

PENINSULA CORRIDOR JOINT POWERS BOARD



Title VI
Equity Analysis
Proposed Fare Changes to the
Caltrain Codified Tariff – FY2018
July 2017

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Caltrain
Title VI Equity Analysis
Proposed Fare (Codified Tariff) Changes – Fiscal Year 2018

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Peninsula Joint Powers Board (JPB) operates the Caltrain commuter rail service serving San Francisco, San Mateo, and Santa Clara counties. The service spans 77.3 miles¹ and includes 32 stations, 29 of which are weekday service, 24 which are weekend service (including two weekend-only stations), and one special event service station which serves Stanford Stadium. The JPB has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

As a federal grant recipient, the JPB is required to maintain and provide to the FTA information on Caltrain’s compliance with Title VI regulations. At a minimum, the JPB must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally, the JPB performs a self-assessment every three years, or when it undertakes a change in its fares or a significant change in service. This assessment covers Caltrain’s proposed fare adjustment which will take place in October 2017, January 2018 and July 2018. Included in this Title VI analysis is a description of the proposed fare adjustments, and an analysis of any potential impacts on minority and low-income passengers.

■ **BACKGROUND**

CALTRAIN OVERVIEW

Caltrain provides commuter rail service between Santa Clara, San Mateo, and San Francisco Counties. The service area – extending from Gilroy in the south to San Francisco in the north – is geographically and ethnically diverse, containing both dense urban cores and suburban landscape with residents from an array of different backgrounds. These factors make the Caltrain service area unique. To serve the region in Fiscal Year (FY) 2018 (effective July 15, 2017), Caltrain operates 92 weekday trains, 28 Saturday trains, and 24 Sunday trains carrying approximately 19 million passengers per year. **Attachment 1** provides a copy of the Caltrain Service Map. **Attachment 3** contains combined minority demographic maps where the minority population is broken out by block group using US Census 2010-2014 American Community Survey (ACS) Data. Minority census tracts are defined as those in which the minority population exceeds the system-

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

wide minority average of 58%. **Attachment 3** also contains low-income demographic maps where the service area's low-income population is broken out by block group using ACS data. Low-income block groups are defined under Caltrain's Title VI Program as those in which more than 13.9% of households have incomes under \$25,000.

The JPB's last system-wide fare increase was in February 2016, when the base fare was increased from \$3.25 to \$3.75 and the Clipper® Card base fare increased from \$2.75 to \$3.20. The Board also approved a July 2016 increase in the daily parking fee from \$5 to \$5.50 and an increase in the monthly parking fee from \$50 to \$55.

■ FARE PROPOSAL

CURRENT FARES

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

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

One-way Ticket

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

Day Pass

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

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

8-ride Ticket

This ticket, available only on the Clipper card, is valid for 30 days from date of purchase within zones indicated on ticket. The validation for each "ride" lasts four hours, and must be completed,

including stopovers, by the end of that validation period. If traveling in zones other than what's on the ticket, Clipper will deduct cash from the card.

The 8-ride Ticket is currently priced at a 7.5 percent discount based on the Clipper cash value. The ticket must be used within 30 days of purchase.

Monthly Pass

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

The Monthly Pass price is based on the cost of 26.5 trips per month.

Zone Upgrade Ticket

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

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

Caltrain service operates across six zones. The current increase in fare between zones is \$2.00 for Adult fares, and \$1.00 for Eligible Discount fares.

Eligible Discount

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

- **Seniors:** *customers 65 years of age or older.*
- **Disabled:** *customers holding any of the following valid identification: Regional Transit Connection Discount Card; registration for a permanent disabled California license plate or parking placard issued by the Department of Motor Vehicles.*
- **Youth:** *customers 18 years old or younger. When one or more children four years old or younger are accompanied by one paying adult, only one child will be transported free of charge. All other children must travel on Youth tickets.*
- **Medicare cardholder:** *customers who have a Medicare card.*

Go Pass

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

The Go Pass fare is based on the cost of a monthly pass for three zones, which is the average distance travelled by a Go Pass customer. Entities participating in the Go Pass program are required to purchase passes for all workers/residents/students at the specified location. A minimum of 84 Go Passes must be purchased.

Group Sales

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

Station Parking

Daily parking is currently \$5.50, with monthly parking passes costing \$55.00. Passengers that purchase 8 ride and Monthly Passes are eligible to purchase a monthly parking pass.

PROPOSED FARES

This assessment covers several proposed fare changes to the Caltrain Codified Tariff, which is the legal document that outlines the specific fares for the train system.

Proposals that were considered include:

Effective October 1, 2017 (see Table 1 below)

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month, thereby increasing the price from \$55 to \$82.50
- Increasing the Zone fare by 25 cents

Effective January 1, 2018

- Increasing Go Pass fares by 50 percent from \$190 per person to \$285, which would increase the minimum cost to participants from \$15,960 to \$23,940
- Implementing a pilot program to provide discounts for weekend and evening riders using One-way, Day Pass and Clipper cash value fares

Table 1: Caltrain Proposed Fare Adjustment

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	\$3.75	\$1.75	\$5.75 \$6.00	\$2.75	\$7.75 \$8.25	\$3.75	\$9.75 \$10.50	\$4.75	\$11.75 \$12.75	\$5.75	\$13.75 \$15.00	\$6.75
	Clipper Card	\$3.20	\$1.60	\$5.20 \$5.45	\$2.60	\$7.20 \$7.70	\$3.60	\$9.20 \$9.95	\$4.60	\$11.20 \$12.20	\$5.60	\$13.20 \$14.45	\$6.60
8-ride	Clipper Card	\$23.70 Eliminate	\$11.85 Eliminate	\$30.50 Eliminate	\$19.25 Eliminate	\$53.30 Eliminate	\$26.65 Eliminate	\$68.10 Eliminate	\$34.05 Eliminate	\$82.90 Eliminate	\$41.45 Eliminate	\$97.70 Eliminate	\$48.85 Eliminate
Day Pass	Ticket Machine	\$7.50	\$3.75	\$11.60 \$12.00	\$6.75 \$6.00	\$16.50 \$16.50	\$7.75 \$8.25	\$19.60 \$21.00	\$9.75 \$10.50	\$23.50 \$25.50	\$11.75 \$12.75	\$27.50 \$30.00	\$13.75 \$15.00
Monthly Pass	Clipper Card	\$84.00 \$96.00	\$42.40 \$48.00	\$137.00 \$163.50	\$68.90 \$78.00	\$190.00 \$231.00	\$95.40 \$108.00	\$243.00 \$298.50	\$121.90 \$138.00	\$296.00 \$366.00	\$148.40 \$168.00	\$349.00 \$433.50	\$174.90 \$198.00
Zone Upgrade	Ticket Machine	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> \$2.00 \$2.25 </div> <div style="text-align: center;"> \$1.00 </div> </div> <p>Valid 4 hours from time of purchase, one way when accompanying another valid ticket (not valid with 8-ride Ticket)</p>											

Cash
 Clipper
 Eligible Discount
 Current Fare
 Proposed Fare Increase

■ CALTRAIN TITLE VI POLICIES

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

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

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

DISPARATE IMPACT POLICY

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

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

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

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

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

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

DISPROPORTIONATE BURDEN POLICY

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

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

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

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

PUBLIC ENGAGEMENT OF POLICY DEVELOPMENT

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

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

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

Gilroy Senior Center, Meeting Room
7371 Hanna St, Gilroy

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

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

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

Bay Area Opera House
4705 Third St, San Francisco

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

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

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

San Francisco County

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

San Mateo County

- All City Managers
- All Mayors

Santa Clara County

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

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

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

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

■ EQUITY EVALUATION OF PROPOSED CHANGES

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

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

FARE EQUITY METHODOLOGY OVERVIEW

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

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

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

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

POTENTIAL ADVERSE EFFECTS

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

Such adverse effects of this fare change proposal could include:

- Increased costs of per trip transit fares
- Reduction in discounts resulting in higher per trip fares
- Elimination of fare payment methods that would require a higher per trip fare

DATA USE AND ANALYSIS

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

- Caltrain 2016 Triennial Customer Survey, which contains information on customers' riding behavior including fare usage, ethnicity, income, and other relevant information.
- FY2016 ridership based on most recent reconciliation of ridership numbers (as of July 2017).

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

Data Assumptions:

- Even though the Customer Survey data is a robust set, some passengers preferred not to reveal either their ethnicity or income. Based on the unavailable data, the useable data set includes those who responded to both questions. While it would have been ideal for all the riders to have responded to all the questions, the data that was excluded from evaluation is not a significant detriment to a comprehensive evaluation.
- Given this data, percentages of minority riders were compared to non-minority riders by fare payment category and system-wide. Out of the 5,544 total survey respondents for the 2016 Caltrain Triennial Survey, 4609 respondents (approximately 83%) provided responses to all questions required for this Fare Equity Analysis.
- Given the numerous fare categories under Caltrain's base-plus-zone fare structure and some passengers' preference not to reveal their race/ethnicity or their income, some of the fare categories have a less than satisfactory number of respondents. While this may present issues on an individual fare category/zone category basis, because the analysis is based on a system-wide review of the fare tariff, this does not appear to present an impediment to analysis.
- Survey responses included the fare category Go Pass, but this category will not be included in the analysis because in most cases the Go Pass is paid by the employer and will not generate rider impacts. Based on the 2016 Onboard Survey data, over 80% of the riders using Go Pass do not pay for the pass. Additionally, because the Go Pass is used as a "flash pass" on board vehicles, there is not sufficient data to understand how often these unique passes are used. Ridership data for each unique pass would allow a more targeted analysis of the program.

ANALYSIS METHODOLOGY

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

Because the fare change proposes to eliminate the 8-ride ticket, staff assumed that riders would shift to using Clipper cash. Using this methodology assumes the greatest level of impacts associated with this change, instead of assuming that some riders would avail themselves of other discounted media. Staff used the most conservative approach to analyze impacts to this proposed change.

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

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

Because changes associated with the Monthly Pass multiplier have been proposed to be phased-in over the next couple of years, the Fare Equity Analysis is based upon the final fare change anticipated at “build out” so that compounding impacts can be assessed. This way, the greatest level of change will be compared to the existing fare structure, thereby identifying the greatest level of potential impacts. This will certainly overstate the impacts experienced in the first phase, but represents a conservative approach to identifying cumulative impacts.

RIDERSHIP DEMOGRAPHICS OVERVIEW

Overall, Caltrain riders self-identified as 51.5% minority and 48.5% non-minority. See **Table 2**, **Table 3** and **Figures 1** and **2** below for details.

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

Minority Status	One-Way	Day Pass	Clipper Cash	8-ride	Monthly Pass	Go Pass	Other	Total
Minority	319	220	339	114	855	492	35	2374
Non-Minority	247	250	389	99	759	469	22	2235
Total	566	470	728	213	1614	961	57	4609

Table 3. Fare Product Usage By Percentage - Minority vs. Non-Minority Riders

Minority Status	One-Way	Day Pass	Clipper Cash	8-ride	Monthly Pass	Go Pass	Other	Total
Minority	56.4%	46.8%	46.6%	53.5%	53.0%	51.2%	61.4%	51.5%
Non-Minority	43.6%	53.2%	53.4%	46.5%	47.0%	48.8%	38.6%	48.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

