7:37	8:37	9:37	11:07
Redwood City	7:41	8:41	9:41	10:41	11:04	11:41	12:41	1:41	2:41	3:41	4:41	5:41	6:04	6:41	7:41	8:41	9:41	11:11
San Carlos	7:45	8:45	9:45	10:45	-	11:45	12:45	1:45	2:45	3:45	4:45	5:45	-	6:45	7:45	8:45	9:45	11:15
Belmont	7:48	8:48	9:48	10:48	-	11:48	12:48	1:48	2:48	3:48	4:48	5:48	-	6:48	7:48	8:48	9:48	11:18
Hillsdale	7:51	8:51	9:51	10:51	11:10	11:51	12:51	1:51	2:51	3:51	4:51	5:51	6:10	6:51	7:51	8:51	9:51	11:21
Hayward Park	7:54	8:54	9:54	10:54	-	11:54	12:54	1:54	2:54	3:54	4:54	5:54	-	6:54	7:54	8:54	9:54	11:24
San Mateo	7:57	8:57	9:57	10:57	11:14	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:14	6:57	7:57	8:57	9:57	11:27
Burlingame	8:02	9:02	10:02	11:02	-	12:02	1:02	2:02	3:02	4:02	5:02	6:02	-	7:02	8:02	9:02	10:02	11:32
Broadway	8:05	9:05	10:05	11:05	-	12:05	1:05	2:05	3:05	4:05	5:05	6:05	-	7:05	8:05	9:05	10:05	11:35
Millbrae	8:10	9:10	10:10	11:10	11:23	12:10	1:10	2:10	3:10	4:10	5:10	6:10	6:23	7:10	8:10	9:10	10:10	11:40
San Bruno	8:14	9:14	10:14	11:14	-	12:14	1:14	2:14	3:14	4:14	5:14	6:14	-	7:14	8:14	9:14	10:14	11:44
South SF	8:19	9:19	10:19	11:19	-	12:19	1:19	2:19	3:19	4:19	5:19	6:19	-	7:19	8:19	9:19	10:19	11:49
Bayshore	8:25	9:25	10:25	11:25	-	12:25	1:25	2:25	3:25	4:25	5:25	6:25	-	7:25	8:25	9:25	10:25	11:55
22 <sup>nd</sup> Street	8:30	9:30	10:30	11:30	-	12:30	1:30	2:30	3:30	4:30	5:30	6:30	-	7:30	8:30	9:30	10:30	12:00
San Francisco	8:38	9:38	10:38	11:38	11:41	12:38	1:38	2:38	3:38	4:38	5:38	6:38	6:41	7:38	8:38	9:38	10:38	12:08



## Southbound - WEEKEND SERVICE to SAN JOSE

Baby Bullet Express

On weekends, a shuttle bus connects the Tamien and Diridon stations. Caltrain fare policies apply.  
 Timetable subject to change without notice.

Train No.	SATURDAY ONLY															AW		
	422	424	426	428	802	430	432	434	436	438	440	442	804	444	446		448	450
San Francisco	8:15	9:15	10:15	11:15	11:59	12:15	1:15	2:15	3:15	4:15	5:15	6:15	6:59	7:15	8:15	9:15	10:15	12:01
22 <sup>nd</sup> Street	8:20	9:20	10:20	11:20	-	12:20	1:20	2:20	3:20	4:20	5:20	6:20	-	7:20	8:20	9:20	10:20	12:06
Bayshore	8:25	9:25	10:25	11:25	-	12:25	1:25	2:25	3:25	4:25	5:25	6:25	-	7:25	8:25	9:25	10:25	12:11
So. San Francisco	8:31	9:31	10:31	11:31	-	12:31	1:31	2:31	3:31	4:31	5:31	6:31	-	7:31	8:31	9:31	10:31	12:17
San Bruno	8:35	9:35	10:35	11:35	-	12:35	1:35	2:35	3:35	4:35	5:35	6:35	-	7:35	8:35	9:35	10:35	12:21
Millbrae	8:39	9:39	10:39	11:39	12:15	12:39	1:39	2:39	3:39	4:39	5:39	6:39	7:15	7:39	8:39	9:39	10:39	12:25
Broadway	8:43	9:43	10:43	11:43	-	12:43	1:43	2:43	3:43	4:43	5:43	6:43	-	7:43	8:43	9:43	10:43	12:29
Burlingame	8:45	9:45	10:45	11:45	-	12:45	1:45	2:45	3:45	4:45	5:45	6:45	-	7:45	8:45	9:45	10:45	12:31
San Mateo	8:51	9:51	10:51	11:51	12:23	12:51	1:51	2:51	3:51	4:51	5:51	6:51	7:23	7:51	8:51	9:51	10:51	12:37
Hayward Park	8:54	9:54	10:54	11:54	-	12:54	1:54	2:54	3:54	4:54	5:54	6:54	-	7:54	8:54	9:54	10:54	12:40
Hillsdale	8:57	9:57	10:57	11:57	12:27	12:57	1:57	2:57	3:57	4:57	5:57	6:57	7:27	7:57	8:57	9:57	10:57	12:43
Belmont	9:00	10:00	11:00	12:00	-	1:00	2:00	3:00	4:00	5:00	6:00	7:00	-	8:00	9:00	10:00	11:00	12:46
San Carlos	9:03	10:03	11:03	12:03	-	1:03	2:03	3:03	4:03	5:03	6:03	7:03	-	8:03	9:03	10:03	11:03	12:49
Redwood City	9:09	10:09	11:09	12:09	12:35	1:09	2:09	3:09	4:09	5:09	6:09	7:09	7:35	8:09	9:09	10:09	11:09	12:55
Atherton	9:13	10:13	11:13	12:13	-	1:13	2:13	3:13	4:13	5:13	6:13	7:13	-	8:13	9:13	10:13	11:13	12:59
Mentlo Park	9:16	10:16	11:16	12:16	-	1:16	2:16	3:16	4:16	5:16	6:16	7:16	-	8:16	9:16	10:16	11:16	1:02
Palo Alto	9:19	10:19	11:19	12:19	12:41	1:19	2:19	3:19	4:19	5:19	6:19	7:19	7:41	8:19	9:19	10:19	11:19	1:05
California Avenue	9:23	10:23	11:23	12:23	-	1:23	2:23	3:23	4:23	5:23	6:23	7:23	-	8:23	9:23	10:23	11:23	1:09
San Antonio	9:27	10:27	11:27	12:27	-	1:27	2:27	3:27	4:27	5:27	6:27	7:27	-	8:27	9:27	10:27	11:27	1:13
Mountain View	9:31	10:31	11:31	12:31	12:49	1:31	2:31	3:31	4:31	5:31	6:31	7:31	7:49	8:31	9:31	10:31	11:31	1:17
Sunnyvale	9:36	10:36	11:36	12:36	12:54	1:36	2:36	3:36	4:36	5:36	6:36	7:36	7:54	8:36	9:36	10:36	11:36	1:22
Lawrence	9:40	10:40	11:40	12:40	-	1:40	2:40	3:40	4:40	5:40	6:40	7:40	-	8:40	9:40	10:40	11:40	1:26
Santa Clara	9:45	10:45	11:45	12:45	-	1:45	2:45	3:45	4:45	5:45	6:45	7:45	-	8:45	9:45	10:45	11:45	1:31
San Jose Diridon	9:53	10:53	11:53	12:53	1:05	1:53	2:53	3:53	4:53	5:53	6:53	7:53	8:05	8:53	9:53	10:53	11:53	1:39
<b>Shuttle Bus</b>																		
Departs SJ Diridon	10:00	11:00	12:00	-	1:13	2:00	3:00	4:00	5:00	6:00	7:00	-	8:13	9:00	10:00	-	-	-
Arrives Tamien	10:10	11:10	12:10	-	1:23	2:10	3:10	4:10	5:10	6:10	7:10	-	8:23	9:10	10:10	-	-	-

## PROPOSED WEEKEND SERVICE – SCHEDULE TO BE EFFECTIVE SUMMER 2017

### CALTRAIN WEEKEND SCHEDULE

Eff. Summer 2017

**FINAL PROPOSED CHANGES**

#### NORTHBOUND

Train #	SAT ONLY													SAT ONLY
	421	423	801	425	427	429	431	433	803	435	437	439	441	443
<b>Shuttle Bus</b>														
Departs Tamien	***	8:11a	9:24a	9:46a	11:11a	12:41p	2:11p	3:41p	4:54p	5:16p	6:41p	8:11p	9:41p	***
Arrives SJ Diridon	***	8:23a	9:36a	9:58a	11:23a	12:53p	2:23p	3:53p	5:06p	5:28p	6:53p	8:23p	9:53p	***
SJ Diridon	7:00a	8:38a	9:51a	10:08a	11:38a	1:08p	2:38p	4:08p	5:21p	5:38p	7:08p	8:38p	10:08p	10:30p
Santa Clara	7:05a	8:43a	-	10:13a	11:43a	1:13p	2:43p	4:13p	-	5:43p	7:13p	8:43p	10:13p	10:35p
Lawrence	7:10a	8:49a	-	10:19a	11:49a	1:19p	2:49p	4:19p	-	5:49p	7:19p	8:49p	10:19p	10:40p
Sunnyvale	7:14a	8:53a	10:01a	10:23a	11:53a	1:23p	2:53p	4:23p	5:31p	5:53p	7:23p	8:53p	10:23p	10:44p
Mt View	7:19a	8:59a	10:06a	10:29a	11:59a	1:29p	2:59p	4:29p	5:36p	5:59p	7:29p	8:59p	10:29p	10:49p
San Antonio	7:23a	9:03a	-	10:33a	12:03p	1:33p	3:03p	4:33p	-	6:03p	7:33p	9:03p	10:33p	10:53p
California Ave	7:27a	9:07a	-	10:37a	12:07p	1:37p	3:07p	4:37p	-	6:07p	7:37p	9:07p	10:37p	10:57p
Palo Alto	7:31a	9:12a	10:13a	10:42a	12:12p	1:42p	3:12p	4:42p	5:43p	6:12p	7:42p	9:12p	10:42p	11:02p
Menlo Park	7:34a	9:15a	-	10:45a	12:15p	1:45p	3:15p	4:45p	-	6:15p	7:45p	9:15p	10:45p	11:05p
Atherton	7:37a	9:19a	-	10:49a	12:19p	1:49p	3:19p	4:49p	-	6:19p	7:49p	9:19p	10:49p	11:09p
Redwood City	7:41a	9:23a	10:20a	10:53a	12:23p	1:53p	3:23p	4:53p	5:50p	6:23p	7:53p	9:23p	10:53p	11:13p
San Carlos	7:45a	9:28a	-	10:58a	12:28p	1:58p	3:28p	4:58p	-	6:28p	7:58p	9:28p	10:58p	11:18p
Belmont	7:48a	9:32a	-	11:02a	12:32p	2:02p	3:32p	5:02p	-	6:32p	8:02p	9:32p	11:02p	11:22p
Hillsdale	7:51a	9:35a	10:27a	11:05a	12:35p	2:05p	3:35p	5:05p	5:57p	6:35p	8:05p	9:35p	11:05p	11:25p
Hayward Park	7:55a	9:39a	-	11:09a	12:39p	2:09p	3:39p	5:09p	-	6:39p	8:09p	9:39p	11:09p	11:29p
San Mateo	7:58a	9:42a	10:31a	11:12a	12:42p	2:12p	3:42p	5:12p	6:01p	6:42p	8:12p	9:42p	11:12p	11:32p
Burlingame	8:02a	9:46a	-	11:16a	12:46p	2:16p	3:46p	5:16p	-	6:46p	8:16p	9:46p	11:16p	11:36p
Broadway	8:06a	9:50a	-	11:20a	12:50p	2:20p	3:50p	5:20p	-	6:50p	8:20p	9:50p	11:20p	11:40p
Millbrae	8:09a	9:53a	10:38a	11:23a	12:53p	2:23p	3:53p	5:23p	6:08p	6:53p	8:23p	9:53p	11:23p	11:43p
San Bruno	8:14a	9:58a	-	11:28a	12:58p	2:28p	3:58p	5:28p	-	6:58p	8:28p	9:58p	11:28p	11:48p
South SF	8:19a	10:03a	-	11:33a	1:03p	2:33p	4:03p	5:33p	-	7:03p	8:33p	10:03p	11:33p	11:53p
Bayshore	8:25a	10:09a	-	11:39a	1:09p	2:39p	4:09p	5:39p	-	7:09p	8:39p	10:09p	11:39p	11:59p
22nd Street	8:31a	10:15a	-	11:45a	1:15p	2:45p	4:15p	5:45p	-	7:15p	8:45p	10:15p	11:45p	12:04a
San Francisco	8:38a	10:22a	10:57a	11:52a	1:22p	2:52p	4:22p	5:52p	6:27p	7:22p	8:52p	10:22p	11:52p	12:12a