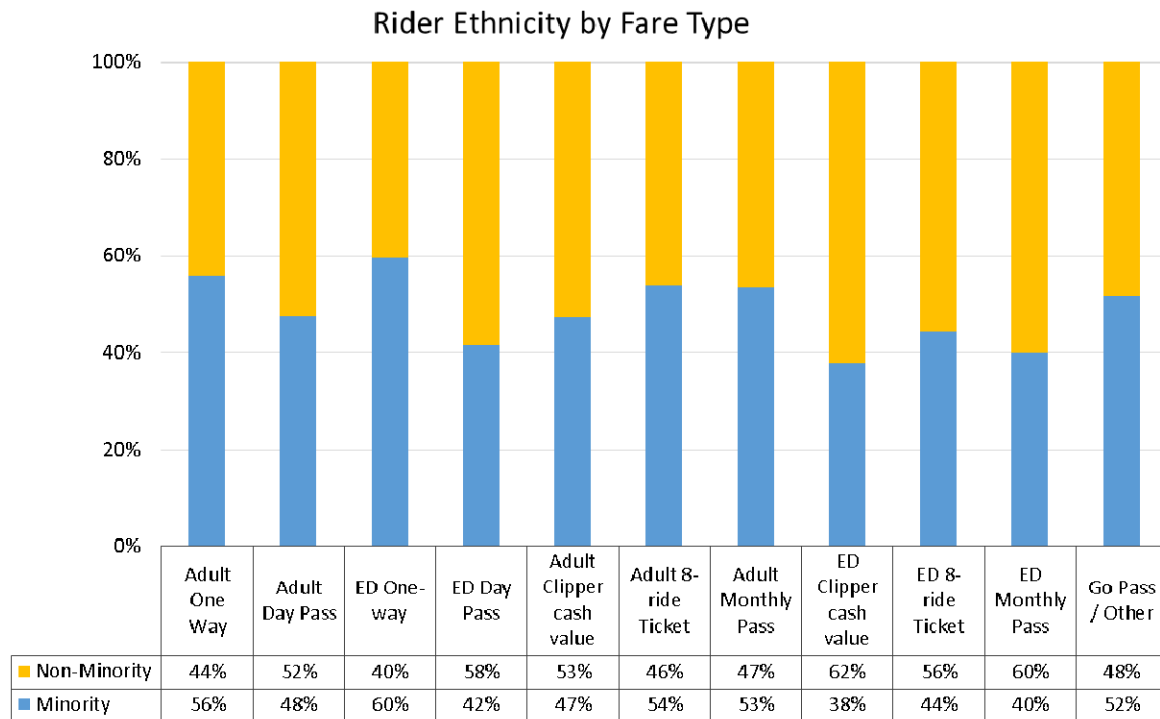
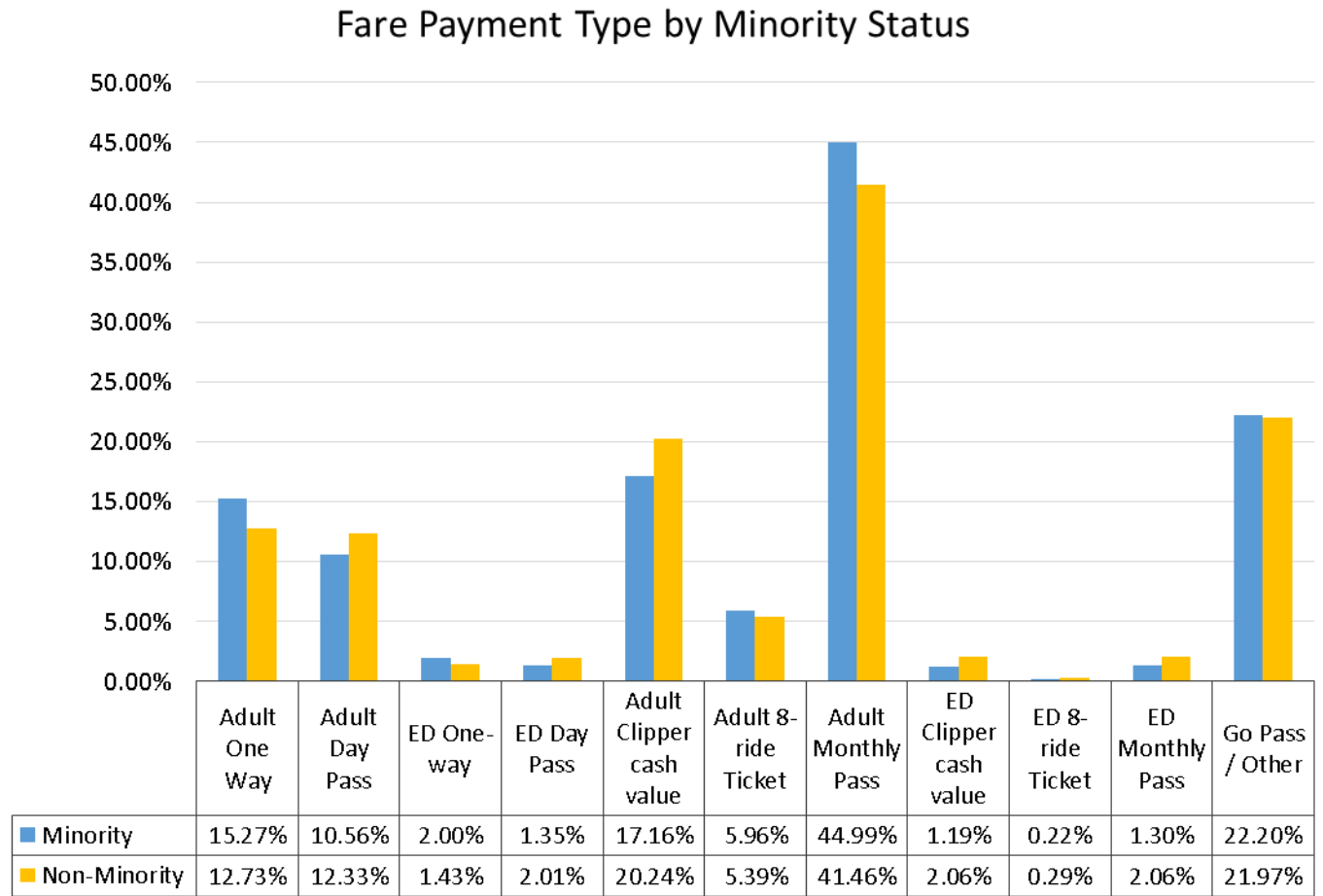


Figure 2: Fare Product Usage by Rider Minority Status



Of the 4,609 survey respondents (83.1% of those surveyed) who provided complete responses, 6.2% were low-income, and 93.8% were non-low-income. See **Table 4**, **Table 5** and **Figures 3** and **4** below for details.

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

Income Category	One-Way	Day Pass	Clipper Cash	8-ride	Monthly Pass	Go Pass	Other	Total
Low-Income	108	57	55	10	39	9	9	287
Non-Low-Income	458	413	673	203	1575	952	48	4322
Total	566	470	728	213	1614	961	57	4609

Table 5. Fare Product Usage By Percentage - Low-Income vs. Non-Low-Income Riders

Income Category	One-Way	Day Pass	Clipper Cash	8-ride	Monthly Pass	Go Pass	Other	Total
Low-Income	19.1%	12.1%	7.6%	4.7%	2.4%	0.9%	15.8%	6.2%
Non-Low-Income	80.9%	87.9%	92.4%	95.3%	97.6%	99.1%	84.2%	93.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

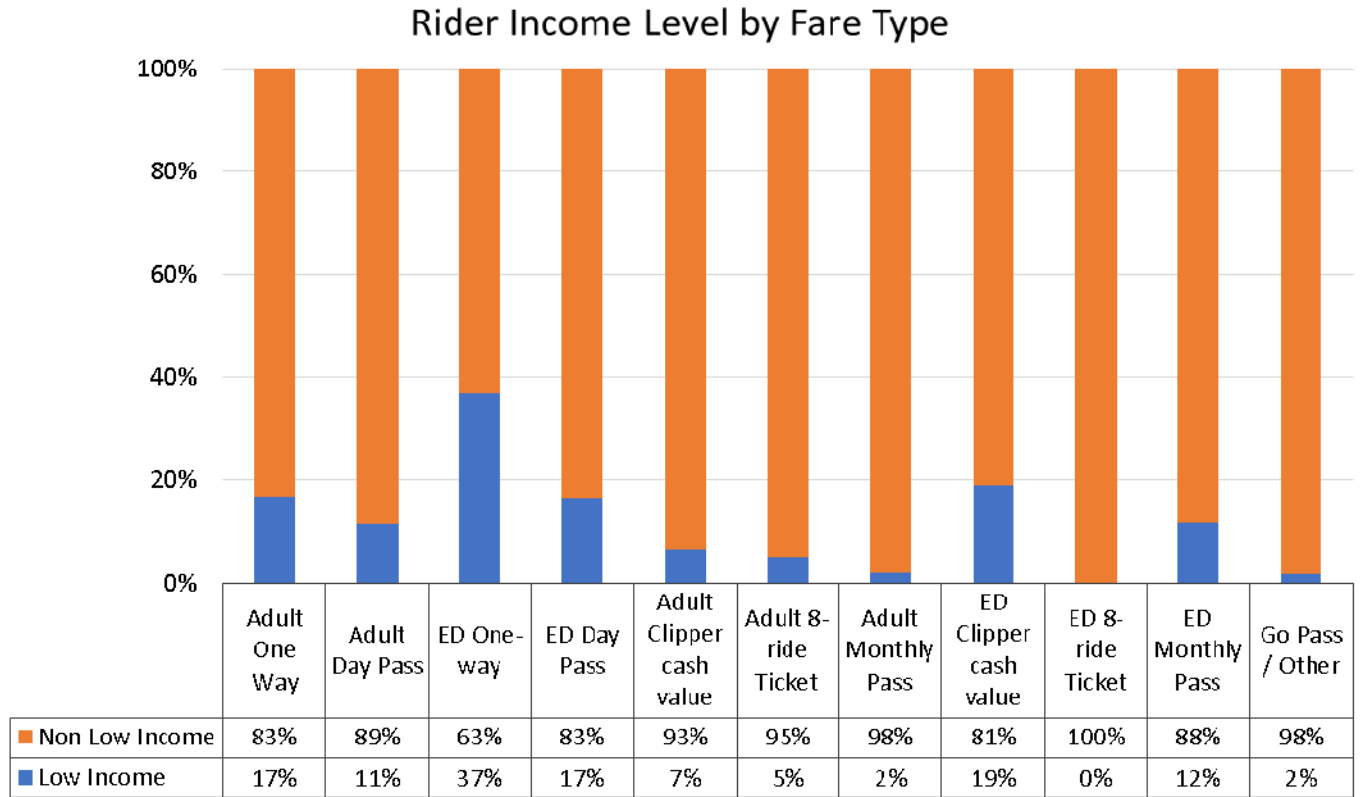
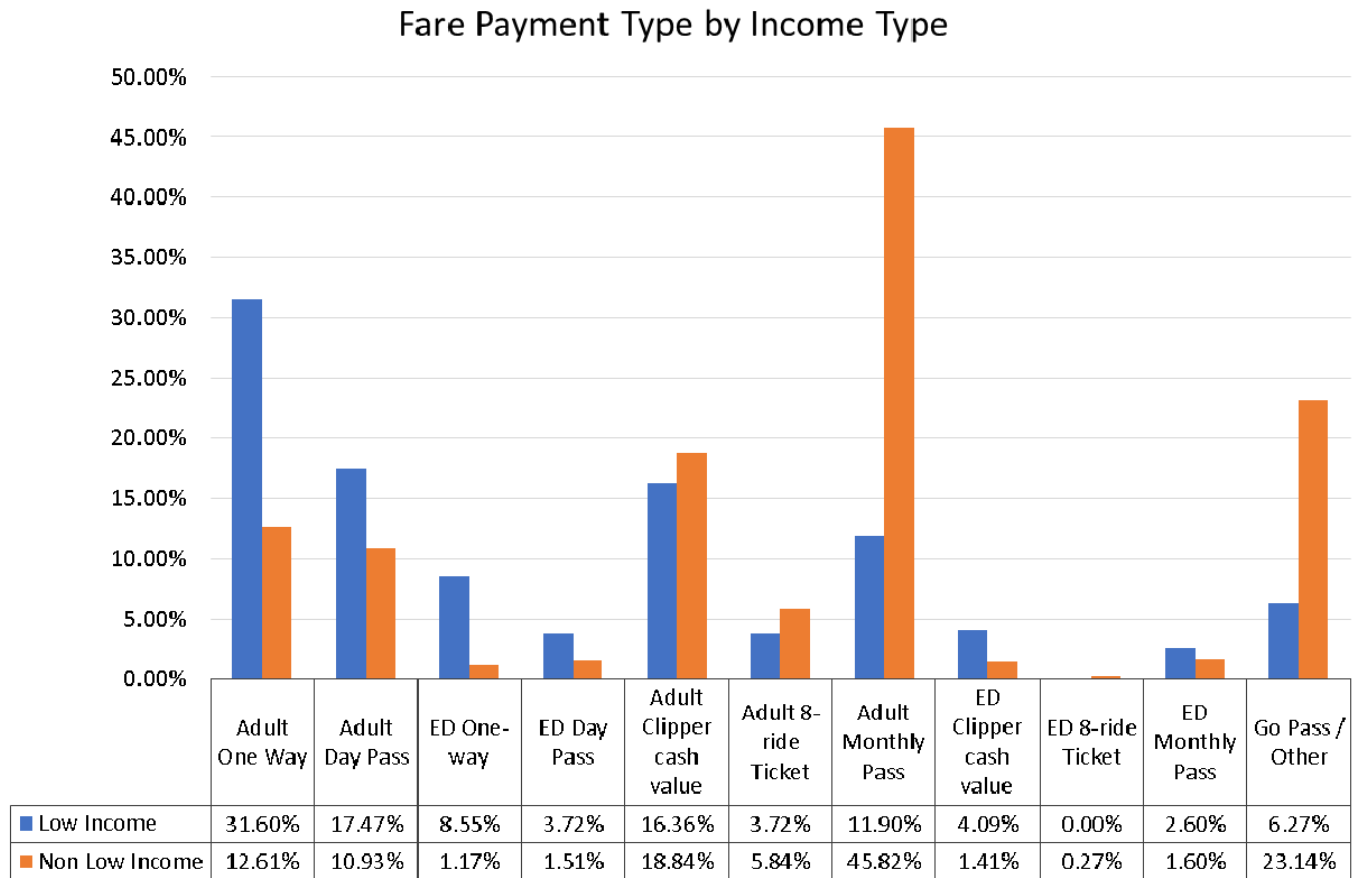