**SOUTHBOUND**

Train #	422	424	426	802	428	430	432	434	436	804	438	440	SAT ONLY	
													442	444
San Francisco	8:07a	9:37a	11:07a	12:04p	12:37p	2:07p	3:37p	5:07p	6:37p	7:34p	8:07p	9:37p	10:51p	12:05a
22nd Street	8:11a	9:41a	11:11a	-	12:41p	2:11p	3:41p	5:11p	6:41p	-	8:11p	9:41p	10:55p	12:10a
Bayshore	8:18a	9:48a	11:18a	-	12:48p	2:18p	3:48p	5:18p	6:48p	-	8:18p	9:48p	11:02p	12:15a
South SF	8:24a	9:54a	11:24a	-	12:54p	2:24p	3:54p	5:24p	6:54p	-	8:24p	9:54p	11:08p	12:21a
San Bruno	8:29a	9:59a	11:29a	-	12:59p	2:29p	3:59p	5:29p	6:59p	-	8:29p	9:59p	11:13p	12:25a
Millbrae	8:34a	10:04a	11:34a	12:19p	1:04p	2:34p	4:04p	5:34p	7:04p	7:49p	8:34p	10:04p	11:18p	12:29a
Broadway	8:38a	10:08a	11:38a	-	1:08p	2:38p	4:08p	5:38p	7:08p	-	8:38p	10:08p	11:22p	12:33a
Burlingame	8:41a	10:11a	11:41a	-	1:11p	2:41p	4:11p	5:41p	7:11p	-	8:41p	10:11p	11:25p	12:35a
San Mateo	8:45a	10:15a	11:45a	12:26p	1:15p	2:45p	4:15p	5:45p	7:15p	7:56p	8:45p	10:15p	11:29p	12:41a
Hayward Park	8:48a	10:18a	11:48a	-	1:18p	2:48p	4:18p	5:48p	7:18p	-	8:48p	10:18p	11:32p	12:44a
Hillsdale	8:52a	10:22a	11:52a	12:30p	1:22p	2:52p	4:22p	5:52p	7:22p	8:00p	8:52p	10:22p	11:36p	12:47a
Belmont	8:56a	10:26a	11:56a	-	1:26p	2:56p	4:26p	5:56p	7:26p	-	8:56p	10:26p	11:40p	12:50a
San Carlos	8:59a	10:29a	11:59a	-	1:29p	2:59p	4:29p	5:59p	7:29p	-	8:59p	10:29p	11:43p	12:53a
Redwood City	9:04a	10:34a	12:04p	12:37p	1:34p	3:04p	4:34p	6:04p	7:34p	8:07p	9:04p	10:34p	11:48p	12:59a
Atherton	9:09a	10:39a	12:09p	-	1:39p	3:09p	4:39p	6:09p	7:39p	-	9:09p	10:39p	11:53p	1:03a
Menlo Park	9:12a	10:42a	12:12p	-	1:42p	3:12p	4:42p	6:12p	7:42p	-	9:12p	10:42p	11:56p	1:06a
Palo Alto	9:16a	10:46a	12:16p	12:44p	1:46p	3:16p	4:46p	6:16p	7:46p	8:14p	9:16p	10:46p	12:00a	1:09a
California Ave	9:20a	10:50a	12:20p	-	1:50p	3:20p	4:50p	6:20p	7:50p	-	9:20p	10:50p	12:04a	1:13a
San Antonio	9:24a	10:54a	12:24p	-	1:54p	3:24p	4:54p	6:24p	7:54p	-	9:24p	10:54p	12:08a	1:17a
Mt View	9:29a	10:59a	12:29p	12:52p	1:59p	3:29p	4:59p	6:29p	7:59p	8:22p	9:29p	10:59p	12:13a	1:21a
Sunnyvale	9:34a	11:04a	12:34p	12:57p	2:04p	3:34p	5:04p	6:34p	8:04p	8:27p	9:34p	11:04p	12:18a	1:26a
Lawrence	9:38a	11:08a	12:38p	-	2:08p	3:38p	5:08p	6:38p	8:08p	-	9:38p	11:08p	12:22a	1:30a
Santa Clara	9:44a	11:14a	12:44p	-	2:14p	3:44p	5:14p	6:44p	8:14p	-	9:44p	11:14p	12:28a	1:35a
SJ Diridon	9:52a	11:22a	12:52p	1:12p	2:22p	3:52p	5:22p	6:52p	8:22p	8:39p	9:52p	11:22p	12:36a	1:43a
<b>Shuttle Bus</b>														
Departs SJ Diridon	10:07a	11:37a	1:07p	1:27p	2:37p	4:07p	5:37p	7:07p	***	8:54p	10:07p	***	***	***
Arrives Tamien	10:17a	11:47a	1:17p	1:37p	2:47p	4:17p	5:47p	7:17p	***	9:04p	10:17p	***	***	***

**ATTACHMENT 5 – PUBLIC OUTREACH SCHEDULE MATRIX**

**CALTRAIN - 2017 PROPOSED SERVICE CHANGES**

**PUBLIC OUTREACH**

Last Updated: 3/1/2017

#	DATE	TIME	LOCATION	COMMUNITY MEETING/ STATION OUTREACH DESCRIPTION	# OF ATTENDEES
1	Wednesday, December 21, 2016	4:30 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	San Mateo County Public Meeting	3
2	Saturday, January 7, 2017	8 AM – 11:30 AM	San Francisco Station	San Francisco Station	20
3	Saturday, January 7, 2017	10:30 AM – 12:30 PM	Redwood City Station	Redwood City Station	31
4	Saturday, January 7, 2017	10 AM – Noon	Tamien Station	Tamien Station	16
5	Sunday, January 8, 2017	11 AM – 1 PM	Millbrae Station	Millbrae Station	11
6	Sunday, January 8, 2017	11 am – 1 pm	San Mateo Station	San Mateo Station	3
7	Monday, January 9, 2017	6:30 AM – 8:30 AM	Redwood City Station	Redwood City Station	143
8	Monday, January 9, 2017	6 AM – 8 AM	Palo Alto Station	Palo Alto Station	114
9	Tuesday, January 10, 2017	6 AM – 7:30 AM	Morgan Hill Station	Morgan Hill Station	65
10	Wednesday, January 11, 2017	8 AM – 11:30 AM	San Francisco Station	San Francisco Station	163
11	Wednesday, January 11, 2017	5:30 AM – 8 AM	San Jose Diridon Station	San Jose Diridon Station	84
12	Wednesday, January 11, 2017	11:00 AM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Accessibility Advisory Committee (CAAC)	6
13	Wednesday, January 11, 2017	4:00 PM	VTA River Oaks Campus, 3331 North First Street, Conference Room B-106	Santa Clara Valley Transportation Authority Citizen's Advisory Committee (VTA CAC)	14
14	Thursday, January 12, 2017	5:30 PM – 7:30 PM	San Mateo Station	San Mateo Station	67
15	Thursday, January 12, 2017	5:30 PM – 7:30 PM	Millbrae Station	Millbrae Station	65
16	Sunday, January 15, 2017	10:30 AM – 12:30 PM	Palo Alto Station	Palo Alto Station	6
17	Sunday, January 15, 2017	9:30 AM – 11:30 AM	San Jose Diridon Station	San Jose Diridon Station	71
18	Wednesday, January 18, 2017	5:40 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Citizen's Advisory Committee (CAC)	9
	Wednesday, February 15, 2017	5:40 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Citizen's Advisory Committee (CAC)	9
19	Thursday, January 19, 2017	11:00 AM	South Beach Harbor Community Room Pier 40 along Embarcadero, SF	Ballpark / Mission Bay Transportation Coordinating Committee Meeting (BMBTCC)	16
20	Thursday, January 19, 2017	5:45 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Caltrain Bicycle Advisory Committee (BAC)	3
21	Wednesday, January 25, 2017	6:00 PM	SFCTA Hearing Room 1455 Market Street, 22nd floor, SF	San Francisco County Transportation Authority Citizen's Advisory Committee (SFCTA CAC)	11
22	Thursday, January 26, 2017	7:00 PM	Caltrain Admin Office, Auditorium 1250 San Carlos Ave, San Carlos	Local Policy Maker Group (LPMG)	18
23	Thursday, January 26, 2017	7:00 PM	Fair Oaks Community Center, Multi Purpose Room, 2600 Middlefield Road, Redwood City	North Fair Oaks Community Council Meeting (San Mateo County Special Committee)	32
24	Thursday, February 2, 2017	5:30 PM	SFMTA Offices, 7th Floor, Union Square Conference Room , One South Van Ness Avenue, SF	San Francisco Municipal Transportation Authority Citizen's Advisory Committee (SFMTA CAC)	17
<b>TOTAL</b>					<b>997</b>

**ATTACHMENT 6 – WEEKEND COMMENT MATRIX**

Last Updated: 3/1/2017

**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)
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DATE	WEEKEND SERVICE CHANGES														COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST		

**E-MAIL (changes@caltrain.com) - OR- Online Comment Form**

																	1
12/06/16	1		1		1		1								1		1
12/14/16		1				1		1									1
12/14/16															1		1
12/15/16		1	1			1		1		1				1			1
12/21/16																	1
12/23/16																	1
12/23/16		1				1		1									1
12/23/16													1				1

**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)
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DATE	WEEKEND SERVICE CHANGES														COMMENTS	Weekend Comment(s) Tally	
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST			NEW / DIFFERENT
12/28/16			1												1	More weekend bullet trains and baby bullet trains are needed (even if just limiting stops at all stations - the current hourly schedule stopping at each station is very inconvenient when only a few people hop on/off at less popular stations).	1
01/09/17	1				1		1								1	If cutting weekend service improves the delivery time for electrification, I strongly encourage you to "cut all weekend service, and expedite the delivery of electrification". Having an earlier delivery of a new electrified service, far exceeds the current value of weekend service. Please shut it down for the weekends, and get the project done ahead of schedule!	1
01/09/17		1	1			1		1								My husband and I used to take the train once or twice a month on either Saturdays or Sundays from SF to go on organized bike rides in the Peninsula. It was so pleasant to ride down to the Caltrain station at 4th and King in the morning on a weekend as opposed to weekdays when the traffic is horrendous. However, we got tired of waiting for the train to take us back to the city at a slow pace. We switched to riding in the East Bay a couple of years ago as BART has more frequent service than Caltrain and is faster. Obviously, cutting down service from 60 to 90 min. is not going to bring us back! But we hope that once the electrification process is completed, both service and speed will improve so that we can take the train again.	1
01/09/17		1				1		1								I think the weekend cut-backs are too much. While I know train ridership can be light early afternoon, invariably what I have experienced is that it starts to get heavy 4PM and later and some Saturday evening trains back to SF are really full (even when there is not some special event). So my "vote" would be to not cut-back weekend evening (especially Saturday) hours. thanks!	1
01/09/17		1				1		1								Reducing frequency of service is NEVER the right solution! Caltrain's biggest flaw already is lack of train frequency. Having to wait an hour between trains (which are then over crowded) discourages use of public transport.	1
01/09/17		1				1		1								The 211 leaving Burlingame later and later every schedule change is now starting to impact my work schedule as I can barely make it into work on time for 8am meetings in South City when it was changed to a 7:16 departure last year. Why make it later each schedule change? Why not earlier? The weekend schedule change to one train every 90 mins is tricky for people like myself who do not have a car and rely on Caltrain to get around. It's regularly packed out at the weekends (especially when there are events on in the city) with only one an hour- one every 90 mins is going to make it even worse.	1

**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)
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DATE	WEEKEND SERVICE CHANGES														COMMENTS	Weekend Comment(s) Tally	
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT				
01/11/17		1				1			1							It is very frustrating that Caltrain and BART can't figure out your budgets in order to provide more not less service. Why is it that 3rd world countries can figure out ways to provide more frequent service for passengers? I oppose any reduction in service, especially on the weekends and only support adding more service. I would ride Caltrain more often if there were more frequent options during weekdays and weekends. Baby bullets need to be run almost all day on weekdays in parallel to trains stopping at every stop. You need to extend service hours beyond midnight on weekends. You guys are moving in the wrong direction with the proposal to cut back weekend services. With the high fares you already charge why can't you figure this out? Perhaps bloated bureaucracy...lack of automation to escape overpaid employees...	1
01/11/17														1	I would love to see at least one option to get to and from Morgan Hill on the weekends. It's disappointing that service only goes as far as San Jose.	1	

**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)
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DATE	WEEKEND SERVICE CHANGES														COMMENTS	Weekend Comment(s) Tally	
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT				
01/11/17		1				1			1							<p>Many CalTrain riders do not have a car and so they rely on CalTrain for virtually their only mode of transportation.</p> <p>For these people hourly train service on the weekend is vital and changing service to 90 minutes will impose a tremendous hardship.</p> <p>If you have ever traveled on CalTrain on the weekend, you will notice that all trains are packed with passengers. One-hour service is vital to maintain for these people. A change to 90 minute service will over pack the trains and limit these passengers' mobility</p> <p>Please reconsider changing weekend service from hourly to ninety minutes and revert to hourly service on the weekend.</p>	1



**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)
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DATE	WEEKEND SERVICE CHANGES														COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT			
01/12/17															I like the proposed changes.	1
01/12/17		1				1			1						First, let me thank you for holding a forum on these changes. The train is my primary mode of transport, -! !: I and it is not an exaggeration to say that being able to ride it is one of my favorite things. I choose to ride it about 6 days a week and only use my car if the train is not an option. I write to discourage you from scaling back weekend service. First, (and most selfishly) because it would in convenience me considerably. Waiting an hour between trains is inconvenient, but manageable. But much more, and it becomes untenable. At that point driving my car becomes more expeditious and provides more flexibility, which , I fear would be the case for many other weekend riders as well. Second, and more importantly, I consider the train to be a public safety measure. My friends and I opt to take it WHENEVER we plan to drink. Judging from the state of the other passengers, it seems like a lot of others do as well. Citing back the schedule reduces flexibility and I am very concerned hat people make poor choices when faced with greater hindrances to safely getting to and from events. Thank you again for your work on the system and your commitment to Bay Area Transit.	1
01/13/17														1	What I would really like to see is later southbound departures mid-day. When y'all went from seven minutes past the hour to on the hour it really messed up my travel. I know it's only 7 minutes, but I have the choice of get food or get the train. Later service on Sunday evening would be nice, too.	1
01/14/17														1	Could you do full Tamien train service on weekends with limited service to Gilroy on weekdays if possible	1

**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)
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DATE	WEEKEND SERVICE CHANGES														COMMENTS	Weekend Comment(s) Tally	
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT				
01/17/17		1				1		1								I really don't think low ridership is a proper reason to further decrease the frequency of a already very infrequently scheduled weekend schedule. As a city public transportation, trying to make profit from it is wrong in the first place, also, part of the reason for low ridership is the inconvenience of it, further lowering frequency will make it even less convenient and less attractive to riders. Going into bad circle	1
01/18/17		1				1		1		1						I do not like the new proposed weekend Caltrain Schedule with trains every 90 minutes. Weekend schedule should remain unchanged. Train SB #804 should remain at the normal time of 6:59 PM in the new schedule. This is my only complaint.	1
01/20/17													1			The weekend schedule needs more trains (either 1 or 2 more baby bullet trains or keep the trains the same). The trains are already crowded as is and would be a nightmare on the weekend if the proposed schedule actually took place. The weekday calendar seems fine	1
01/20/17																It's not clear from the website whether all of the proposed changes are related to PCEP construction or just the weekend changes	1
01/21/17		1				1		1								I take Caltrain around 6 days a week, including at least once every weekend. Making the trains run once per every NINETY minutes as opposed to every hour is going to make transportation for me on the weekends significantly more difficult, especially if I just happen to miss a train coming back from San Francisco or the East Bay. I'd have to stay at the station for a full 90 minutes, as opposed to 60, which is bad enough. Would you be willing to continue to keep the weekend schedule closer to 60 minutes? That would be a significant help to me. Thank you very much!	1
01/23/17		1				1		1								I no longer commute on a regular basis but I did commute from California Ave to Lawrence/Santa Clara for 16 years. My first comments address the severe cuts to the weekend service. I frequently travel to San Francisco or other peninsula points on the weekend. With the proposed cuts, this becomes impossible if one doesn't have a precise return time! I, for one, will be forced to use my car for weekend trips to the City during this time... I understand that in order to electrify you will need to make alterations to weekend service. However, I deeply regret the fact that you did not see fit to share multiple alternatives with the riders and ask for our thoughts. Telling us that you considered other options doesn't help us to give you feedback on which might have the least negative impact on the he least number of people! By the time you are done with this, you will have eroded your weekend user base to the point where it will take YEARS to recover. In addition, the continuance of extremely poor commute period service at California Avenue still makes my previous commute currently impossible. And your proposed changes do nothing to address it. Lots of new office space and housing has been built around that station in the last few years so you need to make it convenient for residents and workers near Cal Ave to use Caltrain. Insisting that we can go to Palo Alto is NOT the answer!	1
01/26/17		1				1		1					1			There are too few Caltrains and the service stops much too early in the evening, especially on weekends. Trains should last till 2 a.m. Overall, the schedule change should expand the frequency of trains, not reduce it, for it to be a reliable transportation system to San Francisco from Palo Alto.	1

**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)
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DATE	WEEKEND SERVICE CHANGES														COMMENTS	Weekend Comment(s) Tally	
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT				
01/26/17		1				1		1								Caltrain is attractive for use by wider population when the time schedule provides steady train options. If you make weekend trains 90-minute intervals it is far more likely people will drive instead of train to SF events or shopping. I know for me that is true and I also will be less likely to use it to get to the airport- Uber will be more attractive choice.	1
01/26/17													1		Make a later southbound Caltrain for Friday and Saturday nights!	1	
01/26/17		1				1		1								Please do not cut weekend service to every 90 minutes instead of every 60 minutes. There already aren't enough trains on the weekends; this would worsen the problem. Some of us actually do commute to work on the weekends and rely on CalTrain for this. Many more attend special events or leisure activities on weekends, and CalTrain helps keeps us off the already congested roads. Please reconsider.	1
01/26/17		1				1		1								In regard to the proposed changes to the Caltrain schedule, I would like to comment that the weekend schedule should not be reduced to every 90 minutes if possible, since the current schedule of every 60 minutes is better for those who use Caltrain to travel to work on the weekends. There are plenty of people who work on weekends and who would be at a disadvantage if you reduce their travel options.	1
01/26/17													1		I would really appreciate having later trains going southbound on the weekends. Going home after the trains stop running around midnight is very difficult and expensive.	1	
01/26/17													1		In an effort to not drive to Stanford campus, it would be great if the trains were slightly more conducive to shift work. Could you consider moving the current 525am train even later? Or creating an earlier express train? This would allow workers to be at the hospital by 7am (a common shift time). Also, if you would consider adding a weekday train that returns from San Jose after 11pm, that would be great as many shifts end at 11-11:30pm and there is no viable transportation option at that time. I realize that changes in the weekend schedule (to allow for workers to arrive at 7am on the weekend) are less viable options so hopefully, these weekday changes would be possible.	1	
01/26/17		1				1		1								Please do not change the weekend schedule to every 90 minutes. Every hour is bad enough. I would like to believe there is more ridership to support every 30 minutes. Because of the every 60 minute schedule - it defers me at times of using Caltrain over the weekend when I need to be some place.	1
01/26/17		1				1		1								As it is, weekend service on Caltrain is insufficient--once an hour is not enough, and now you're proposing once every 90 minutes?! I anticipate you will lose a ton of ridership on weekends--I know I won't bother using Caltrain, what's the point?	1
01/26/17		1				1		1								It's already hugely inconvenient to only have service every 60 minutes on the weekend. It makes it hard for me, who doesn't have a car, to get to and from work and shopping.	1
01/26/17		1				1		1								Decreasing trains to one of the most crucial commuter arteries is not beneficial to the riders.	1

**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

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DATE	WEEKEND SERVICE CHANGES														COMMENTS	Weekend Comment(s) Tally	
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT				
01/26/17		1				1										At present, I would take Caltrain from MV to SF more often if the trains came more frequently. The present schedule means that if you miss one train, you have to wait a full hour for the next one, and often that deters me from using the train entirely on the weekend. The proposed change to make the trains come every 90min would further discourage me, and riders like me, from using the trains on the weekend, because of the further delay in between trains and significantly fewer options to make plans to be in the different cities services by Caltrain. I strongly oppose decreasing the frequency of Caltrain on the weekends.	1
01/26/17		1				1										Hello Caltrain folks, I just learned about the proposed change of the weekend train schedule to have trains run every 90 minutes instead of every 60 minutes this summer. For many reasons I think this change should not be enacted. Many people work and commute on weekends, and further limiting their train options would disrupt commute schedules and waste time. Once an hour is already limiting for travel between San Jose and San Francisco, and I would be much more inclined to drive with this change. For people without a car, the limited number of trains makes travel and commute between cities much less accessible. Furthermore, the reduced number of workers needed to operate the trains and check tickets would have a significant impact on the Caltrain employees. It would be more difficult for workers to work the number of hours necessary to make a decent living. I hope you will consider the input of your many commuters, users, and workers; one train every 90 minutes is not enough.	1
01/26/17		1				1										Weekend trains should run every 60 minutes. There are many researchers, including me, who commute to the Stanford University for work even on weekends for research work. It would be inconvenient for us if the frequency of the trains is further reduced to 90 min instead of 60 min,	1
01/26/17		1				1										90 minutes between service on the weekends is a HORRIBLE idea! We expect improvements in the service, not backwards steps! I use the train every weekend for travel to Quakes games and into SF, if the service moves to every hour and half I will stop using it. A very poor idea.	1
01/26/17														1	I ride Caltrain to and from work everyday. I am supportive of the proposed weekday changes and am excited to see that steps are being taken to modernize Caltrain. However, it would be nice to see later departures from San Francisco on the weekend (Fridays and Saturdays). It's hard to take Caltrain to spend an evening in the city when you have to make it back to 4th & King to catch the train before 11:50pm. Could a 12:30am or 1:00am departure be added?	1	
01/26/17		1				1										I agree with the proposed weekday changes but not with the weekend changes.	1
01/26/17		1				1										Trains every 90 minutes on weekends would be discouraging people from taking the train. And for those who don't have a choice, missing a train provides a bleak option: wait 90 minutes.	1