Figure 4: Fare Product Usage by Rider Income Category



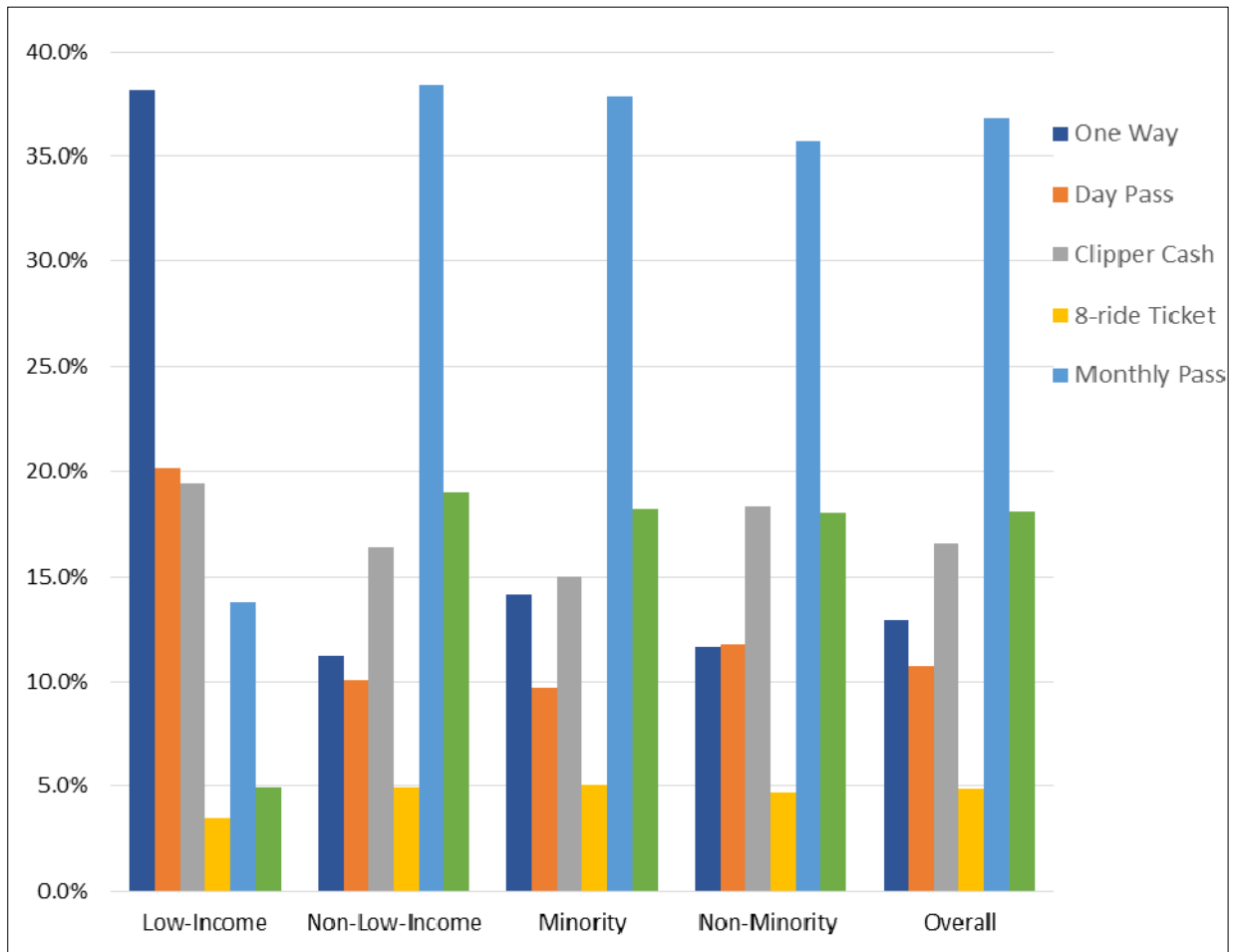
FARE PAYMENT OVERVIEW

Fare payment type usage was also analyzed according to the minority status and income status of survey respondents for all fare products. The data in **Table 6** is also presented visually in **Figure 5**, below.

Table 6: Fare Product Usage Comparison Data

Fare Product	Low-Income	Non-Low-Income	Minority	Non-Minority	Overall
One Way	38.2%	11.2%	14.1%	11.6%	12.9%
Day Pass	20.1%	10.1%	9.7%	11.8%	10.7%
Clipper Cash	19.4%	16.4%	15.0%	18.3%	16.6%
8-ride Ticket	3.5%	4.9%	5.0%	4.7%	4.9%
Monthly Pass	13.8%	38.4%	37.9%	35.7%	36.8%
Go Pass / Other	5.0%	19.0%	18.2%	18.0%	18.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Figure 5: Fare Product Usage Comparison Graph



ZONE DEMOGRAPHICS OVERVIEW

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

Figure 6: Rider Characteristics by Zone Traveled (Percentages)

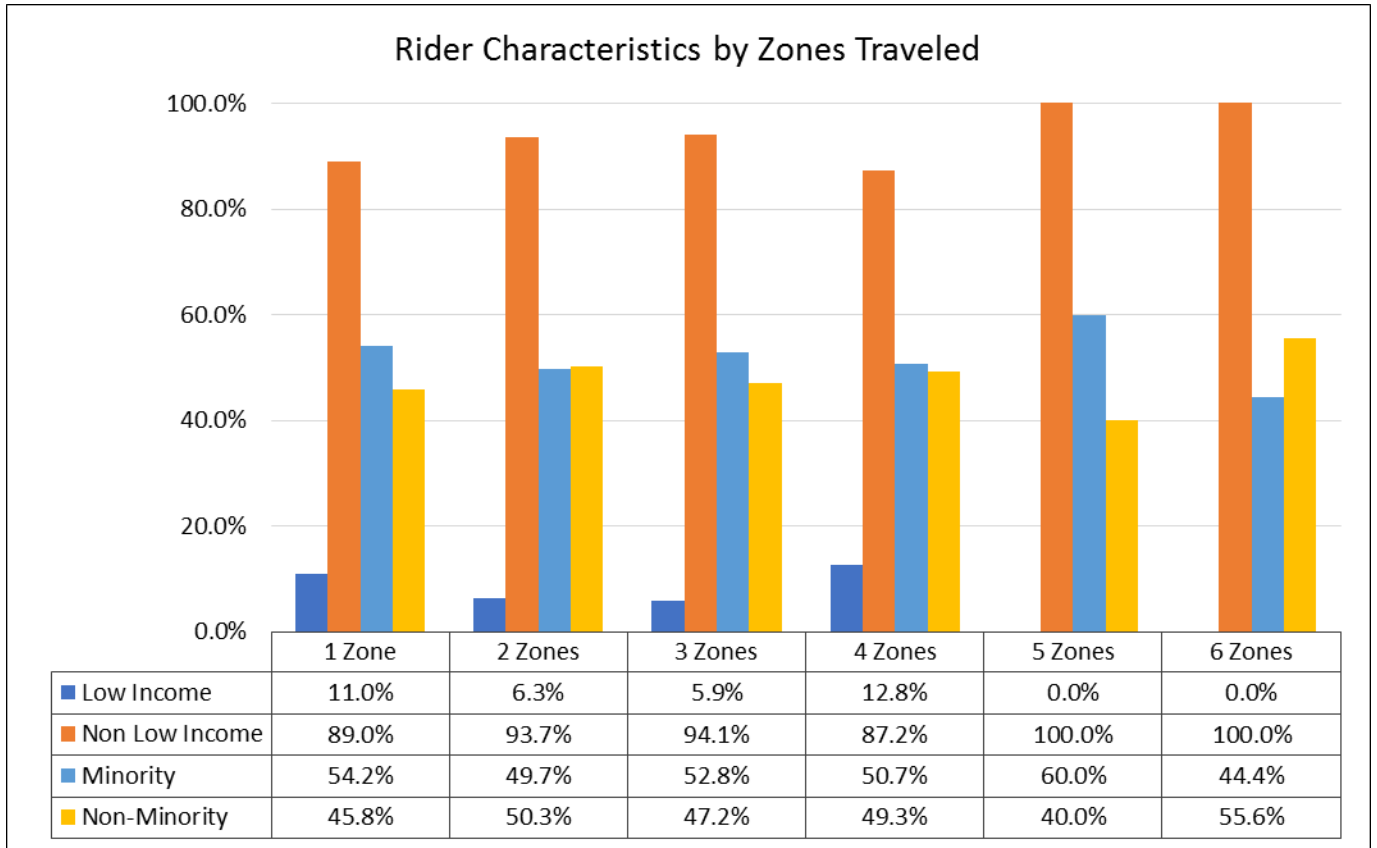
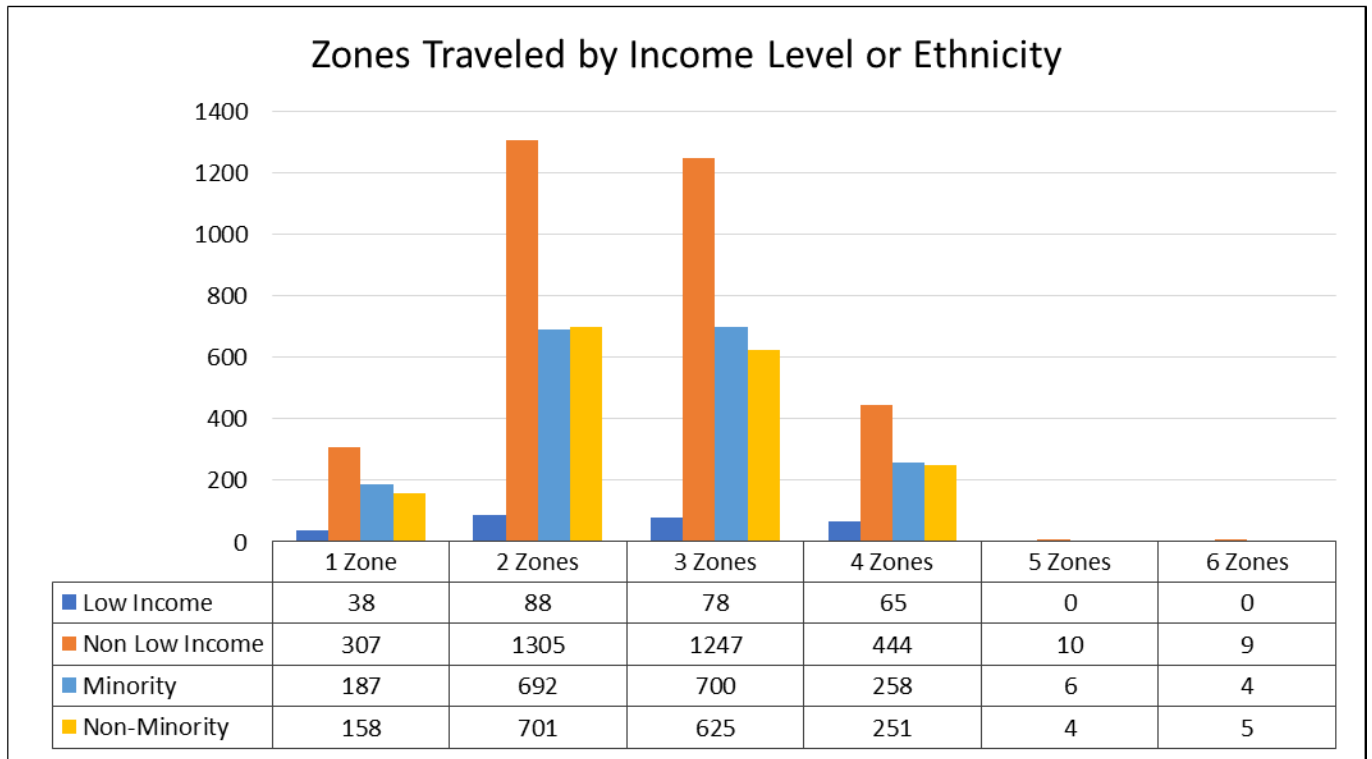


Figure 7: Rider Characteristics by Zone Traveled (Survey Responses)



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

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

AVERAGE FARE ANALYSIS

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

Since the JPB Board may pursue one, some or all of the fare proposals, staff analyzed several comprehensive alternatives. The following alternatives were evaluated:

1. Increase Monthly Pass multiplier to 15 days + Zone Increase + Elimination of 8 ride Ticket
2. Increase Monthly Multiplier Pass to 15 days + Zone Increase + No Elimination of 8 ride Ticket
3. Increase Monthly Multiplier to 15 days + No Zone Increase + Elimination of 8-ride Ticket
4. Increase Monthly multiplier to 15 days + No Zone Increase + No Elimination of 8-ride Ticket
5. No Change to Monthly Pass multiplier + Zone Increase + Elimination of 8-ride Ticket
6. No Change to Monthly Pass multiplier + Zone Increase + No Elimination of 8 ride Ticket
7. No Change to Monthly Pass multiplier + No Zone Increase + Elimination of 8 Ride Ticket

All of these alternatives were evaluated against the existing fare tariff to determine impacts on a system wide basis. The spreadsheet analysis for all of the alternatives are presented in **Tables 7a, 7b, 7c, 7d, 7e, 7f, and 7g** below.