**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

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DATE	WEEKEND SERVICE CHANGES													COMMENTS	Weekend Comment(s) Tally		
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT				
01/26/17		1				1		1								I'm saddened by the proposed changes to the weekend schedule. The reason nobody wants to take Caltrain on the weekends is because it already runs so seldomly. Decreasing its frequency does nothing to encourage its use. I have many European friends, and the Caltrain service infrequency already shocks them.	1
01/26/17		1				1		1								I am a frequent weekend Caltrain user with a Stanford employee Go Pass. My boyfriend lives in SF and I live in San Francisco and using Caltrain is the only way we get to spend time together. The idea of shifting to a train every 90 minutes would be very inconvenient. If I miss the train by 1 minute, I have to wait 1 hour to catch the next. Going to every 90 minutes would make this worse. It provides very few options for going to and from SF on the weekends. Additionally, oftentimes there are events going on and the Caltrain is so packed that I can't even find a seat. Caltrain going to a train every 90 minutes, would make this even worse, unsafe, inconvenient and uncomfortable. Please consider how illogical this is for your frequent riders.	1
01/26/17		1				1		1								Weekend changes in frequency are unacceptable! Every 90 minutes instead of every 60 just makes it more difficult to use Caltrain. I would love to see BART take over Caltrain service.	1

Last Updated: 3/1/2017

**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
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DATE	WEEKEND SERVICE CHANGES													COMMENTS	Weekend Comment(s) Tally	
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT			
01/26/17															I think the proposed changes are fine.	1
01/26/17		1											1	It would be very helpful to have more frequent service at the weekend and to limit the duration of the reduction in service to as few weeks as possible.	1	
01/26/17		1				1		1						On some weekends I take the train from Menlo Park to San Francisco. When I go to the airport, I always take the Caltrain. The fact that the trains only run every hour is a bit inconvenient, though. Reducing the service even more would make it really impractical to use the train.	1	
01/26/17		1				1		1						I OPPOSE the proposed reductions in weekend service - trains running every 90 minutes instead of every 60 minutes. As it is, the once an hour service is not sufficient!	1	
01/26/17													1	I work on weekends in Palo Alto. The 90 min weekend train schedules seem pretty harsh especially compared to 60 min, which I already felt were too far apart. IT could be helpful to add more express trains to help shuttle people more on the weekend.	1	
01/26/17														I'm excited about the electrification project, especially since it will increase capacity and reduce greenhouse gases in the short-term. On your website, it says that the electrification will be complete in 2020 or 2021, does this mean that we have the reduced service for construction for the next 3 years? Will you add cars to increase capacity in the short term?	1	
01/26/17		1				1		1						I am a daily Caltrain rider, and I appreciate the opportunity to provide feedback. The weekday changes proposed sound good, and the Caltrain modernization project is of course something I support. I do want to mention though that the weekend changes will be quite a burden. I understand if they are unavoidable, but already the dearth of weekend trains makes it hard to coordinate the train with flight schedules, weekend conferences at universities, and weekend work days. Moving to a 90 minute schedule with even fewer trains will only make it harder. I encourage Caltrain to find a way of preserving a more regular schedule (maybe trains every 70 mins?), or if not, to ensure that in 2020 when the modernization project is complete, that the schedule will revert back to an hourly service.	1	
01/26/17		1				1		1						Commuting in the bay area, especially on weekends is difficult and reducing train frequency to once every 90 minutes would make taking public transit even harder. I would like to be able to take caltrain because I don't own a car, but a reduction in train frequency would make it difficult for me to move around the bay area. There is already a serious scarcity of transit options in the bay area and this change would negatively impact me and others without access to a car.	1	

Last Updated: 3/1/2017

**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

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01/26/17		1				1		1								The move to a 90 rather than 60 minute schedule for weekends seems to me like a big mistake. I travel on Caltrain often on weekends to visit friends and carry on social and leisure activities. The biggest barrier to this ridership is the infrequency of trains. Even the 60 minute schedule has made it hard to use the train instead of driving on many occasions. a move to even less frequency will make matters much worse.	1
01/26/17		1				1		1								Please do not reduce the weekend schedule to every 90 minutes!!! It should be increased, if anything. Especially at night. Thanks for listening.	1
01/26/17		1				1		1					1			60 minutes apart on weekends is already too long to be useful. Now the plan is 90 minutes apart? How about just handing the tracks over to BART. Their trains squeal, but at least you can count on one coming every 20 minutes.	1
01/26/17																I like the weekday schedule proposed starting april 10th for commuter times, however the summer train weekday schedule is not worthy to run the train. This schedule is of no help or i vote no or dislike for commuters summer weekday schedule to the palo alto area for work. The best thing to do is just close the train down and not run the trains for 2 weeks or for 1 month then resume the april 10th schedule if maintenance needs to be completed for the train tracks. Then resume the april 10th schedule. Get the work done rapidly so normal schedule can resume for commuters for work schedule.	1
01/26/17		1				1		1								Weekend timetable will change to 90min is too long. For people like me has a part time job in the city on the weekend, it will be difficult.	1
01/26/17		1				1		1								I am disappointed by the proposed cuts to weekend caltrain service because I primarily use caltrain to go to San Francisco for fun on the weekends. It is already impractical for me to make dinner and concert plans on Sunday evenings because caltrain service ends so early, and the proposed cuts will make it even less convenient to plan Saturday and Sunday daytime trips.	1
01/26/17		1				1		1								Running less trains on the weekend sounds like a real step backwards to me.	1
01/26/17		1				1		1								Many folks use Caltrain to go to San Francisco on the weekends to take in the sights and attend the baseball games. And the system of connecting Caltrain to BART to the airport is already inconvenient and time consuming. Please do not increase the time between trains on the weekends.	1
01/26/17		1	1			1		1					1			Can we have some another bullet train added at 8am on weekends? I avoid taking Caltrain on the weekends because they take too long to get to south bay. If there were a few more bullets added in, I'd take Caltrain every time.	1
01/26/17		1				1		1					1			Would rather see number of trains on weekends increased. Given that the interval between trains will be increased to 90 minutes I would hope for an extension of service until later at night.	1
01/27/17		1	1			1		1								I wish Caltrain would keep the weekend train schedule as is, or increase frequency! I rely on the weekend train a lot and if anything, I want more weekend trains, not fewer.	1
01/27/17		1				1		1								I'm happy with the weekday changes. Reducing the weekend service to once every 90 minutes will make the train much less useful for me and many people I know.	1

**LEGEND**

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01/27/17														1	Why does Caltrain not time transfers with Bart at Millbrae? This seems to me a glaring oversight, as does the existence of Caltrain in general when Bart could more easily and affordably serve the entire Bay Area.	1
01/29/17		1				1		1						1	On the weekends, you could add trains at only the peak times (AM northbound, PM southbound). Those trains are often too crowded with the present level of service, and increasing headways will compound the problem. Additions of a few trains at the peak times should not (in theory) impact PCEP work windows much.	1
01/29/17		1				1		1						1	<p>Thank you for providing printed information regarding the proposed train schedule. I don't frequent the CalTrain website, so the printed information was my first communication regarding a schedule change that will significantly affect my morning schedule.</p> <p>I hope the reduced weekend schedule has considered baseball fans who would like to attend SFGiants games and travel by CalTrain. There are many people who ride the trains to and from those baseball games.</p> <p>I ride Train #305 almost every weekday from Palo Alto to SF. I ride it partly because I can get a seat at that hour, and partly because it is very efficient. I don't understand the need to convert that train from its current status as a baby bullet train. It is very popular, especially early in the week. Are you trying to make it standing room only like many of the evening trains and later morning trains?</p> <p>I remember when CalTrain was celebrating the creation of the BabyBullet trains. The existence of those trains makes a huge difference for long-distance commuters. It is sad that, in this period of increased ridership, CalTrain is effectively decreasing the number of BabyBullet trains.</p>	1
01/30/17		1	1			1		1						1	I ride Caltrain a lot less compared to when I lived in Mountain View. But I do still ride it occasionally. I see on the weekends the schedule is moving to every 1.5 hours instead of every hour. Not a huge fan of this. What about turning more into baby bullet trains/schedules?	1
02/01/17		1				1		1							I don't believe weekend travels should be changed to every 90 minutes. It takes long enough to get somewhere on the weekends and delaying it by 1/2 hour more doesn't make sense since Caltrain already limits its trains.	1
02/01/17		1				1		1						1	I appreciate that the proposed changes are in an effort to accommodate construction related to electrification of Caltrain. However, the reduced number of trains on the weekends is concerning. Can the public be provided an estimate of how long (months or years) there will be reduced trains? Caltrain is an important part of the transit system in the Bay Area during the week AND on the weekend. Have studies been done on how this will impact traffic, particularly with the Giants season starting soon and running through the summer?	1



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02/02/17		1				1		1								90 minutes between trains is extremely inconvenient for folks who commute during low usage hours. We still have to get to work even if it is at noncommute time hours. Also safety at some stations is an issue with long wait times.	1
02/02/17		1				1		1								These schedule changes are outrageous as someone who takes the train from San Mateo to Mountain View. There are simply no longer any viable options. I usually take the 7:48 or 8:48 and would need those to remain. Weekend schedules also need MORE trains not fewer. As it is the train is essentially useless running 1 per hour to get back and forth from San Francisco. Trying to return and waiting on a platform for over an hour is downright dangerous for criminal activity.	1
02/03/17		1				1		1					1			Weekend service should increase, not reduce! Even current schedule, train frequently becomes standing room only. Caltrain carries "Relatively" more weekend passenger than BART system. (Ratio of Monthly ridership/weekday ridership of Caltrain is higher than BART*) Caltrain have enough cross over switcher to support single track operation more frequently. I am OK to suspend express train during construction which is difficult to control under single tracking. I would like to suggest as follow, • No Express train • Run local train every 40 min (9AM-7PM) or every 60 min (Before 8AM, after 8PM). • Shut down Millbrae to San Francisco completely if there is critical work. Millbrae station have capability of turn around. I would like to suggest running local train every 30 min but this is not matched to BART's frequency. So, every 40min local train will meet half of BART train at Millbrae. I also suggest shutting down (or reduce frequency) between Millbrae to San Francisco if there is critical work. This section can shut down as there is BART parallel to Caltrain. *APTA ridership report.	1
02/04/17		1				1		1					1			I ride Caltrain several times a year when I go to San Francisco and the weekend schedule is just fine the way it is. I believe it would be harder to find a good seat if the trains were that crowded. I believe the schedules should remain the same. I also believe that there should be more mechanical bells at grade crossings, because there seem to be very few left (at least between SF and San Jose). If the 25th Ave. crossing is grade separated, then mechanical bells should be installed on other railroad crossings.	1
02/06/17		1				1		1								Trains every 60 minutes or more frequently would be great on the weekends. Please reconsider changing to every 90 minutes.	1
02/08/17	1		1		1		1		1		1					Weekend schedule- ok Regarding Weekday schedule -1) space out the times for train arrival for a particular station, not back-to-back where you will have to wait another 40 mins for the next train. i.e. san carlos station 2) allow more stops at California ave. Divert the traffic going to the heavy traffic stations 3) the parking in caltrain stations in Hillsdale is very limited considering there is more traffic to this station with the increase in construction/occupants in the nearby businesses. 4) allow more trains to stop at Belmont, not once every hour. 5) traffic backing up in local streets getting to the train station, i.e. Ralston and el camino real/sequoia station.	1

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02/08/17		1				1		1								Would like to see the weekend schedule not change. By reducing the number of trains on weekends, it will discourage riders from attending venues in the city and up and down the peninsula. Will it make a difference by reducing the trains? Especially the weekend where there are only four trains on the tracks at a given time. The San Mateo station bridge project, the San Bruno station project went ahead with only a minor disruption to the schedules, why can't the same be done with the electrification project?	1
02/08/17		1				1		1						1		Weekend service is heavily used. Cutting back services causes huge disruption to the public on the peninsula. Consider doing track work on night shifts as Caltrain used to do when there were track upgrades....both weekdays and weekends...when trains don't run anyway.	1
02/09/17		1				1		1								I'm sad that trains will be less frequent on the weekends. I understand that ridership is down and makes it hard to justify trains every hour, but with this change not only will it be harder to get anywhere on the train on weekends due to the infrequency (requiring planning around 1.5 hour increments of being able to get somewhere), but the schedule will be harder to keep track of. :(	1
02/09/17		1				1		1								Re: Summer Weekend Proposal: Moving trains to every 90 minutes will stop me from taking Caltrain entirely, and I think many people. As it is, despite the fact that Caltrain is free with my Go Pass, and despite living 8 mins walk from San Antonio Station, I frequently prefer to drive to Daly City and take BART rather than deal with the weekend schedule. With a 90-minute spread, I won't even bother to check whether Caltrain works with my schedule. Perhaps fewer riders is your goal.	1
02/10/17		1				1		1								I will no longer be able to take the train if the proposed schedule goes live	1
02/10/17														1		Please think carefully about weekend Giants games, and I hope you will continue to put on an extra train. The 11:34 from Menlo Park has been very convenient for me for the 1pm games. Leaving at 10:45 would be difficult.	1
02/10/17		1				1		1								Service is so limited already on weekends that I find it impractical to use Caltrain 95% of the time. I can't imagine ever finding it practical with even less frequent service. And the problem with very early termination of service Saturday nights is getting worse I see( midnight seems early for a service that can help a drinking person get home safely.). Its not clear what the consequence of just keeping the same service would be. I know you are electrifying tracks, but why can't that be done with current service?	1
02/16/17		1				1		1								I respectfully request that CalTrain not reduce Saturday and Sunday service. From San Carlos, the train is my only option into the city. The once an hour train is already inconvenient. Now you want to reduce service. Please reconsider.	1
02/17/17																I take the train from Bayshore to Hillsdale to be at work by 10am. The new schedule will not work for me, so I will be forced to drive on the weekends I have to be at work.	1
02/17/17		1				1		1								Changing the schedule on weekends to every 90 minutes is better than no weekend service at all BUT - - running the trains every 90 minutes vs. every 60 minutes will make it harder to get to SF Giants baseball games. Either get there an hour or more early early for 1:05 pm games or get to the SF station 10 minutes after the game starts.	1

Last Updated: 3/1/2017

**LEGEND**

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02/17/17															1	I seriously hope you will table the weekend schedule changes at this time, given the uncertainty of funding for electrification. While I realize this wasn't Caltrain's decision, it is unreasonable to make riders suffer long headways for many years for a project that may not happen in the foreseeable future. I am sure we are all extremely disappointed at the funding decision. You should wait to adjust the weekend timetable until funding is secure.	1
02/18/17		1				1		1							1	To have even less service on the weekends will lead to even less ridership. I hear a number of comments that people would use the service more if it had more times available to travel. Perhaps if need to limit trains, have more express trains that don't service the lesser used stations and offer more often.	1
02/18/17		1				1		1							1	I would be very sad to see the weekend schedule space the trains further apart. I use the train primarily to attend theater matinees in the City and now have to wait no more than 60 minutes (which already seems like a lot) if I just miss a train. To have that stretch to 90 would be discouraging. I would probably be unable to make the 5:07 train, in which case I would have to wait for the 6:37 one and getting home around 8:00.	1
02/23/17													1		1	Please do not push forward the timetable for the earliest train on Saturdays. I work in Palo Alto on weekends and depend on getting there by 9:30. If considering adjustments, please have the earliest train depart SF sooner, so that passengers can still get to their destinations by the time they've come to depend on.	1
02/24/17															1	It would be great when there could be a Southbound train 1h earlier on Saturday mornings. So a train leaving San Francisco at 7:07am would be really great!	1

**CUSTOMER SERVICE COMMENTS (Phone or Written Entered into changes@caltrain.com by Customer Service Rep.)**

01/19/17		1				1		1								<p>Received via CT online feedback form:</p> <p>Hi- Just a heads up that the proposed 2017 schedule changes return comment boxes do not seem to work. I've tried in multiple browsers but each time the cursor is placed in the response box(es) it automatically switches to another web-page so you can't actually comment. (? : )</p> <p>Clearly it's not a computer issue because I'm commenting here which seems to say the functionality problem is on that page somehow.</p> <p>Anyway, for what it's worth I think the weekend cut-backs are too much. While I know train ridership can be light early afternoon, invariably what I have experienced is that it starts to get heavy 4PM and later and some Saturday evening trains back to SF are really full (even when there is not some special event). So my "vote" would be to not cut-back weekend evening (especially Saturday) hours. thanks!</p>	1
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**SAN FRANCISCO CALTRAIN STATION, SATURDAY, JANUARY 7, 8 am - 11:30 am**

Last Updated: 3/1/2017

**LEGEND**

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01/07/17														1	Earlier Train Service in the Morning on the weekends (1 hour earlier)	1
01/07/17	1		1		1		1		1		1				Support Updates/ updates to the system. Do whatever it takes.	1
<b>MILLBRAE CALTRAIN STATION, SUNDAY, JANUARY 8, 11 am - 1:00 pm</b>																
01/08/17														1	She would like more frequent service and an 11pm late night train, briefly explained proposals and gave notice handout, NB platform	1
<b>REDWOOD CITY CALTRAIN STATION, MONDAY, JANUARY 9, 6:30 am - 8:30 am</b>																
01/09/17		1				1		1							My train on the weekend might not get to my appointments at Menlo Park VA Hospital. Still ride on SamTrans 296.	1
<b>PALO ALTO CALTRAIN STATION, MONDAY, JANUARY 9, 6 am - 8 am</b>																
01/09/17		1				1		1							expressed concerns about the weekend schedule. Currently it is coming the same time every hour. The revised schedule makes it less simple and makes him have to check the schedule	1
01/09/17															Surprised about the weekend schedule	1
01/09/17		1				1		1							-Oh no! I take Caltrain on the weekends a lot. this will definitely have an impact on how I use the train during those days."	1
<b>MORGAN HILL CALTRAIN STATION, TUESDAY, JANUARY 10, 6 am - 7:30 am</b>																
01/10/17															-The world does not revolve around Tamien. -Weekday Service changes do not impact his commute on trains 217 & 156. -Does not take Weekend Caltrain Service since he only lives 300 yards from the MH train station & works the same distance from the train. -Overall pretty happy with the service.	1
01/10/17															-Weekday changes do not impact him. -Weekend changes do not impact him. -Would take the weekend train a couple times a year if weekend service was provided..	1
01/10/17															-Variability in the schedule -Takes train from MH to MV. Schedule does not impact him that much. -Weekend Service does not impact him since he does not take Caltrain on the weekends.	1
01/10/17															-Came over from car pool. Takes MH to San Carlos. Weekend Service Changes do not impact him.	1
01/10/17															Weekday & Weekend Changes do not affect her	1
01/10/17															No weekday service impacts, Do not ride on the Weekends	1

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<b>SAN FRANCISCO CALTRAIN STATION, WEDNESDAY, JANUARY 11, 8 am - 11:30 am</b>																
01/11/17		1				1		1						1	Keep commute headways an hour apart on weekend service, 7-10am & 4-7pm Other time proposed plan is good for those of us that work weekends	1
01/11/17			1											1	-Want more bullet service after 7pm on weekdays -More bullets in general	1
<b>SAN JOSE DIRIDON CALTRAIN STATION, WEDNESDAY, JANUARY 11, 5:30 am - 7:30 am</b>																
01/11/17														1	With the weekend service significantly being cut, consider adding additional bullet trains during the weekend, also suggested using Bomb set during the weekend bullet train (which we already do . . .)	1
<b>PALO ALTO CALTRAIN STATION, SUNDAY, JANUARY 15, 10:30 am - 12:30 pm</b>																
01/15/17		1				1		1						1	Outreach staff explained proposals and gave notice handout, SB Platform. Does not want reduction in service.  Wants additional southbound commute weekday service in the late afternoon/early evening between 3:30pm – 7:30pm.  On public timetable, improve timed transfer notation.	1
01/15/17		1				1		1						1	Outreach staff explained proposals and gave notice handout, SB Platform.  Issues with weekend 90minute head ways, need more service to Cal. Ave.	1
01/15/17		1				1		1						1	Outreach staff explained proposals and gave notice handout, SB Platform.  Issues with weekend 90minute head ways, need more service to San Antonio Station.  Better off peak service.	1
<b>SAN JOSE DIRIDON CALTRAIN STATION, SUNDAY, JANUARY 15, 9:30 am - 11:30 am</b>																
01/15/17														1	Concerned about the weekend changes and I directed to the website to provide comments.	1

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**LEGEND**

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<b>BALLPARK/ MISSON BAY TRANSPORTATION COORDINATING COMMITTEE MEETING (BMBTCC), THURSDAY, JANUARY 19, 11 am - 12pm</b>																
01/19/17														1	Will there be Giants service before and after games? Will there be the same level of service. Note: Weekday Changes are being implemented on Opening Day on Monday April 10, 2017	1
01/19/17															Group requested PDF of information to share via email.	
01/19/17														1	How are other special events (along the waterfront) going to be handled? For example Bay to Breakers, Fleet Week.	1
<b>San Mateo County Special Committee Meeting - Fair Oaks Community Council meeting, THURSDAY, JANUARY 26, 7pm</b>																
01/26/17														1	Will you still have service to Giants/ special service?	1
01/26/17														1	-Said she was told Atherton service would be restored this year at last presentation -Who is considered high/low income -3 years for these changes is a long time	1
<b>SILICON VALLEY TRANSPORTATION AUTHORITY CITIZEN'S ADVISORY COMMITTEE (VTA CAC), WENESDAY, JANUARY 11, 4 pm - 6 pm</b>																
01/11/17														1	Financial / Ridership Impact because of the 90 min headways?	1

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Reviewed comment & tallied							

DATE	WEEKEND SERVICE CHANGES														COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT			
01/11/17														1	Will SF Giants Service still be provided?	1
01/11/17			1												Weekend Bullet Service - Maintain it	1
01/11/17														1	Will weekend service change back after Construction?	1
01/11/17														1	Will there be more cars after the service returned to normal after the construction (3 years)?	1

**CALTRAIN ACCESSIBILITY ADVISORY COMMITTEE (CAAC), WEDNESDAY, JANUARY 11, 11 am - 1 pm**

01/11/17														1	<ul style="list-style-type: none"> <li>- Will the schedule be fixed over the next three years, or will it vary depending on where construction is? Essentially, how stable will this new schedule be?</li> <li>- Because we'll be embarking and disembarking on the opposite platforms at times due to single-tracking, will that affect how Clipper works? Will we be able to tag-on and tag-off like normal?</li> <li>- Will there be onboard announcements regarding which side of the train the doors will open? This is particularly important for visually-impaired people.</li> <li>- Will the 1-800 customer service center be informed of all the changes?</li> <li>- Will the Caltrain mobile ticketing app have information on service alerts? I suggest that it would be a good idea to include information about construction and single-tracking, etc. on this app.</li> <li>- Will travel time be significantly longer because of the construction?</li> </ul>	1
01/11/17														1	<ul style="list-style-type: none"> <li>-With the reduced service brought on by construction, will There be any chance that fares will be increased to make up for that lost revenue?</li> <li>- What is on the top of the list for the public to know about the upcoming schedule changes?</li> </ul>	1

**CALTRAIN CITIZEN'S ADVISORY COMMITTEE (CAC), WEDNESDAY, JANUARY 18, 5:40 pm**

01/18/17		1				1		1						1	90 minutes between trains on the weekend is a lot and asked if there is something else that can be done such as supplemental bus service.	1
01/18/17														1	<p>Gilroy has zero weekend service and the residents there would like service.</p> <p>How many riders will be displaced if the service is going to be reduced by eight trains?</p> <p>If high-speed rail goes to the east of Gilroy if there would be a possibility in the future for Caltrain to be electrified from Gilroy to San Jose?</p>	1