The analysis of the alternatives does not include changes proposed for the Go Pass program as over 80% of Go Pass users have their passes paid by the participating employer. The vast majority of the users are not bearing the cost of their own pass and therefore would not generate rider impacts. The analysis also does not include the initially proposed pilot project for reducing evening and weekend fares, as staff has removed it from the fare change proposal package.

FARE EQUITY ANALYSIS FINDINGS

Based on the analysis, and using the Caltrain Title VI policies, none of the alternatives evaluated result in either a Disparate Impact on minority populations, or a Disproportionate Burden on low-income populations. **Table 8**, below, presents an overview based on the Average Fare Analysis for each of the alternatives that were studied, along with the associated findings.

Table 7c : Average Fare Calculations - Increase Monthly Multiplier to 15 days + No Zone Increase + Elimination of 8-ride Ticket³

Travel Within Any		Payment Method	Cost				Change		Survey Usage by Group - Annual Ridership					Usage by Group -					Cumulative Annual Current Fare				Cumulative Annual Proposed Fare				Annual Fare Change Experienced by Group													
Ticket Type			Existing	Unit Existing	Proposed ^a	Unit Proposed	Absolute	Percent	Low Income Survey	Non-Low Income Survey	Minority Survey	Non-Minority Survey	Overall Survey	Low Income %	Low Income Number	Non Low Income %	Non Low Income Number	Minority %	Minority Number	Non Minority %	Non Minority Number	Low Income	Non Low Income	Minority	Non Minority	Low Income	Non Low Income	Minority	Non Minority	Low Income	Low Income %	Non Low Income	Non Low Income %	Minority	Minority %	Non Minority	Non Minority %			
One Zone	TVM	Adult One-Way	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ -	0.00%	12	31	38	25	63	4.18%	49,476	1.18%	210,274	1.07%	193,675	1.12%	103,075	\$ 185,536	\$ 788,526	\$ 587,529	\$ 395,533	\$ 185,536	\$ 788,526	\$ 587,529	\$ 395,533	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	
		Adult Day Pass	\$ 7.50	\$ 3.75	\$ 7.50	\$ 3.75	\$ -	0.00%	3	39	23	19	42	1.03%	12,369	0.90%	160,798	0.97%	94,829	0.83%	78,337	\$ 46,394	\$ 632,991	\$ 355,610	\$ 293,765	\$ 46,394	\$ 632,991	\$ 355,610	\$ 293,765	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	
		ED One-way	\$ 1.75	\$ 1.75	\$ 1.75	\$ 1.75	\$ -	0.00%	6	5	6	5	11	2.09%	24,738	0.12%	20,615	0.23%	24,738	0.22%	20,615	\$ 43,292	\$ 36,076	\$ 43,292	\$ 36,076	\$ 43,292	\$ 36,076	\$ 43,292	\$ 36,076	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
		ED Day Pass	\$ 3.75	\$ 1.88	\$ 3.75	\$ 1.88	\$ -	0.00%	2	11	5	8	13	0.70%	8,295	0.21%	45,353	0.21%	20,615	0.39%	32,984	\$ 15,461	\$ 85,037	\$ 61,845	\$ 38,633	\$ 15,461	\$ 85,037	\$ 61,845	\$ 38,633	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
		Adult cash value	\$ 23.70	\$ 3.20	\$ 3.20	\$ 3.20	\$ -	0.00%	4	60	32	32	64	1.36%	16,492	1.39%	247,381	1.39%	131,996	1.43%	131,996	\$ 52,775	\$ 791,619	\$ 422,197	\$ 422,197	\$ 52,775	\$ 791,619	\$ 422,197	\$ 422,197	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
		Adult Bridge Ticket	\$ 23.70	\$ 2.96	\$ 2.96	\$ 3.20	\$ 0.24	1.03%	2	34	12	4	16	0.29%	8,295	0.32%	57,722	0.32%	49,476	0.38%	36,492	\$ 24,429	\$ 171,02	\$ 194,711	\$ 48,888	\$ 24,429	\$ 171,02	\$ 194,711	\$ 48,888	\$ 24,429	\$ 171,02	\$ 194,711	\$ 48,888	\$ 1,998	8.0%	\$ 13,709	8.0%	\$ 11,751	8.0%	\$ 3,917
	Clipper	Adult Monthly Pass	\$ 84.80	\$ 2.88	\$ 96.00	\$ 3.20	\$ 0.37	0.44%	6	104	63	47	110	2.03%	24,738	2.41%	408,798	2.63%	293,750	2.10%	198,782	\$ 69,596	\$ 1,212,095	\$ 734,235	\$ 547,736	\$ 69,596	\$ 1,212,095	\$ 734,235	\$ 547,736	\$ 91,101	13.2%	\$ 101,083	13.2%	\$ 93,973	13.2%	\$ 72,345	13.2%			
		ED Adult cash value	\$ 1.80	\$ 1.80	\$ 1.80	\$ 1.80	\$ -	0.00%	1	13	5	9	14	0.35%	4,123	0.30%	53,999	0.22%	20,615	0.40%	37,107	\$ 6,397	\$ 85,759	\$ 32,984	\$ 6,397	\$ 85,759	\$ 32,984	\$ 6,397	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%				
		ED Adult Bridge Ticket	\$ 11.85	\$ 1.48	\$ 12.80	\$ 1.60	\$ 0.12	1.03%	0	2	0	2	2	0.02%	6,397	0.03%	8,295	0.03%	6,397	0.03%	8,295	\$ 12,234	\$ -	\$ 13,194	\$ -	\$ 12,234	\$ -	\$ 13,194	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%					
		ED Adult Monthly Pass	\$ 42.40	\$ 1.41	\$ 48.00	\$ 1.60	\$ 0.19	0.44%	2	8	3	7	10	0.20%	8,295	0.19%	32,984	0.13%	12,369	0.31%	28,861	\$ 11,654	\$ 45,618	\$ 17,492	\$ 41,700	\$ 11,654	\$ 45,618	\$ 17,492	\$ 41,700	\$ 13,194	13.2%	\$ 52,775	13.2%	\$ 45,178	13.2%	\$ 1,599	13.2%			
		Adult One-Way	\$ 5.75	\$ 5.75	\$ 5.75	\$ 5.75	\$ -	0.00%	29	136	96	69	165	10.10%	119,967	3.19%	903,730	4.04%	365,809	3.03%	284,488	\$ 687,512	\$ 3,224,197	\$ 2,275,923	\$ 1,638,806	\$ 687,512	\$ 3,224,197	\$ 2,275,923	\$ 1,638,806	\$ 1,599	13.2%	\$ 6,157	13.2%	\$ 2,309	13.2%	\$ 5,387	13.2%			
		Adult Day Pass	\$ 11.50	\$ 5.75	\$ 11.50	\$ 5.75	\$ -	0.00%	8	103	50	61	111	2.79%	32,984	2.38%	424,670	2.11%	206,151	2.73%	251,504	\$ 189,699	\$ 2,441,855	\$ 1,446,365	\$ 1,446,147	\$ 189,699	\$ 2,441,855	\$ 1,446,365	\$ 1,446,147	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
Two Zones	TVM	Adult One-Way	\$ 7.25	\$ 7.25	\$ 7.25	\$ 7.25	\$ -	0.00%	7	18	19	6	25	2.44%	28,861	0.42%	74,214	0.80%	78,337	0.72%	24,738	\$ 92,738	\$ 204,089	\$ 215,427	\$ 68,030	\$ 92,738	\$ 204,089	\$ 215,427	\$ 68,030	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
		Adult Day Pass	\$ 14.50	\$ 7.25	\$ 14.50	\$ 7.25	\$ -	0.00%	1	18	19	6	25	2.44%	28,861	0.42%	74,214	0.80%	78,337	0.72%	24,738	\$ 38,911	\$ 103,575	\$ 111,713	\$ 34,911	\$ 38,911	\$ 103,575	\$ 111,713	\$ 34,911	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
		ED One-way	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ -	0.00%	7	18	19	6	25	2.44%	28,861	0.42%	74,214	0.80%	78,337	0.72%	24,738	\$ 92,738	\$ 204,089	\$ 215,427	\$ 68,030	\$ 92,738	\$ 204,089	\$ 215,427	\$ 68,030	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
		ED Day Pass	\$ 5.75	\$ 2.88	\$ 5.75	\$ 2.88	\$ -	0.00%	4	13	6	11	17	1.36%	16,492	0.30%	53,999	0.29%	24,738	0.40%	45,353	\$ 47,415	\$ 154,098	\$ 71,122	\$ 130,360	\$ 47,415	\$ 154,098	\$ 71,122	\$ 130,360	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
		Adult cash value	\$ 5.20	\$ 5.20	\$ 5.20	\$ 5.20	\$ -	0.00%	21	271	131	161	292	7.32%	493,233	5.81%	1,117,337	5.25%	543,115	7.20%	693,835	\$ 493,233	\$ 8,810,151	\$ 2,808,597	\$ 450,233	\$ 8,810,151	\$ 2,808,597	\$ 450,233	\$ 2,808,597	\$ 450,233	\$ 2,808,597	\$ 450,233	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult Bridge Ticket	\$ 38.30	\$ 4.81	\$ 41.60	\$ 5.20	\$ 0.39	1.03%	4	70	33	41	74	1.36%	16,492	1.62%	288,611	1.36%	136,659	1.83%	109,044	\$ 79,369	\$ 1,388,940	\$ 694,785	\$ 813,522	\$ 79,369	\$ 1,388,940	\$ 694,785	\$ 813,522	\$ 85,739	8.1%	\$ 111,887	8.1%	\$ 52,723	8.1%	\$ 65,504	8.1%			
	Clipper	Adult Monthly Pass	\$ 137.80	\$ 4.59	\$ 163.50	\$ 5.45	\$ 0.86	0.62%	9	690	349	639	639	3.14%	37,107	15.04%	2,659,959	14.32%	1,401,115	14.27%	1,315,241	\$ 170,445	\$ 12,303,944	\$ 6,499,048	\$ 6,041,342	\$ 170,445	\$ 12,303,944	\$ 6,499,048	\$ 6,041,342	\$ 202,234	21.1%	\$ 2,699,944	21.1%	\$ 2,168,035	21.1%	\$ 1,126,896	21.1%	\$ 1,126,723	21.1%	
		ED Adult cash value	\$ 2.60	\$ 2.60	\$ 2.60	\$ 2.60	\$ -	0.00%	4	23	7	20	27	1.36%	16,492	0.53%	94,829	0.29%	28,861	0.89%	82,493	\$ 42,899	\$ 245,556	\$ 75,039	\$ 214,397	\$ 42,899	\$ 245,556	\$ 75,039	\$ 214,397	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%					
		ED Adult Bridge Ticket	\$ 19.25	\$ 2.41	\$ 20.80	\$ 2.60	\$ 0.19	1.03%	0	5	3	2	5	0.02%	6,397	0.12%	20,615	0.13%	12,369	0.09%	8,295	\$ -	\$ 49,605	\$ 29,785	\$ 19,842	\$ -	\$ 49,605	\$ 29,785	\$ 19,842	\$ -	0.0%	\$ 3,994	8.1%	\$ 2,397	8.1%	\$ 1,998	8.1%			
		ED Adult Monthly Pass	\$ 69.90	\$ 2.30	\$ 78.00	\$ 2.60	\$ 0.30	0.44%	2	16	7	11	18	0.70%	8,295	0.37%	65,938	0.29%	28,861	0.40%	45,353	\$ 18,988	\$ 151,507	\$ 66,284	\$ 104,161	\$ 18,988	\$ 151,507	\$ 66,284	\$ 104,161	\$ 21,440	13.2%	\$ 20,615	13.2%	\$ 11,713	13.2%	\$ 2,301	13.2%			
		Adult One-Way	\$ 7.75	\$ 7.75	\$ 7.75	\$ 7.75	\$ -	0.00%	21	167	109	79	188	7.32%	86,589	3.89%	688,543	4.59%	449,408	3.53%	325,718	\$ 671,020	\$ 5,336,210	\$ 2,808,596	\$ 2,808,596	\$ 671,020	\$ 5,336,210	\$ 2,808,596	\$ 2,808,596	\$ 2,524,315	13.2%	\$ 3,482,916	13.2%	\$ 2,524,315	13.2%	\$ -	0.0%	\$ -	0.0%	
		Adult Day Pass	\$ 15.50	\$ 7.75	\$ 15.50	\$ 7.75	\$ -	0.00%	18	141	66	98	159	6.27%	74,214	3.26%	581,345	2.78%	272,119	4.16%	383,440	\$ 575,160	\$ 4,505,423	\$ 2,108,921	\$ 2,971,682	\$ 575,160	\$ 4,505,423	\$ 2,108,921	\$ 2,971,682	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
Three Zones	TVM	Adult One-Way	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ -	0.00%	6	11	8	9	17	2.09%	24,738	0.29%	45,353	0.34%	32,984	0.40%	37,107	\$ 92,738	\$ 170,074	\$ 123,680	\$ 139,152	\$ 92,738	\$ 170,074	\$ 123,680	\$ 139,152	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
		Adult Day Pass	\$ 7.50	\$ 3.75	\$ 7.50	\$ 3.75	\$ -	0.00%	1	19	9	11	20	0.36%	4,123	0.44%	78,337	0.38%	37,107	0.49%	45,353	\$ 15,977	\$ 308,567	\$ 145,750	\$ 175,748	\$ 15,977	\$ 308,567	\$ 145,750	\$ 175,748	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
		ED One-way	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ -	0.00%	11	221	120	112	232	3.83%	45,353	5.11%	911,195	5.03%	494,722	5.01%	451,728	\$ 305,543	\$ 6,993,599	\$ 3,952,284	\$ 3,952,284	\$ 305,543	\$ 6,993,599	\$ 3,952,284	\$ 3,952,284	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%			
		ED Day Pass	\$ 3.75	\$ 1.88	\$ 3.75	\$ 1.88	\$ -	0.00%	1	76	43	34	77	0.29%	4,123	1.39%	91,195	1.83%	177,230	1.52%	143,182	\$ 27,470	\$ 2,089,888	\$ 1,381,596	\$ 989,969	\$ 27,470	\$ 2,089,888	\$ 1,381,596	\$ 989,969	\$ 29,086	8.1%	\$ 188,425	8.1%	\$ 95,238	8.1%	\$ 75,348	8.1%			
		Adult Bridge Ticket	\$ 58.30	\$ 6.09	\$ 57.60	\$ 7.20	\$ 0.94	1.03%	1	76	43	34	77	0.29%	4,123	1.39%	91,195	1.83%	177,230	1.52%	143,182	\$ 27,470	\$ 2,089,888	\$ 1,381,596	\$ 989,969	\$ 27,470	\$ 2,089,888	\$ 1,381,596	\$ 989,969	\$ 29,086	8.1%	\$ 188,425	8.1%	\$ 95,238	8.1%	\$ 75,348	8.1%			
		Adult Monthly Pass	\$ 190.80	\$ 6.36	\$ 231.00	\$ 7.20	\$ 1.34	0.70%	15	982	330	257	937	5.23%	61,845	13.47%	2,399,994	13.07%	1,361,994	11.99%	1,101,845																			