Last Updated: 3/1/2017

**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)
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DATE	WEEKEND SERVICE CHANGES														COMMENTS	Weekend Comment(s) Tally	
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST			NEW / DIFFERENT
01/18/17		1				1									1	Mid-day southbound departures from San Francisco are on a clock face schedule. People get off of work on the hour or half hour. A person who gets off work at 3 p.m. cannot catch a 3 p.m. train. In order to better accommodate people, it would be better to have trains leave 10 or 15 minutes after the hour.  Caltrain needs more service on the weekend and should have more service south of San Jose. It is going to be quite inconvenient to have 90-minute headways. He said he would like to know how this type of project would be done on another rail line such as Long Island Railroad or in Europe.	1
<b>CALTRAIN BICYCLE ADVISORY COMMITTEE (BAC), THURSDAY, JANUARY 19, 5:45 pm</b>																	
01/12/17															1	-Coordination with other transit agencies (VTA, BART, Muni, etc.) -Potential impact to bicycles 'upstream' in case of the added stops -Impacts of changes (weekday and weekend) on farebox recovery (was this considered)?	1
01/19/17															1	Based on the proposed weekend service, has impacts to revenue & ridership been considered?	1
<b>SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY CITIZEN'S ADVISORY COMMITTEE (SFCTA CAC), WEDNESDAY, JANUARY 25, 6 pm</b>																	
01/25/17															1	Will there be SF Giants post event service?	1
01/25/17																When will the weekend schedule return to 60 minutes?	1
01/25/17																Are you worried about losing ridership on the weekend?	1
<b>LOCAL POLICY MAKER GROUP (LPMG), THURSDAY, JANUARY 26, 6pm</b>																	
01/26/17															1	On the FAQs sheet it is not clear on the duration of the Weekend Service Changes, consider adding	1
01/26/17																Are you worried about ridership impacts on the weekend?	1
01/26/17															1	When will the title vi analysis be ready?	1
01/26/17		1														People are already upset about weekend service and this won't help	1
01/26/17															1	Should make it more clear that special event service will remain in place	1
<b>SAN FRANCISCO MUNICIPAL TRANSPORTATION AUTHORITY CITIZEN'S ADVISORY COMMITTEE (SFMTA CAC), THURSDAY, FEBRUARY 2, 5:30 pm</b>																	
02/02/17															1	-What is the analysis and options done for the weekend service ? He inquired if there is data available that explains why that decision was made. *get back to this	1



**LEGEND**

Other Proposed Change(s) -OR- Different Concern(s)
Tally - Total # of Comments (Each Category or Description)
Reviewed comment & tallied

Local Service Headways 60 mins to 90 mins	Keep Weekend Bullet Trains	Saturday Reduced from 36 to 28 Trains per Day	Sunday Reduced from 32 to 24 Trains per Day	Revised Train Times (Bullets)	Revised Train Times (Locals)	Other Proposed Weekend Change(s) -OR- Different Concern(s)
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DATE	WEEKEND SERVICE CHANGES													COMMENTS	Weekend Comment(s) Tally
	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	NEW / DIFFERENT		
<b>TOTAL - ALL PUBLIC OUTREACH COMMENTS</b>															
	4	78	11	0	4	76	4	76	2	2	2	3	60		141

**19%**

5%	95%	100%	0%	5%	95%	5%	95%	50%	50%	40%	60%
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**Approx % of total  
weekend comments  
(not focused on  
proposed service  
changes)**

14%
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**Approx %  
of total  
comments  
received**

**ATTACHMENT 7 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS (PRINT + WEB)**

**Peninsula Corridor Joint Powers Board  
PUBLIC HEARING & MEETINGS NOTICE**

**Proposed Caltrain Service Changes**

**Public Hearing**

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

Proposals to be considered include:

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

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

**Weekend Service Changes (Proposed to take effect summer 2017)**

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

The proposed schedules will be available by Dec. 9 at [www.caltrain.com/proposedchanges](http://www.caltrain.com/proposedchanges) or by calling 1.800.660.4287 (TDD only 650.508.6448).

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

•

The public hearing will be held:

**Thursday, March 2, 2017 at 10 a.m.**

Caltrain Administrative Office

1250 San Carlos Ave., San Carlos

*Prior to the hearing, comments may be sent by mail, e-mail or phone to:  
Peninsula Corridor Joint Powers Board, JPB Secretary*

*P.O. Box 3006, San Carlos, CA 94070-1306  
Changes@caltrain.com • 1.800.660.4287*

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

### **Public Meetings**

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

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

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

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

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

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

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

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

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

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

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

Para servicio de traducción en Español, llame a Caltrain al 1.800.660.4287 por lo menos tres días laborales antes de las reuniones.

如果需要翻译, 请在会议召开前三天内致电 Caltrain 客户服务部, 电话 1.800.660.4287.

# EL OBSERVADOR SPANISH TRANSLATION)

CLASSIFIEDS / LEGALS

EL OBSERVADOR | www.el-observador.com



The Lathrop Cafe is hiring for all positions! Set to open in the beginning of January 2017. Our new location will feature our delicious pastries as well as a bounty of standard and rotating menu of savory breakfast and lunch offerings in a cafeteria café set on the beautiful campus of Stanford University.

We are seeking happy, energetic, dependable people that want to be a part of a fun, supportive team oriented, focused work environment. This is a great opportunity to grow with our company and expand on those of your skill set. Your experience and qualifications will help determine competitive compensation as well as the night attitude and work ethic. Become part of our team and help bring simple but worthy taste to fast, paced, discerning appetites.

**ALL Candidates must be able to:**

- Stand for long periods of time
- Lift up to 50 pounds
- Communicate effectively
- Work with a committed team to ensure that guests are taken care of quickly and efficiently. - Show up on time ready to work.

There are opportunities to move up in our quickly growing company. Pay for this position is competitive and depends on experience. We are willing to train the right candidate if experience is limited. California state law requires all food handlers to have a California Food Handler Card.

**Full Time and Part Time Shifts are available!**

**Experienced Kitchen Manager:** Must have at least three years of high volume (hundreds) kitchen management experience. We are looking for a positive individual that will provide great leadership, clear communication to our staff. This position will work directly with Executive Chef in menu creation and execution. Basic responsibilities include but are not limited to:

- Oversee and make sure service runs smoothly and efficiently
- Oversee kitchen production to ensure low product waste and efficient labor
- Help maintain set food and labor costs
- Kitchen administrative duties
- Inventory and ordering of ingredients, and non-food items
- Training and scheduling of staff

**Line Service:** Experience in high volume line service is needed for this position. Previous experience with panini grill a bonus. Basic duties include but not limited to:

- Set up and break down of station for breakfast, lunch service
- Keeping ingredients, packaging stocked and ready for service
- Accurate plating of menu items ingredients and measurements to keep portions consistent
- Good knife skills for fast, safe prep of ingredients for station
- Good communication, customer skills to keep line moving and fulfilling accurate orders

**Prep Cooks:** We are seeking energetic, team oriented and reliable individuals who are willing to help with a wide variety of tasks including but not limited to:

- Proper preparation and handling of food items
- Reaching production pars for menu items on a daily basis
- Accurate assembly of to-go and packaged items
- Basic food preparation (i.e. peeling/roasting vegetables, slicing meats/cheeses, etc.)
- Keeping prep area clean and organized, proper rotation of stock and inventory for salad bar

**Dishwasher/Busser:** We are seeking energetic, team oriented and reliable individuals who are willing to help with a wide variety of tasks including but not limited to:

- Cleaning dishes and food prep equipment
- Sweeping and mopping
- Bussing and wiping down tables
- Sorting and taking out trash

**Benefits include:**

- Medical insurance available after three months employment
- Competitive Wages!
- Food Discount
- Great Work Environment

Please Send Your Resume! Send to: [careers@lathropcafe.com](mailto:careers@lathropcafe.com) No Attachments Please - Place resume in the body of the email

**Conduce para Lily y conoce el país mientras trabajas!**

Lleva a tu equipo a una empresa con la tarifa de mejor retención en la industria.

Como conductor de Lily se te garantiza tener una corta semana de trabajo y sin estar fuera de tu casa. ¡Los amigos, esposos y parientes también hacen grandes equipos!

¡Los conductores ganan hasta \$68 mil al año! Para obtener más información, visita [lily.com/careers](http://lily.com/careers)

**Directiva del Península Corridor Joint Powers NOTIFICACION DE AUDIENCIA PÚBLICA Y REUNIONES**

**Cambios Propuestos al Servicio de Caltrain**

**Audiencia Pública**

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

Las propuestas a considerarse incluyen:

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

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

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

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

El horario propuesto estará disponible el 9 de diciembre en [www.caltrain.com/proposedchanges](http://www.caltrain.com/proposedchanges) o llamando al 1.800.660.4287 (TDD solamente 650.508.6448).

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

La audiencia pública se llevará a cabo:

**Jueves, 2 de marzo, 2017 a las 10 a.m.**  
Oficinas Administrativas de Caltrain  
1250 San Carlos Ave., San Carlos

Antes de la audiencia, se podrán enviar comentarios por correo, correo electrónico o teléfono al: [PeninsulaCorridor Joint Powers Board, IPB Secretary](mailto:PeninsulaCorridorJointPowersBoard_IPBSecretary@caltrain.com)  
P.O. Box 3006, San Carlos, CA 94070-1306  
Changes@caltrain.com | 1.800.660.4287

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

**Reuniones Públicas**

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

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

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

**Estación Caltrain de Redwood City - Sábado, 7 de enero, 10:30 am - 12:30 pm;**  
Lunes, 9 de enero, 6:30 am - 8:30 am  
1 James Ave.

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

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

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

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

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

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

Para servicio de traducción, llame a Caltrain al 1.800.660.4287 tres días antes de cada reunión.

matter of the application of. They Hai Nguyen. Petitioner They Hai Nguyen has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. They Hai to Maggie They Nguyen. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 1/31/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. December 06, 2016 Thomas E. Kuhnle Judge of the Superior Court December 9, 16, 25, 30, 2016

**ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 16CV01167**

Superior Court of California, County of Santa Clara in the matter of the application of I Chen Lu, Petitioner I Chen Lu has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. I Chen Lu to Elaine I-Chen Lu. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 03/12/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. November 26, 2016 Thomas E. Kuhnle Judge of the Superior Court December 9, 16, 25, 30, 2016

**FICTITIOUS BUSINESS NAME STATEMENT NO. 621318**

The following person(s) is (are) doing business Lillio Tykes Humo Daycare 877 Clarkston Dr. San Jose, Ca 95136, Santa Clara County, Anaís Janke-Buero 877 Clarkston Dr. San Jose, Ca 95136. This business is conducted by an individual; registrant has begun transacting business under the fictitious business name or names listed hereon. 12/15/2006 I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) Anaís Janke-Buero December 9, 16, 23, 30, 2016 This statement was filed with the County of Santa Clara on 11/10/2016

**SUMMONS (Parentage - Custody and Support)**

**NOTICE TO RESPONDENT (Name): Victoria Alvarez Perez**  
**AVISO AL DEMANDADO (Nombre):**  
You have been sued. Lo han demandado.  
Petitioner's name is: Lino Rodríguez-Gutierrez  
Nombre del demandante:  
If you do not file on time, the orders affecting or domestic property, and children. You may pay support and costs.  
For legal advice get information lawyers at the Online Self-Help courtinfo.ca.gov California Legal Self-Help or by contacting county bar association.  
Tiene 30 días después de la entrega legal y Petición por Respuesta. file en la corte y legal de una copia una audiencia o una audiencia basis para prove.  
Si no presenta tiempo, la corte que afectan la paraja de nech custodia de su también: pued pagar manjar y costos legales.  
Si desea obter legal, póngan de contacto. Puede obtener encontrar a un Cortijo de ayuda de California (ca.gov), en el Services Legal (www.trialhelp.com) parladore o el cricajo de condado.  
NOTICE: The are effective ag or domestic petition a disme entered, or the orders. They anywhere in ( law enforment received or sete.  
AVISO: Los ord están en vigor ambo conyug la paraja de he despide la peti tallo o la corte Caltrain age publico que no una copia de se hacarias acatir de Caltrain.  
NOTICE: If yo filing fee, ask t waiver form. Th you a pay fees and cost th for you and the r.  
Exención De Co pagar la cuota pida al secreta de exaracion de puede conser ya sea en publi las causas y o provianmawo usado o la de

**NOTICE TO RESPONDENT (Name): Victoria Alvarez Perez**  
**AVISO AL DEMANDADO (Nombre):**

1. This name a court is (el nom la corte son). Superior Court of Santa Clara Family Division 170 Clark Ave San Jose, CA 95113

# SING TAO (CHINESE TRANSLATION)

## 中半島走廊聯合管理局 公聽會和會議通告

### 加州火車服務改動提議

#### 公聽會

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

當局考慮的方案包括如下：

#### 周一至周五服務變動(建議於2017年4月10日起實施)

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

#### 周末服務變動(建議於2017夏季實施)

- 將小型子彈火車的本地服務間隔時間從60分鐘改至90分鐘，配合PCEP工程，因此星期六營運火車將從36減至28班次，星期日從32減至24班次。
  - 變動建議時間表將於12月9日前，刊於加州火車官網www.caltrain.com/proposedchanges，也可致電1.800.660.4287 (TDD 650.508.6448)了解。
- 上述變動建議有助於PCEP工程展開，免於採取更激烈的諸如取消所有周末加州火車服務的提議。

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

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

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

#### 社區會議

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

- San Carlos** — 星期三，12月21日，下午4時半至5時半(在加州火車公民顧問委員會舉行會議前)。  
Caltrain Administrative Office, 1250 San Carlos Ave.°
  - 三藩市加州火車站** — 星期六，1月7日，上午8時至11時半；星期三，1月11日，上午8時至11時半，4th & King St., 在車站六樓下。
  - 紅木城Redwood City 加州火車站** — 星期六，1月7日，上午10時半至中午12時半；星期一，1月9日，上午6時半至8時半，1 James Ave.°
  - Tamien加州火車站** — 星期六，1月7日，上午10時至中午12時，1355 Lick Ave, San Jose°
  - San Mateo聖馬刁加州火車站** — 星期日，1月8日，上午11時至下午1時；星期四，1月12日，下午5時半至7時半，385 First Ave.°
  - Millbrae密爾勃魯加州火車站** — 星期日，1月8日，上午11時至下午1時；星期四，1月12日，下午5時半至7時半，100 California Dr.°
  - Palo Alto波羅阿多加州火車站** — 星期一，1月9日，上午6時至8時；星期日，1月15日，上午10時半至中午12時半，95 University Ave.°
  - Morgan Hill摩爾山加州火車站** — 星期二，1月10日，上午6時至7時半，17300 Dopot St.°
  - San Jose聖荷西 Diridon 加州火車站** — 星期三，1月11日，上午5時半至8時；星期日，1月15日上午8時半至11時半，65 Cahill St.°
- 如需翻譯服務，請在會議舉行前三天致電加州火車1.800.660.4287。

# Other Newspaper Ads (Example)

## PALO ALTO DAILY NEWS

20 FRIDAY, FEB. 3, 2017

THE DAILY NEWS

PALOALTODAILYNEWS.COM

### Peninsula Corridor Joint Powers Board PUBLIC HEARING Notice

#### Proposed Caltrain Weekend Service Change

##### Public Hearing

The Peninsula Corridor Joint Powers Board will hold a public hearing to receive public comment on proposed Caltrain weekend service change to accommodate the Peninsula Corridor Electrification Project (PCEP) and to improve and streamline Caltrain service during PCEP construction and other capital projects - South San Francisco Station improvement, 25th Ave. Grade Separation and Los Gatos Bridge Replacement projects.

Proposal to be considered:

##### **Weekend Service Changes (Proposed to take effect summer 2017)**

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

The proposed schedule is available at [www.caltrain.com/proposedchanges](http://www.caltrain.com/proposedchanges) or by calling 1.800.660.4287 (TDD only 650.508.6448).

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

The public hearing will be held:

**Thursday, March 2, 2017 at 10 a.m.**  
Caltrain Administrative Office  
1250 San Carlos Ave., San Carlos

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

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



Para traducción lláma al 1.800.660.4287  
如需翻譯請電 1.800.660.4287  
Cần dịch thuật, xin gọi 1.800.660.4287



**ATTACHMENT 8 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: CALTRAIN NEWS RELEASE + SOCIAL MEDIA**



# Caltrain Online News Release

1/25/2017

Caltrain Proposes Service Changes to Accommodate Electrification Project

The screenshot shows the Caltrain website's news release page. At the top left is the Caltrain logo. A navigation bar includes links for home, site map, bid/contracts, jobs, contact, and a search box. Below this is a secondary navigation bar with links for Schedules, Stations, Fares, Rider Information, Projects & Plans, and About Caltrain. A left sidebar menu lists various categories such as Schedules, Stations, Fares, Rider Information, Projects & Plans, and About Caltrain, with sub-links like Board of Directors, Advisory Committees, and Media Relations. The main content area features the article title "Caltrain Proposes Service Changes to Accommodate Electrification Project" with a date of December 14, 2016. The article text discusses the Peninsula Corridor Joint Powers Board's role, public meetings, and proposed service changes for Weekday and Weekend service. A "Public Hearings" section lists a meeting on Wednesday, Dec. 21, at 4:30 p.m. to 5:30 p.m. at the Caltrain Administrative Office. On the right side, there are sections for "Test Site", "Highlights" (listing Weekday, Weekend, and Special Events Timetables), a "Subscribe" button for e-mail notifications, a "Constant Contact" sign-up form, and a "Tweets by @Caltrain" section showing a tweet about a new guide to the Caltrain line.

# Caltrain Twitter Alerts

 Caltrain [@Caltrain](#) [Follow](#)

ALERT: Public Meetings regarding Service Change take place today at San Francisco & San Jose (Diridon) stations. [caltrain.com/riderinfo/2017](http://caltrain.com/riderinfo/2017) ...

RETWEETS 2 LIKES 0

5:55 AM - 11 Jan 2017

[Reply](#) [Retweet](#) [Like](#)

 Caltrain [@Caltrain](#) [Follow](#)

Check out upcoming Proposed Weekday & Weekend timetable changes. [caltrain.com/riderinfo/2017](http://caltrain.com/riderinfo/2017) ...

RETWEETS 4 LIKES 1

10:01 AM - 10 Jan 2017

[Reply](#) [Retweet](#) [Like](#)

 Caltrain [@Caltrain](#) [Follow](#)

ALERT: Public Meeting regarding Service Change taking place this morning at our Morgan Hill station. [#Caltrain caltrain.com/riderinfo/2017](http://caltrain.com/riderinfo/2017) ...

RETWEETS 2 LIKES 1

5:56 AM - 10 Jan 2017

[Reply](#) [Retweet](#) [Like](#)

 Caltrain [@Caltrain](#) [Follow](#)

90 minute headways proposed for Weekend service starting Summer 2017. Full information here, [caltrain.com/riderinfo/2017](http://caltrain.com/riderinfo/2017) ...

RETWEETS 3 LIKES 1

9:06 AM - 9 Jan 2017

[Reply](#) [Retweet](#) [Like](#)

 Caltrain [@Caltrain](#) [Follow](#)


Caltrain to Hold Meetings on Proposed Schedule Changes. Plus, News on Art Lloyd's Passing [conta.cc/2i4Ax9w](http://conta.cc/2i4Ax9w)



RETWEETS 1 LIKES 3

6:45 AM - 3 Jan 2017

[Reply](#) [Retweet](#) [Like](#)

 Caltrain [@Caltrain](#) [Follow](#)


NOTICE: Public meetings regarding Service Changes take place at various locations along the Peninsula from Jan. 7-11 [caltrain.com/about/MediaRel](http://caltrain.com/about/MediaRel) ...

RETWEETS 6 LIKES 3

9:06 AM - 5 Jan 2017


[Reply](#) [Retweet](#) [Like](#)

# Facebook Outreach

 **Caltrain**  
January 4 at 4:46pm · 🌐

NOTICE: The Peninsula Corridor Joint Powers Board, which oversees Caltrain operations, will hold several public meetings to receive the community's input on proposed service changes that are expected to take place in spring/summer 2017.

The public meetings will take place at various locations along the Peninsula starting January 7th, full details can be found by clicking the link.  
[http://www.caltrain.com/.../Caltrain\\_Proposes\\_Service\\_Changes...](http://www.caltrain.com/.../Caltrain_Proposes_Service_Changes...)



**Caltrain Proposes Service Changes to Accommodate Electrification Project**

The Peninsula Corridor Joint Powers Board, which oversees Caltrain operations, will hold several public ...

[HTTP://WWW.CALTRAIN.COM/ABOUT/MEDIARELATIO...](http://www.caltrain.com/about/mediarelation...)

👍 Like    💬 Comment    ➦ Share

511 SF Bay, Rosana Madrigal, Zane Amick and 12 others like this.

 **Caltrain**  
December 15, 2016 · 🌐

NOTICE: Proposed Weekend and Weekday Schedule Changes to Facilitate Electrification and Modernization Work Along Caltrain Line. On the link you'll find proposed schedules, FAQ, comment form and public meeting schedule. We want to hear from you as we begin work on a Brand New Caltrain.  
[http://www.caltrain.com/.../2017\\_Proposed\\_Caltrain\\_Weekday\\_We...](http://www.caltrain.com/.../2017_Proposed_Caltrain_Weekday_We...)



**2017 Proposed Caltrain Weekday/Weekend Service Changes**

2017 Proposed Caltrain Weekday/Weekend Service Changes. Caltrain is proposing service changes to accommodate the Peninsula Corridor Electrification Project (PCEP) and to improve and streamline...

[HTTP://WWW.CALTRAIN.COM/RIDERINFO/2017\\_PROP...](http://www.caltrain.com/riderinfo/2017_PROP...)

👍 Like    💬 Comment    ➦ Share

Ferry Meese, Frank Liu, Joachim Cruz and 24 others like this.    [Top Comments ▾](#)

**ATTACHMENT 9 – NOTICE OF PUBLIC HEARING AND PUBLIC MEETINGS: TAKE ONES**

# TAKE ONE NOTICE (ENGLISH)

Expires 3/2/17



## Proposed Service Changes

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

Proposals to be considered include:

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

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

flexibility to the operation to accommodate PCEP work windows

### Weekend Service Changes (Proposed to take effect summer 2017)

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

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

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

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

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

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

## PUBLIC MEETINGS

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

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

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

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

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

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

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

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

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

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

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

- 1.800.660.4287 للتزجمة اتصل على  
Թարգմանություն հասնար 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.  
ଅନୁବାଦ ପାଇଁ, 1.800.660.4287 ପୂର୍ବ କାଲ କର଼ି.  
1.800.660.4287 להתקשר לטלפון  
अनुवाद के लिए, 1.800.660.4287 पर कॉल करें।  
Per traduzioni chiamare 1.800.660.4287.  
翻訳のご用命は、+1.800.660.4287 までお電話ください。  
번역을 원하시면, 1.800.660.4287번으로 전화하십시오.
- សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងតាមទូរស័ព្ទលេខ  
1.800.660.4287.  
برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.  
Para tradução, ligue para 1.800.660.4287.  
Po tłumaczenie proszę dzwonić na  
1.800.660.4287.  
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обращайтесь по телефону 1-800-660-4287.  
Za prevodjenje nazovite 1.800.660.4287.  
Para sa pagsasalang-wika, mangyaring  
tumawag sa 1-800-660-4287.  
สำหรับบริการแปลภาษา โทร 1.800.660.4287.  
ترجمہ کے لیے، 1.800.660.4287 پر کال کریں۔  
Cần dịch thuật, xin gọi 1.800.660.4287.