Table 7e : Average Fare Calculations - No Change to Monthly Pass multiplier + Zone Increase + Elimination of 8-ride Ticket⁴

Transit Within Any			Cost			Change		Survey Usage by Group - Annual Ridership								Usage by Group -								Cumulative Annual Current Fare				Cumulative Annual Proposed Fare				Annual Fare Change Experienced by Group																							
Zone	Payment Method	Ticket Type	Existing	Unit Existing	Proposed ¹	Unit Proposed	Absolute	Percent	LowIncome Survey	NonLow Income Survey	Minority Survey	Non-Minority Survey	Overall Survey	LowIncome %	LowIncome Number	Non LowIncome %	NonLow Income Number	Minority %	Minority Number	Non-Minority %	Non-Minority Number	Overall Survey %	Overall Number	LowIncome	Non LowIncome	Minority	Non-Minority	LowIncome	Non LowIncome	Minority	Non-Minority	LowIncome	LowIncome %	Non LowIncome	Non LowIncome %	Minority	Minority %	Non-Minority	Non-Minority %																
			One	Transit	Adult One-Way	\$ 3.75	3,75	\$ 3.75	3,75	\$ -	0.00%	12	51	38	25	68	4.18%	48,476	1.18%	212,274	1.60%	156,675	1.12%	13,075	1.37%	284,750	\$ 385,536	\$ 788,536	\$ 587,529	\$ 385,538	\$ 385,536	\$ 788,536	\$ 587,529	\$ 385,538	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%							
Two	Transit	Adult One-Way			\$ 5.75	5,75	\$ 6.00	6,00	\$ 0.25	4.36%	29	136	96	69	165	10.13%	119,567	3.19%	951,731	4.08%	896,839	3.09%	284,488	3.98%	694,297	\$ 687,512	\$ 3,274,157	\$ 2,275,938	\$ 1,685,826	\$ 717,434	\$ 3,364,579	\$ 2,374,856	\$ 1,735,928	\$ 29,892	4.3%	\$ 141,382	4.3%	\$ 98,952	4.3%	\$ 71,122	4.3%														
		Three			Transit	Adult One-Way	\$ 7.75	7,75	\$ 8.25	8,25	\$ 0.50	6.46%	21	167	109	79	188	7.32%	85,393	3.89%	689,543	4.99%	494,424	4.06%	325,718	4.06%	775,127	\$ 671,102	\$ 3,284,210	\$ 2,482,966	\$ 2,524,315	\$ 714,312	\$ 5,991,482	\$ 3,767,632	\$ 2,987,124	\$ 48,292	6.9%	\$ 444,272	6.9%	\$ 224,704	6.9%	\$ 162,889	6.9%												
						Four	Transit	Adult One-Way	\$ 9.75	9,75	\$ 10.50	10,50	\$ 0.75	7.69%	18	74	53	39	92	6.77%	74,214	1.71%	376,128	2.28%	218,520	1.94%	501,788	2.03%	579,317	\$ 723,989	\$ 2,954,754	\$ 2,130,967	\$ 1,957,776	\$ 724,730	\$ 3,324,981	\$ 2,294,457	\$ 1,684,594	\$ 5,681	7.7%	\$ 288,827	7.7%	\$ 193,890	7.7%	\$ 121,988	7.7%										
								Five	Transit	Adult One-Way	\$ 11.75	11,75	\$ 12.75	12,75	\$ 1.00	8.51%	0	0	0	0	0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	4,123	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%						
										Six	Transit	Adult One-Way	\$ 13.75	13,75	\$ 15.00	15,00	\$ 1.25	9.09%	0	3	3	3	3	0.02%	12,339	0.02%	21,615	0.17%	16,482	0.06%	8,246	0.06%	35,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
				All Zones													18	1,011	527	491	1,018	6.27%	74,214	23.14%	4,123,013	22.23%	2,172,828	21.99%	2,034,411	22.09%	4,197,228	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total			287								4,322	2,374	2,235	4,602	98.79%	1,101,001	76.89%	13,636,681	77.80%	7,615,206	78.09%	7,192,595	77.97%	14,828,741	\$ 6,731,115	\$ 81,171,888	\$ 45,285,867	\$ 42,615,946	\$ 7,097,756	\$ 84,256,810	\$ 47,044,913	\$ 44,313,683	\$ 356,641	5.3%	\$ 3,085,122	3.8%	\$ 1,798,056	3.8%	\$ 1,703,705	4.0%														
	Total			8%	94%							52%	48%	1,188,305	12,813,664	9,789,094	9,214,985	13,022,989																																					

¹ Assumes all 8-ride ticket users will instead use Clipper cash for 8 rides

		Total Current Annual Fare																																									
		Average Current Annual Fare																																									
		Total Proposed Annual Fare																																									
		Average Annual Proposed Fare																																									
		Total Change in Fare Per Group																																									
		Average Change in Fare Per Group																																									
		Change as a percent of entire fare change																																									
		Percent Ridership of Each Group (From 2016 survey total)																																									
		Difference from Best Proportional Impact of Fare Change																																									
		Difference between Protected Class and Non-Protected																																									
		Dispute Impact or Disproportionate Burden Finding																																									

⁴ The greyed row assumes all 8-ride ticket users will shift to the use of Clipper cash for 8 rides

Table 7f : Average Fare Calculations - No Change to Monthly Pass multiplier + Zone Increase + No Elimination of 8 ride Ticket

Table with columns: Travel Within Any, Payment Method, Ticket Type, Cost, Change, Survey Usage by Group - Annual Ridership, Usage by Group, Cumulative Annual Current Fare, Cumulative Annual Proposed Fare, and Annual Fare Change Experienced by Group. Includes sub-tables for Total Current/Proposed Annual Fare and Average Annual Proposed Fare.

Table 7g : Average Fare Calculations - No Change to Monthly Pass multiplier + No Zone Increase + Elimination of 8 Ride Ticket⁵

Travel Within Any	Payment Method	Ticket Type	Cost		Change		Survey Usage by Group - Annual Ridership							Usage by Group							Cumulative Annual Current Fare				Cumulative Annual Proposed Fare				Annual Fare Change Experienced by Group								
			Existing	Proposed ⁸	Absolute	Percent	Low Income Survey	NonLow Income Survey	Minority Survey	Non-Minority Survey	Overall Survey	Low Income %	Low Income Number	Non Low Income %	Non Low Income Number	Minority %	Minority Number	Non-Minority %	Non-Minority Number	Low Income	Non Low Income	Minority	Non-Minority	Low Income	Non Low Income	Minority	Non-Minority	Low Income	Low Income %	Non Low Income	Non Low Income %	Minority	Minority %	Non-Minority	Non-Minority %		
			Cost	Cost	Change	Change	Count	Count	Count	Count	Count	%	%	%	%	%	%	%	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count	Count		
			\$	\$	\$	%																															
One Zone	Turn	Adult One Way	\$ 3.75	\$ 3.75	\$ -	0.0%	12	51	38	25	63	4.18%	49,788	1.8%	211,908	1.63%	157,661	1.2%	103,725	\$ 393,704	\$ 393,704	\$ 393,704	\$ 393,704	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult Day Pass	\$ 7.50	\$ 7.50	\$ -	0.0%	3	39	23	19	42	1.03%	12,447	0.50%	161,810	0.95%	95,427	0.85%	78,851	\$ 46,676	\$ 46,676	\$ 46,676	\$ 46,676	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		ED One-Way	\$ 1.75	\$ 1.75	\$ -	0.0%	6	5	6	5	11	2.03%	24,894	0.12%	20,745	0.23%	24,894	0.22%	20,745	\$ 43,564	\$ 43,564	\$ 43,564	\$ 43,564	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		ED Day Pass	\$ 3.75	\$ 3.75	\$ -	0.0%	2	11	5	8	13	0.30%	8,298	0.25%	45,639	0.21%	20,745	0.30%	37,192	\$ 15,559	\$ 15,559	\$ 15,559	\$ 15,559	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult cash value	\$ 3.20	\$ 3.20	\$ -	0.0%	4	60	32	32	64	1.39%	16,995	1.59%	484,939	1.39%	132,709	1.43%	132,709	\$ 53,107	\$ 53,107	\$ 53,107	\$ 53,107	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult 8-Ride Ticket	\$ 23.40	\$ 23.40	\$ -	0.0%	2	34	12	4	36	0.10%	8,298	0.32%	38,036	0.15%	48,988	0.18%	16,995	\$ 24,393	\$ 24,393	\$ 24,393	\$ 24,393	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
	Change	Adult Monthly Pass	\$ 84.80	\$ 84.80	\$ -	0.0%	6	104	63	47	110	2.03%	24,894	2.41%	481,405	2.63%	201,363	2.10%	195,022	\$ 70,367	\$ 70,367	\$ 70,367	\$ 70,367	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		EDAdult cash value	\$ 1.60	\$ 1.60	\$ -	0.0%	1	13	5	9	14	0.36%	4,149	0.30%	37,341	0.12%	20,745	0.40%	37,341	\$ 6,638	\$ 6,638	\$ 6,638	\$ 6,638	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		EDAdult 8-Ride Ticket	\$ 11.85	\$ 11.85	\$ -	0.0%	0	2	0	2	2	0.0%	8,298	0.0%	-	0.0%	-	0.0%	-	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%				
		EDAdult Monthly Pass	\$ 42.40	\$ 42.40	\$ -	0.0%	2	8	3	7	10	0.26%	8,298	0.10%	33,192	0.13%	12,447	0.31%	29,043	\$ 11,728	\$ 11,728	\$ 11,728	\$ 11,728	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult One Way	\$ 3.75	\$ 3.75	\$ -	0.0%	29	136	96	69	165	10.10%	121,321	3.19%	564,262	4.01%	398,303	3.03%	281,282	\$ 691,844	\$ 691,844	\$ 691,844	\$ 691,844	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		ED Day Pass	\$ 11.50	\$ 11.50	\$ -	0.0%	8	103	50	61	111	2.79%	19,023	3.38%	427,346	2.11%	207,449	2.73%	253,088	\$ 691,844	\$ 691,844	\$ 691,844	\$ 691,844	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
Two Zones	Turn	Adult One Way	\$ 5.75	\$ 5.75	\$ -	0.0%	29	136	96	69	165	10.10%	121,321	3.19%	564,262	4.01%	398,303	3.03%	281,282	\$ 691,844	\$ 691,844	\$ 691,844	\$ 691,844	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult Day Pass	\$ 11.50	\$ 11.50	\$ -	0.0%	8	103	50	61	111	2.79%	19,023	3.38%	427,346	2.11%	207,449	2.73%	253,088	\$ 691,844	\$ 691,844	\$ 691,844	\$ 691,844	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%
		ED One-Way	\$ 2.75	\$ 2.75	\$ -	0.0%	7	18	19	6	25	2.44%	29,043	0.42%	74,682	0.83%	78,851	0.22%	24,894	\$ 79,898	\$ 79,898	\$ 79,898	\$ 79,898	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		ED Day Pass	\$ 5.75	\$ 5.75	\$ -	0.0%	4	13	6	11	17	1.39%	16,995	0.20%	53,957	0.26%	24,894	0.49%	45,639	\$ 47,713	\$ 47,713	\$ 47,713	\$ 47,713	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult cash value	\$ 5.20	\$ 5.20	\$ -	0.0%	21	271	131	161	292	87.12%	87,129	7.20%	1,124,375	5.25%	543,517	7.20%	657,987	\$ 483,039	\$ 483,039	\$ 483,039	\$ 483,039	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult 8-Ride Ticket	\$ 38.50	\$ 38.50	\$ -	0.0%	4	70	33	41	74	1.36%	16,995	1.62%	250,429	1.36%	136,917	1.83%	170,108	\$ 79,898	\$ 79,898	\$ 79,898	\$ 79,898	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
	Change	Adult Monthly Pass	\$ 137.80	\$ 137.80	\$ -	0.0%	9	630	340	319	669	3.14%	171,519	15.04%	2,693,841	14.32%	1,410,696	14.27%	1,323,527	\$ 171,519	\$ 171,519	\$ 171,519	\$ 171,519	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		EDAdult cash value	\$ 2.60	\$ 2.60	\$ -	0.0%	4	23	7	20	27	1.36%	16,995	0.53%	94,427	0.23%	29,043	0.89%	82,980	\$ 43,149	\$ 43,149	\$ 43,149	\$ 43,149	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		EDAdult 8-Ride Ticket	\$ 19.25	\$ 19.25	\$ -	0.0%	0	5	3	2	5	0.0%	8,298	0.12%	20,745	0.18%	12,447	0.0%	8,298	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		EDAdult Monthly Pass	\$ 69.50	\$ 69.50	\$ -	0.0%	2	36	7	11	18	0.30%	8,298	0.37%	63,394	0.23%	29,043	0.49%	45,639	\$ 19,023	\$ 19,023	\$ 19,023	\$ 19,023	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult One Way	\$ 5.75	\$ 5.75	\$ -	0.0%	21	167	119	79	188	7.32%	87,129	3.89%	692,881	4.59%	452,242	3.53%	327,770	\$ 675,248	\$ 675,248	\$ 675,248	\$ 675,248	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		ED Day Pass	\$ 13.50	\$ 13.50	\$ -	0.0%	18	141	68	93	159	6.22%	74,682	4.16%	385,027	2.78%	273,883	4.46%	285,856	\$ 578,784	\$ 578,784	\$ 578,784	\$ 578,784	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
Three Zones	Turn	Adult One Way	\$ 7.75	\$ 7.75	\$ -	0.0%	21	167	119	79	188	7.32%	87,129	3.89%	692,881	4.59%	452,242	3.53%	327,770	\$ 675,248	\$ 675,248	\$ 675,248	\$ 675,248	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult Day Pass	\$ 15.50	\$ 15.50	\$ -	0.0%	8	141	68	93	159	6.22%	74,682	4.16%	385,027	2.78%	273,883	4.46%	285,856	\$ 578,784	\$ 578,784	\$ 578,784	\$ 578,784	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		ED One-Way	\$ 3.75	\$ 3.75	\$ -	0.0%	6	11	8	9	17	2.03%	24,894	0.23%	45,639	0.34%	33,192	0.40%	37,341	\$ 93,362	\$ 93,362	\$ 93,362	\$ 93,362	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		ED Day Pass	\$ 7.75	\$ 7.75	\$ -	0.0%	1	19	9	11	20	0.36%	4,149	0.44%	37,341	0.16%	20,745	0.49%	37,341	\$ 16,077	\$ 16,077	\$ 16,077	\$ 16,077	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult cash value	\$ 7.20	\$ 7.20	\$ -	0.0%	11	221	120	112	232	3.89%	45,639	5.11%	916,956	5.01%	497,878	5.01%	464,687	\$ 328,610	\$ 328,610	\$ 328,610	\$ 328,610	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult 8-Ride Ticket	\$ 53.30	\$ 53.30	\$ -	0.0%	1	76	43	34	77	0.39%	4,149	1.70%	315,323	1.81%	178,403	1.52%	141,935	\$ 27,913	\$ 27,913	\$ 27,913	\$ 27,913	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
	Change	Adult Monthly Pass	\$ 190.80	\$ 190.80	\$ -	0.0%	15	582	330	267	597	5.23%	62,235	13.47%	2,414,710	13.30%	1,393,163	11.99%	1,107,729	\$ 395,813	\$ 395,813	\$ 395,813	\$ 395,813	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		EDAdult cash value	\$ 3.60	\$ 3.60	\$ -	0.0%	3	6	5	4	9	1.03%	16,995	0.21%	24,894	0.14%	10,745	0.48%	16,995	\$ 9,745	\$ 9,745	\$ 9,745	\$ 9,745	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		EDAdult 8-Ride Ticket	\$ 26.65	\$ 26.65	\$ -	0.0%	0	1	0	1	1	0.0%	8,298	0.0%	4,149	0.0%	4,149	0.0%	4,149	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%				
		EDAdult Monthly Pass	\$ 95.40	\$ 95.40	\$ -	0.0%	2	23	10	15	25	0.70%	8,298	0.33%	35,427	0.42%	40,223	0.67%	46,235	\$ 26,388	\$ 26,388	\$ 26,388	\$ 26,388	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%		
		Adult One Way	\$ 9.75	\$ 9.75	\$ -	0.0%	23	62																													

Table 8: Disparate Impact and Disproportionate Burden Findings

Monthly Multiplier @ 15 days + Zone Increase + Elimination of 8 ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
\$5.69	\$6.12	\$4.56	\$5.13	\$4.63	\$5.20	\$4.62	\$5.18
Average % Change	7.5%		12.6%	Average % Change	12.5%		12.0%
		Difference	-5.1%			Difference	0.5%
		DI/DB	No			DI/DB	No
Monthly Multiplier @ 15 days + Zone Increase + No Elimination of 8 ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
\$5.69	\$6.12	\$4.56	\$5.13	\$4.63	\$5.20	\$4.62	\$5.18
Average % Change	7.5%		12.6%	Average % Change	12.5%		12.0%
		Difference	-5.1%			Difference	0.5%
		DI/DB	No			DI/DB	No
Monthly Multiplier @ 15 days + No Zone Increase + Elimination of 8-ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
\$6.07	\$6.22	\$5.93	\$6.48	\$5.95	\$6.49	\$5.93	\$6.43
Average % Change	2.5%		9.3%	Average % Change	9.1%		8.4%
		Difference	-6.8%			Difference	0.7%
		DI/DB	No			DI/DB	No
Monthly Multiplier @ 15 days + No Zone Increase + No Elimination of 8-ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
\$6.07	\$6.20	\$5.93	\$6.45	\$5.95	\$6.46	\$5.93	\$6.40
Average % Change	2.2%		8.8%	Average % Change	8.6%		8.0%
		Difference	-6.6%			Difference	0.6%
		DI/DB	No			DI/DB	No
No Change to Monthly Pass + Zone Increase + Elimination of 8-ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
\$6.07	\$6.39	\$5.93	\$6.15	\$5.95	\$6.18	\$5.93	\$6.16
Average % Change	5.3%		3.8%	Average % Change	3.8%		4.0%
		Difference	1.5%			Difference	-0.2%
		DI/DB	No			DI/DB	No
No Change to Monthly Pass + Zone Increase + No Elimination of 8 ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
\$6.07	\$6.39	\$5.93	\$6.15	\$5.95	\$6.18	\$5.93	\$6.16
Average % Change	5.3%		3.8%	Average % Change	3.8%		4.0%
		Difference	1.5%			Difference	-0.2%
		DI/DB	No			DI/DB	No
No Change to Monthly Pass + No Zone Increase + Elimination of 8 Ride Ticket							
Low Income Existing Ave Fare	Low Income Proposed Ave Fare	Non Low Income Existing Ave Fare	Non Low Income Proposed Ave Fare	Minority Existing Ave Fare	Minority Proposed Ave Fare	Non Minority Existing Ave Fare	Non Minority Proposed Ave Fare
\$6.07	\$6.09	\$5.93	\$5.96	\$5.95	\$5.98	\$5.93	\$5.95
Average % Change	0.3%		0.5%	Average % Change	0.50%		0.45%
		Difference	-0.2%			Difference	0.05%
		DI/DB	No			DI/DB	No

In general, when viewed cumulatively, the proposed fare increases will not disparately impact minority passengers or disproportionately burden low-income populations. In fact, some of the alternatives would render a significantly lower increase in Average Fares for low income riders than non-low-income riders.

Based on the chart above, proportionally fewer low-income riders than non-low-income passengers will be impacted while minority riders will be impacted by the proposed fare at approximately the same rate as non-minority riders.

■ PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES

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

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

The JPB's public information campaign to announce the public hearing and solicit input began after the May 4, 2017 Board action to call for the July 6, 2017 Public Hearing.

The JPB's public participation process included measures to disseminate information on the proposed service changes to Limited English Proficient (LEP) persons, as well as at public hearings and meetings. The public notices note that translations are available in Caltrain's 22 Safe Harbor Languages by contacting the Caltrain Customer Service Center phone number. The Caltrain Customer Service Center offers foreign language translation service via in-house translators or the Language Line.

Comprehensive measures employed by the JPB included placing public notices (**Attachment 5**) for the Public Hearing and the Public Meetings on the Caltrain website (**Attachment 6**), in Caltrain news releases (**Attachment 7**), as Take Ones located at Caltrain lobby headquarters and onboard trains (**Attachment 8**), in information boards at stations (**Attachment 9**), as social media posts on Facebook and Twitter (**Attachment 10**), as repetitive messages on the VMS that ran every 12 minutes at all stations from 5/18/17 to 6/14/17 (**Attachment 11**) and in presentations to and discussions at Public Meetings. Information, including the Public Notice, Draft FY18 Proposed Fare Changes, Frequently Asked Questions (**Attachment 12**) and Public Outreach list were posted to a dedicated Caltrain website.