## TAKE ONE NOTICE (SPANISH)



### Cambios Propuestos al Servicio

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

Las propuestas a considerarse incluyen:

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

- La adición de (6) paradas – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno – al tren 305 para atraer más viajeros a este tren de la mañana hacia el norte en la hora pico
- La separación de los trenes Baby Bullet 312 y 314; 322 y 324 hacia el sur por la mañana en hora pico, que actualmente corren uno atrás del otro, para mejor eficacia y espaciar el tiempo para los pasajeros
- El ajuste de algunos trenes de servicio en reverso de horas pico de la Estación Tamien que tiene muy pocos viajeros para permitir el incremento de abastecimiento de combustible y servicios de mantenimiento en las Instalaciones Centralizadas de Mantenimiento de Equipo y Operaciones en San José

- Ajustes al tiempo de salida durante los períodos de horas no pico para permitir que los encuentros de trenes ocurran en puntos controlados los cuales permitirán flexibilidad a la operación para acomodar los períodos del trabajo del PCEP

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

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

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

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

La audiencia pública se llevará a cabo:

**Jueves, 2 de marzo, 2017 a las 10 a.m.**  
Oficinas Administrativas de Caltrain  
1250 San Carlos Ave., San Carlos

*Antes de la audiencia, se podrán enviar comentarios por correo, correo electrónico o teléfono a:*  
*Peninsula Corridor Joint Powers Board,*  
*JPB Secretary*

*P.O. Box 3006, San Carlos, CA 94070-1306*  
*Changes@caltrain.com • 1.800.660.4287*

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

### REUNIONES PÚBLICAS

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

#### San Carlos

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

#### Estación Caltrain de San Francisco

4<sup>th</sup> & King St., bajo el reloj de la estación  
Sábado, 7 de enero, 8 am – 11:30 am  
Miércoles, 11 de enero, 8 am – 11:30 am

#### Estación Caltrain de Redwood City

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

#### Estación Tamien de Caltrain

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

#### Estación Caltrain de San Mateo

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

#### Estación Caltrain de Millbrae

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

#### Estación Caltrain de Palo Alto

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

#### Estación Caltrain de Morgan Hill

17300 Depot St.  
Martes, 10 de enero, 6 am – 7:30 am

#### Estación Diridon de Caltrain en San José

65 Cahill St.  
Miércoles, 11 de enero, 5:30 am – 8 am  
Domingo, 15 de enero, 9:30 am – 11:30 am



[www.caltrain.com](http://www.caltrain.com)

1.800.660.4287 • (TTY 650.508.6448)


# TAKE ONE NOTICE (CHINESE)

## Front and back

如需翻譯，請致電加州火車1.800.660.4287

1.800.660.4287 للتزجمة اتصل على  
 Թարգմանություն համար Գանգահարել  
 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.  
 ଏନୁଭାଏ ମାଡ଼େ, 1.800.660.4287 ଏଠାରେ ଡାଲି.  
 1.800.660.4287 ଡାଲିଟାଲି ହାକକାଲି ହା ଡାଲିଟାଲି  
 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 전화하  
 십시오.  
 សម្រាប់សេវាកម្មបកប្រែ សូមទាក់ទងកាមេរ៉ាស៊ីណូលេខ  
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 tumawag sa 1-800-660-4287.  
 สำหรับบริการแปลภาษา โทร 1.800.660.4287.  
 ترجمہ کے لیے 1.800.660.4287 پر کال کریں۔  
 Cần dịch thuật, xin gọi 1.800.660.4287.

Expires 3/2/17



### 加州火車服務改動提議

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

當局考慮的方案包括如下：

**周一至周五服務變動(建議於2017年4月10日起實施)**

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

**周末服務變動(建議於2017夏季實施)**

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

12/16-6K/JB/F

## Inside cover

期六營運火車將從36減至28班次，星期日從32減至24班次。

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

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

公聽會將於下列時間地點舉行：

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

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

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

**社區會議**

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

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

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

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

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

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

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

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

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

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

**ATTACHMENT 10 – COMMENT CARDS**



**COMMENT CARD (ENGLISH) – ONE SIDE**

**Comment Card**

**Service Changes/Revised Timetables**

Name \_\_\_\_\_

City of Residence \_\_\_\_\_

Phone/Email \_\_\_\_\_  
(optional)

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**Comment Card**

**Service Changes/Revised Timetables**

Name \_\_\_\_\_

City of Residence \_\_\_\_\_

Phone/Email \_\_\_\_\_  
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COMMENT CARD (SPANISH) – OTHER SIDE

**Tarjeta de comentarios**

Cambios en el servicio / horarios revisados

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Ciudad de residencia \_\_\_\_\_  
Teléfono / correo electrónico (opcional) \_\_\_\_\_

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**Tarjeta de comentarios**

Cambios en el servicio / horarios revisados

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# COMMENT CARD (CHINESE)

**反馈卡**

服务变更/修订版时刻表

姓名 \_\_\_\_\_

居住城市 \_\_\_\_\_

电话/电子邮箱 \_\_\_\_\_  
(选填)

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**反馈卡**

服务变更/修订版时刻表

姓名 \_\_\_\_\_

居住城市 \_\_\_\_\_

电话/电子邮箱 \_\_\_\_\_  
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## **ATTACHMENT 11 – FREQUENTLY ASKED QUESTIONS (FAQS)**



# Proposed Weekday/Weekend Service Changes

## 2017 Frequently Asked Questions

### *Why is Caltrain adjusting its weekday and weekend service?*

Caltrain is proposing weekday and weekend service changes to accommodate construction activities in spring/summer 2017 related to the Peninsula Corridor Electrification Project (PCEP), a key component of the Caltrain Modernization program and other Capital Projects that will occur simultaneously with electrification – Los Gatos Bridge, 25th Ave. Grade Separation, and South San Francisco Rehab projects.

### *When will the changes take effect?*

The proposed weekday timetable changes will take effect on April 10, 2017 and the weekend changes summer 2017.

### *What are some of the proposed changes?*

- Caltrain will add six stops to train 305 – Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame and San Bruno.
- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324 to improve efficiency and time spacing for passengers. Currently, the trains operate back-to-back.
- Add Santa Clara stops to trains 262 and 272 to improve connections with Capitol Corridor and ACE.
- Remove reverse peak Tamien service due to low ridership. A stop will be removed in the AM on trains 208, 218 and 228. A stop will be added to Bullet trains 310, 320 and 330. During PM peak service, a stop will be removed from 263, 273 and 283. A 287 stop will be removed and added on train 289.
- By removing the reverse peak Tamien service, Caltrain is able to add an additional one hour and 45 minute dwell time to fuel and service equipment.
- Departure time adjustments during off-peak periods will be made to enable all train meets to occur at control points which will allow flexibility to the operation to accommodate PCEP work windows.

### *How will this affect my commute?*

The weekday timetable has minimal departure adjustments, with added service to several trains. The weekend timetable will be changed from service every 60 minutes with Baby Bullet service to 90 minute schedules with Baby Bullet service.

### *Will Caltrain be reducing service on weekends?*

Yes. On weekends the following changes are proposed:

#### **Current Timetable**

Service every 60 minutes  
36 trains on Saturday  
32 trains on Sunday

#### **Summer 2017 Weekend Timetable**

Service every 90 minutes  
28 trains on Saturday  
24 trains on Sunday



### ***How long will the PCEP project affect weekend service?***

The project will affect service for three years or more with a proposed finish date end of 2020. The adjusted timetable will be in effect during that time.

### ***Were other weekend service alternatives considered?***

Yes. Various alternatives with the least impact on Caltrain customers and the project's contractor were considered, in lieu of more severe options such as shutdown of all weekend service.

### ***How will the proposed service changes affect shuttle service?***

Weekday and weekend shuttle service will be impacted by the proposed service changes. However, current service levels will remain with the best optimal connections with Caltrain.

### ***Has Caltrain coordinated with regional transit partners like Muni, BART and VTA regarding the proposed changes?***

Yes, the timetable changes have been shared with its transit partners and stakeholders.

There are constraints and limitations with each transit agency service and operations. Still, where possible, staff will coordinate timely transit connections.

### ***How will Caltrain communicate the proposed changes to the public?***

Caltrain will be discussing and taking comments regarding the changes at nine of its stations over several weekdays and weekends in January and immediately preceding the Citizens Advisory Committee meeting in December. Presentations will also be made at community meetings, and to community-based organizations and the advisory committees.

A complete list and schedule of all public meetings is available at [www.caltrain.com/proposedchanges](http://www.caltrain.com/proposedchanges).

### ***When will the proposed weekday and weekend timetable changes be available for review?***

Final drafts are available at [www.caltrain.com/proposedchanges](http://www.caltrain.com/proposedchanges).

### ***When will the 2017 Service Changes be finalized?***

The JPB Board will receive an informational update on the final weekday timetable changes at the Feb. 2, 2017 Board meeting. Because the weekday changes are minor and are not considered a "major service change" under the FTA 2016 Title VI Compliance Program, JPB Board action is not required. Public comments will be considered prior to finalizing weekday changes.

The JPB Board will be requested to vote on the approval of the weekend timetable changes at the March 2, 2017 Board meeting. Because weekend changes are considered a "major service change" under the FTA 2016 Title VI Compliance Program (>25% reduction of total revenue train miles per day for any service day of the week), the JPB Board is required to approve the weekend changes along with the Title VI Equity Analysis report before they are implemented. Public comments will be considered prior to finalizing weekend changes. For information on the Caltrain Title VI program, visit [www.caltrain.com/TitleVI](http://www.caltrain.com/TitleVI).

### ***When will the proposed changes be implemented?***

The weekday timetable will take effect on Monday, April 10, 2017 and the weekend timetable summer 2017.



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C7'n d7'ch thu7'it, xin g7'i 1.800.660.4287



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[@caltrain](https://twitter.com/caltrain)

**ATTACHMENT 12 – CALTRAIN CONNECTION**

# Caltrain Connection – Winter 2017

Winter 2017

## Caltrain Connection

Information for **Caltrain** Customers

### Proposed Timetable Changes



Schedule Changes Will Allow for Vital Caltrain Construction Work

Caltrain will hold a public hearing in March to receive the community's input on proposed service changes that are expected to take place in spring/summer 2017. The changes are necessary to accommodate the Peninsula Corridor Electrification Project (PCEP), and to improve and streamline Caltrain service during construction of the PCEP and other capital projects.

Proposals to be considered include:

#### Proposed Weekday Service Changes effective April 10, 2017

- Addition of six stops Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno to train 305 to attract more ridership to this northbound

#### AM shoulder peak train

- Separation of southbound AM peak Baby Bullet trains 312 & 314 and 322 & 324, which currently operate back-to-back, for improved efficiency and time spacing for passengers
- Adjustment of some reverse-peak service trains at the Tamien Caltrain Station that has very low ridership to allow increased fueling and service windows of rolling stock at the Centralized Equipment Maintenance & Operations Facility in San Jose
- Departure time adjustments during off-peak periods to accommodate PCEP work windows

#### Proposed Weekend Service Changes effective summer 2017

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

The public hearing will be held during the JPB's monthly board meeting at 10 a.m. on Thursday, March 2, 2017, at the Caltrain Administrative Office, 1250 San Carlos Avenue, San Carlos.

Prior to the hearing, comments may be sent to Peninsula Corridor Joint Powers Board, JPB Secretary, P.O. Box 3006, San Carlos, CA 94070; [Changes@caltrain.com](mailto:Changes@caltrain.com); 1.800.660.4287; or online by visiting [www.caltrain.com/proposedchanges](http://www.caltrain.com/proposedchanges).





## **ATTACHMENT 13 – VISUAL MESSAGE SIGNS (VMS)**

**February 2017 – Visual Message Signs**

Please run starting Feb 13:

<b>March 2 Caltrain to hold public hearing on proposed weekend service change. <a href="http://Caltrain.com/proposedchanges">Caltrain.com/proposedchanges</a>.</b>	<b>VMS</b>	<b>All stations</b> <i>Run Every</i> <b>15</b> <i>Minutes</i>	<b>2/13/17</b> <b>Start of service</b>	<b>March 2</b> <b>Until 10 am</b>
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