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

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

San Francisco County

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

San Mateo County

- All Mayors
- All City Managers
- Board of Supervisors
- Daly City/Colma Chamber of Commerce
- Redwood City Chamber of Commerce
- Foster City Chamber of Commerce
- San Mateo Chamber of Commerce
- Menlo Park Chamber of Commerce
- San Bruno Chamber of Commerce
- Chicana Latina Foundation
- Family Health Services
- Coastside Hope
- College Track
- LifeMoves
- Friends of Caltrain
- Green Foothills

- Housing Leadership Council
- Japanese American Community Center
- Japanese Chamber of Commerce
- North Peninsula Neighborhood Services
- Northern Peninsula Food Pantry and Dining Center
- Safe Harbor Shelter
- San Mateo County Commission on Disabilities, Aging and Adult Services
- San Mateo County Youth Commission
- San Mateo Labor Council
- Seton Medical Center
- Sierra Club, Loma Prieta Chapter
- Silicon Valley Community Foundation
- Sitike Counseling Center
- Skyline College
- South San Francisco Community Learning Center
- Sustainable San Mateo County
- Vista Center for the Blind and Visually Impaired
- Youth United for Community Action
- Youth Leadership Institute

Santa Clara County

- All Mayors within Caltrain Jurisdiction
- City Managers within Caltrain Jurisdiction
- Board of Supervisors
- Destination Home
- Metropolitan Education District
- Santa Clara County Office of Human Relations
- South Bay Labor Council
- Silicon Valley Leadership Group (SVLG)

Alameda County

- Asian Pacific Islander American Public Affairs Association Bay Area Chapter
- ECO Vote
- Gujarati Cultural Association of Bay Area
- Indo American Chamber of Commerce
- TransForm
- Urban Habitat

No Affiliated County

- Korean American Professional Society

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making also included publishing the public hearing notice and public meeting notices in newspapers of general circulation and various community newspapers in different languages (**Attachment 13**). Notifications for the public hearing and public meetings appeared in the newspapers listed in **Table 9**.

Table 9: Print Advertisement

	Date		Newspaper
1	Friday, May 19, 2017	Outreach Ad	El Observador
2	Friday, May 19, 2017	Outreach Ad	Palo Alto Daily News
3	Sunday, May 21, 2017	Outreach Ad	San Francisco Examiner
4	Monday, May 22, 2017	Outreach Ad	Sing Tao
5	Friday, June 2, 2017	Outreach Ad	Morgan Hill Times
6	Friday, June 2, 2017	Outreach Ad	Dispatch
7	Thursday, June 22, 2017	Legal Ad	The Examiner (San Francisco/San Mateo)
8	Thursday, June 22, 2017	Legal Ad	Sing Tao
9	Friday, June 23, 2017	Legal Ad	Palo Alto Daily News
10	Friday, June 23, 2017	Legal Ad	El Observador
11	Tuesday, June 27, 2017	Legal Ad	The Examiner (San Francisco/San Mateo)
12	Tuesday, June 27, 2017	Legal Ad	Mercury News
13	Tuesday, June 27, 2017	Legal Ad	Sing Tao
14	Friday, June 30, 2017	Legal Ad	El Observador

Staff also established multiple ways for customers and the public to provide their input: at the community meetings and station outreaches by directing riders to an online survey in English with Translations in Spanish and Chinese (see **Attachment 14**), using a printed survey in English with Translations in Spanish and Chinese (see **Attachment 15**) for those without access to the internet or smart phones, through the postal service (by mail), by telephone call to the Customer Service Center’s general number or one for those with hearing impairments, through the unique e-mail address changes@caltrain.com and via an online comment form on the dedicated webpage <http://www.caltrain.com/riderinfo/2017ProposedFareChanges.html>.

PUBLIC OUTREACH

As part of the Caltrain staff’s efforts to improve and expand Public Outreach, Public meetings and Station Outreaches were held at the locations shown in **Table 10**. The total number of participants that staff outreached to totaled 2,985.

Table 10: Public Meetings and Station Outreaches

	Date	Time	Public Meeting	Caltrain Station Outreach	Meeting participants/ station outreach interactions
1	Wednesday, May 17, 2017	4:30 pm - 5:30 pm	San Carlos Headquarters prior to Caltrain Advisory Committee	-	8
2	Thursday, May 18, 2017	5:45 pm - 8 pm	Caltrain Bicycle Advisory Committee	-	11
3	Tuesday, May 23, 2017	6:15 am - 8:15 am	-	San Francisco	51
4	Wednesday, May 24, 2017	7 am - 9 am	-	Redwood City	114
5	Wednesday, May 24, 2017	6 pm - 8 pm	San Francisco County Transportation Authority	-	10
6	Friday, May 26, 2017	4 pm - 6 pm	-	Menlo Park	82
7	Saturday, June 3, 2017	9:30am - 11:30 am	-	San Jose Diridon	107
8	Monday, June 5, 2017	5:15 am - 7:30 am	-	San Jose Diridon	170
9	Tuesday, June 6, 2017	11 am - 1 pm	Caltrain Accessibility Advisory Committee	-	4
10	Tuesday, June 6, 2017	4:30 pm - 6:30 pm	-	Hillsdale	408
11	Wednesday, June 7, 2017	5 pm - 7 pm	-	Millbrae	639
12	Thursday, June 8, 2017	5:30 am - 6:30 am	-	Gilroy	72
13	Thursday, June 8, 2017	4:30 pm - 6:30 pm	-	Palo Alto	699
14	Saturday, June 10, 2017	11 am - 1 pm	-	Redwood City	124
15	Saturday, June 10, 2017	10 am - Noon	-	Palo Alto	77
16	Monday, June 12, 2017	7 am - 9 am	-	Sunnyvale	175
17	Tuesday, June 13, 2017	6 am - 7 am	-	Morgan Hill	65
18	Wednesday, June 14, 2017	9 am - 11 am	-	San Mateo	153
19	Monday, June 26, 2017	6 pm - 7 pm	Mountain View City Hall	-	6
20	Wednesday, July 19, 2017	5:40 pm - 7 pm	Caltrain Citizens Advisory Committee	-	10
Total Participants at Formal Meetings					49
Total Interactions at Stations					2,936
Total Outreach					2,985

PUBLIC COMMENTS

Summary of Comments

As of July 19, 2017 Caltrain received 1,511 total comments from the various forms of outreach. Many of the comments were provided using the online survey. There were a total of 1,258 online surveys with complete responses addressing each fare and parking proposal, plus 248 additional responses that were either partial survey responses or were comments received via mail, e-mail, public meetings and at station outreaches. A compiled list of all public comments is provided in **Attachment 16**. The online survey responses are further summarized in **Attachment 14**.

Table 11 summarizes feedback for each proposal. Riders were polled on whether they agreed, disagreed or did not have an opinion on each fare proposal. In addition, the number of additional comments for each proposal is noted.

Table 11: Comment Tally

	Go Pass Increase			Monthly Pass Multiplier			Eliminate 8-ride Ticket			Monthly Parking Multiplier			Zone Fare Increase			Pilot Program			General Comments
	A - Agree	D - Disagree	N - No Opinion	A - Agree	D - Disagree	N - No Opinion	A - Agree	D - Disagree	N - No Opinion	A - Agree	D - Disagree	N - No Opinion	A - Agree	D - Disagree	N - No Opinion	A - Agree	D - Disagree	N - No Opinion	
#	416	687	395	407	823	268	276	784	439	379	745	375	517	760	222	866	266	368	N/A
%	28%	46%	26%	27%	55%	18%	18%	52%	29%	25%	50%	25%	35%	51%	15%	58%	18%	25%	N/A
# of Additional Public Comments	345			345			333			346			308			234			360

SURVEY RESULTS

The survey also asked respondents to prioritize the proposed changes. As of July 19, 2017 respondents ranked the proposed changes as follows:

1. Pilot program to provide weekend and evening discounts (**score = 4,689**)
2. Increasing Go Pass fares by 50 percent (**score = 3,937**)
3. Increasing the zone fare by 25-cents (**score = 3,849**)
4. Monthly parking multiplier increased from 10 to 15 days (**score = 3,742**)
5. Eliminating the discounted 8-ride ticket (**score = 3,599**)
6. Monthly pass increased from 13 to 15 days (**score = 3,088**)

According to the rankings, the Pilot Program was the most favorable option likely since this proposal was a proposed discount as opposed to a fare increase. The increase in the Go Pass was the most favorable proposed fare increase, whereas the monthly pass increase was the least favorable.

Fare Proposal Comments

For each fare proposal, there was supplemental feedback from riders on why they either agreed or disagreed with proposals. These comments are summarized below:

Basing Monthly Pass Prices on 15 days per month, rather than 13 days per month:

- Agreed with Proposal:
 - This proposal is a reasonable increase.
 - Agree with the proposal if service improves (providing more seats, more trains, less breakdowns and disruptions).
- Disagreed with Proposal:
 - Too high of an increase.
 - Questioned what the increase revenue is for.
 - Unfair to gouge the most loyal customers.
 - Riders will be forced to choose to drive instead, causing more congestion and being less green since it will be cheaper to drive.
 - Disagree with the proposal for the same terrible service.

Eliminating the Discounted 8-ride Ticket:

- Agreed with Proposal:
 - The was not a good discount product since it was costly and expired after 30 days, thus there a potential not to use all rides.

- Not aware of the product or didn't know how it worked.
- The product is confusing or is a useless option.
- Disagreed with Proposal:
 - This product was a good option for those who do not ride often enough to get use a monthly pass
 - This product is great for those who want to try out Caltrain.
 - Useful for students, tourists, and those who commutes less frequently.
 - If this product is going to be eliminated, Caltrain should provide another discount option.
 - Suggest that Caltrain keep the product, but increase its price.

Basing Monthly Parking prices on 15 days per month, rather than 10 days per month, which raises the price from \$55 to \$82.50:

- Agreed with Proposal:
 - The increase seems to be a reasonable.
 - Agree with increase only if there were more parking spaces available.
 - The increase will solve lack of parking space as less people won't want to pay the higher fare.
 - Parking is a premium, charge more for it and don't increase fares.
- Disagreed with Proposal:
 - The increase is too high.
 - Questioned what is the increase revenue is for.
 - Unfair to increase both the monthly pass and parking.
 - Complained that parking prices were going up when some lots are at capacity.
 - Not enough spaces to begin with. Questioned if more parking spaces would be provided with the increase.
 - Parking lots are not necessarily safe and clean.
 - Riders will be forced to choose to drive instead, causing more congestion and being less green since it will be cheaper to drive.

Increasing the Zone fare by 25 cents:

- Agreed with Proposal
 - Proposal of 25 cent increase seems reasonable.
 - Proposal won't have a major impact to them.
- Disagreed with Proposal
 - Proposal is too high of an increase.
 - Questioned what is the increase revenue is for.

- Note this will primarily impact low income riders and those who travel the farthest.
- Suggest to get rid of zone pricing and base it on distance traveled like BART.
- The Zone System is unfair.
- Suggest that bike riders pay more as bikes take more space.
- Riders will be forced to choose to drive instead, causing more congestion and being less green since it will be cheaper to drive.

Increasing Go Pass fares by 50 percent from \$190 per person to \$285, raising the minimum cost to employers from \$15,960 to \$23,940:

- Agreed with Proposal
 - Supportive of proposal since their company pays for the Go Pass.
 - Supportive of the change as long as they are not paying for this and their companies are amendable to the increase.
 - It is unfair that the Go Pass is so cheap compared to a monthly pass.
 - Go Pass companies can afford the increase, spare the riders that don't get this subsidy.
 - The proposal is reasonable.

- Disagreed with Proposal
 - Too high of an increase, 50 percent is a steep increase all at once.
 - The high increase may deter companies from participating in the program and providing passes to their employees, causing more employees to drive work and increasing traffic.
 - A gradual increase is preferred.
 - Questioned what the increase in revenue would be for.
 - Questioned why only big companies get this benefit.
 - Expressed concerns for smaller businesses and low income persons.
 - Go Pass should also be offered for smaller businesses and low income workers.
 - Questioned impacts if companies opt out of this program.

Implementing a pilot program to provide discounts for weekend and evening riders using One-way, Day Pass, and Clipper cash value fare products

- Agreed with Proposal
 - The proposal is a great idea.
 - The proposal is way overdue.
 - Interesting idea to encourage weekend ridership and possibly increase ridership.
 - Agree with proposal if it's a solid discount.

- Agree with proposal if it will reduce congestion during peak hours and help with the overcrowding problem.
- Proposal may help increase ridership on the weekends.
- Matches other railroads' use of "off-peak" fares
- Disagreed with Proposal
 - Proposal does not focus on the loyal customers, the weekday commuters.
 - Do not favor regular riders' subsidized prices for off peak riders.
 - Pointed out that this proposal does not solve revenue shortfall problem.

General Fare Comments

In addition to assessing comments for each fare proposal, staff reviewed other general fare related comments and formulated the Top Themes:

- The public does not understand the Proposed Fare Increases across the different fare products
- The public isn't clear about the aggregated benefits of the fare increases
- The public perception is that having continuing ridership increases should generate enough revenue for operations
- The public was concerned that the fare Increases may reduce ridership
- The public asked about other alternatives for revenue and a funding plan
- The public is not in favor of fare increases since they are dissatisfied with one or more aspects of the current service provided
- The fare increases should await results and recommendations of the fare study
- It hasn't even been 2 years since the last fare increase

■ BUSINESS PURPOSE AND DEVELOPMENT OF PROPOSED CHANGES

BUSINESS PURPOSE

Caltrain currently does not have a dedicated source of funding to support operating, maintenance and capital costs. With decreased member agency contributions, Caltrain is becoming increasingly dependent on fare revenue, which has accounted for as much as 70 percent of total revenue in recent years. Operations and maintenance costs have also grown recently and are expected to grow even more in FY2018 due to scheduled increases in contract operating costs and other factors.

The approved FY2018 Operating Budget includes a \$17.8 million deficit. On July 6, 2017 the Board received updated FY2018 budget information that would reduce the deficit to \$15.3 million. On July 6, 2017 the Board also approved a Reserve Policy stating that the Peninsula Corridor Joint Powers Board (JPB) shall maintain an operating reserve of at least 10 percent of the annual operating budget, and that the JPB shall strive to reserve up to 15 percent of the annual operating budget when possible. If Caltrain's actual financial performance matches the FY2018 budget, there will not be enough reserves at the end of the year to be in compliance with the reserve policy, and the agency may not be able to fund full operations in FY2019. Staff has proposed a fare increase to help address the FY2018 budget deficit and to improve Caltrain's financial liquidity and ability to appropriately maintain operations in the future.

Caltrain's Short-Range Transit Plan estimates that the operating budget will grow from \$143.7 million in FY2018 to \$182.9 million in FY2022. Without a dedicated source of non-farebox revenue, additional resources are needed to sustain Caltrain operations.

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

DEVELOPMENT OF PROPOSED CHANGES

In early efforts to determine how potential changes to fares could help solve the budget falls, staff looked into opportunities for fare proposals considerations.

Caltrain's comprehensive fare study includes analysis of the system's deep discount programs. The proposal to increase the Go Pass by 50 percent is being evaluated by a confidence analysis conducted as a part of the fare study's initial work. The chart below demonstrates that on a revenue/passenger and revenue/passenger-mile basis, the Go Pass is significantly underpriced compared to the other fare products. During previous fare increases, the public has asserted

that the discrepancy in pricing between the Go Pass and other fare products should be addressed to create a more equitable fare structure.

Table 12 also demonstrates that the 8-ride Ticket is utilized by a relatively small percentage of Caltrain riders. This finding is reinforced by recent customer survey data demonstrating that 8-ride Ticket utilization is decreasing.

Table 12: Fare Product Usage

<i>Fare Product</i>	<i>Percentage of Revenue*</i>	<i>Percentage of Passengers**</i>	<i>Revenue per Passenger</i>	<i>Average Trip Distance⁺</i>	<i>Revenue per Passenger Mile</i>
One-way Ticket	17%	12%	\$6.90	27.9	\$0.26
Day Pass	13%	10%	\$6.50	31.4	\$0.21
Go Pass	13%	21%	\$2.90	20.9	\$0.13
Clipper Cash Value	15%	16%	\$4.60	25.2	\$0.18
Clipper 8-ride ticket	5%	5%	\$5.00	26.5	\$0.19
Monthly Pass	36%	37%	\$4.70	24.9	\$0.19
Total	100%	100%	\$4.80	25.1	\$0.19

Notes: Includes Eligible Discount fares for each product; revenue per passenger rounded to nearest tenth.

** Reflects revenue total for the month of October 2016*

*** Reflects Triennial survey respondents over the course of month of October 2016*

+ Reflects average trip distance of Triennial survey respondents over course of the month of October 2016

Sources: October 2016 Revenue; October 2016 Triennial Survey

Peer Agency Comparison

A comparison of several regional and national commuter rail agency fares was also conducted. Each agency has its own unique fare structure and rail service. In order to compare metrics between each rail system, one-way fares and monthly pass fares were used to evaluate monthly pass multipliers and fare costs per mile. **See Table 13** below. Agencies are arranged by lowest to highest base multiplier. In comparing Caltrain proposed fares data to the peer agency averages, Caltrain proposed fares (base and maximum multiplier of 30.0) are comparable to other rail agencies.

Table 13: Peer Agency Comparison Matrix

Agency	One-way Track Miles	Zones	Max. Fare Per Mile		One-way Clipper Card* -OR- Ticket		Monthly Pass		Base Multiplier	Max. Multiplier
			Base	Pass	Base	Max.	Base	Max.		
Amtrak - Capitol Corridor (effective 4/14/2017)	188.0	n/a	\$0.28	\$0.09	\$ 8.00	\$ 43.00	\$100.00	\$688.00	18.7	18.8
ACE Average (effective 10/3/2016)	85.0	8	\$0.17	\$0.10	\$ 4.25	\$ 14.50	\$ 88.00	\$384.00	20.7	26.1
*Caltrain (current):	46.9	4	\$0.20	\$0.12	\$ 3.20	\$ 9.20	\$ 84.80	\$243.80	26.5	26.5
w/ Gilroy extension	76.6	6	\$0.17	\$0.11	\$ 3.20	\$ 13.20	\$ 84.80	\$349.80	26.5	26.5
VTA Average (effective 7/1/2017)	44.8	8	\$0.25	\$0.19	\$ 3.40	\$ 10.85	\$ 91.40	\$298.10	29.9	27.8
Metra Average (effective 2/1/2017)	49.4	8	\$0.19	\$0.13	\$ 3.75	\$ 8.77	\$107.00	\$280.00	29.8	28.8
Metrolink Average (effective 7/1/2016)	79.3	n/a	\$0.19	\$0.13	\$ 2.99	\$ 14.39	\$ 99.00	\$401.00	29.1	27.9
Coaster (2017)	41.1	9	\$0.19	\$0.10	\$ 4.00	\$ 8.50	\$120.00	\$198.00	30.0	30.0
*Caltrain (Proposed FY18):	46.9	4	\$0.21	\$0.15	\$ 3.20	\$ 9.95	\$ 96.00	\$298.50	30.0	30.0
w/ Gilroy extension	76.6	6	\$0.19	\$0.13	\$ 3.20	\$ 14.45	\$ 96.00	\$433.50	30.0	30.0
Sounder Average (effective 3/1/2016)	41.8	n/a	\$0.19	\$0.11	\$ 3.25	\$ 8.39	\$117.00	\$193.90	30.0	30.0
MBTA Average (effective 7/1/2016)	39	7	\$0.37	\$0.28	\$ 2.25	\$ 10.42	\$ 84.80	\$328.23	37.9	31.8
BART Average* (effective 1/2016)	40.9	n/a	\$0.19	\$0.18	\$ 1.98	\$ 9.39	\$ 79.78	\$281.78	30.4	30.4
Average of Agency Averages (w/ BART)	64.1	6.3	\$0.21	\$0.14	\$ 3.47	\$ 13.24	\$ 94.85	\$324.52	29.4	29.1
Average of Agency Averages (w/out BART)	67.0	6.3	\$0.21	\$0.14	\$ 3.66	\$ 14.10	\$ 97.11	\$333.61	28.2	27.8

*BART does not offer a monthly pass. It offers a 8.25% discount for high value tickets.
Assumes average riders commute 2 times daily (avg # of working days in a month for 2017 & 2016 = 21 days) = 42 uses

Transit agencies fares that provide bus and light rail service in the three counties (San Francisco, San Mateo and Santa Clara) along the Caltrain corridor were also evaluated to compare monthly passed multipliers. Caltrain, Muni, and SamTrans multipliers are based on the One-way Clipper card prices (which provides additional fare discount for a One-way rider). Caltrain proposed fare changes would retain a lower multiplier than Muni, SamTrans and VTA. See Table 14 below.

Table 14: Muni, SamTrans and VTA Monthly Pass Multipliers

Agency	One-way Clipper Card* -OR- Ticket		Monthly Pass		Base Multiplier	Max. Multiplier
	Base	Max.	Base	Max.		
*Muni	\$ 2.25	\$ 2.50	\$ 73.00	\$ 75.00	32.4	30.0
*SamTrans	\$ 2.05	\$ 3.60	\$ 65.60	\$ 96.00	32.0	26.7
VTA	\$ 2.00	\$ 4.00	\$ 70.00	\$ 140.00	35.0	35.0

Monthly parking fees for nearby parking lots and structures within a mile distance from the Caltrain’s busiest stations were compared to the current and proposed Caltrain Monthly Parking Fees. See Table 15 below.

Table 15: Monthly Parking Fees along Caltrain Corridor

Caltrain Station	Monthly Rate	Hourly or Daily Parking	Quarterly or Annual Permit
Palo Alto	\$367.50 [^]	\$17.50/All-day visitor parking	\$466.00/year or \$146.50/quarter
San Jose Diridon	\$30.00 - \$125.00	\$20.00 max/day	-
Mountain View	\$54.00	-	\$326.00/year or \$109.00/quarter
Redwood City	\$40.00 - \$100.00	\$1.00/hour	-
Millbrae	\$84.00	\$3.00/day	-
Sunnyvale	-	-	-
Hillsdale	-	-	-
San Mateo	\$84.00 [^]	\$.50/hour - designated locations	-
Menlo Park	\$210.00 [^]	\$10/full day temporary permit	\$592/year
California Ave.	\$168.00 [^]	\$8.00/day	-

[^] Monthly rate was calculated based on hourly (hourly rate x 8 hours x 21 working days per month) or daily (daily rate x 21 working days per month) rates when monthly permit was not available.

Caltrain staff research on other Transit System Fares and Nearby Parking Lots along the corridor was helpful in setting the initial fare proposals.

Consideration of Feedback

After receiving significant feedback from the public and the Board of Directors (Board), staff’s recommendation for fare and parking changes was revised from the initial proposal presented to the Board on July 6, 2017. Although there were no Disparate Impact or Disproportionate Burden Findings, many comments expressed the concern of raising fares, too high and too quickly. Riders adversely impacted by the fare increases will need to time to re-allocate funds/budgets for the fare increases. Go Pass Companies (many who had finalized their fiscal year budgets) would not be able to absorb large fare hikes in a single year. In consideration of these issues, staff recommends phasing in the fare increases.

Initial Staff Proposal

On July 6, 2017, the Board held a public hearing to receive public feedback about the following proposed fare changes.

- Basing Monthly parking prices on 15 days per month, rather than 10 days per month, which raises the price from \$55 to \$82.50
- Increasing Go Pass prices by 50 percent from \$190 per person to \$285, raising the minimum cost to employers from \$15,960 to \$23,940.
- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month
- Eliminating the discounted 8-ride Ticket
- Increasing the Zone fare by 25-cents
- Implementing a pilot program to provide discounts for weekend and evening riders using One-way, Day Pass and Clipper cash value fare products

During the subsequent discussion, the Board requested that staff consider a recommendation that would phase in the Go Pass price increase and Monthly Pass price increase over two years. The Board also asked to review options that do not increase the Zone fare.

Staff has modeled the impact of a two-step fare increase for the Go Pass and Monthly Pass and recommends this phased approach to address the agency's budget challenges in a way that reflects feedback from the Board and the public.

Revised Staff Proposal

The revised proposal is different from the initial proposal in the following ways.

- Phases in the Go Pass price increase over two years
 - Increases the Go Pass price from \$190 to \$237.50 effective January 1, 2018
 - Increases the Go Pass price from \$237.50 to \$285 effective January 1, 2019
- Phases in the Monthly Pass multiplier over two years
 - Increases the multiplier from 13 to 14 days effective October 1, 2017
 - Increases the multiplier from 14 to 15 days effective July 1, 2018
- Does not include the pilot program to discount evening and weekend fares

Initial proposals to increase monthly parking fees, increase the zone fare and eliminate the 8-ride ticket are retained in the revised proposal.

The Monthly parking fee increase to \$82.50 would keep Caltrain parking below, or within the range of, available alternatives at the system's most popular stations.

Caltrain has typically alternated Zone fare increases with Base fare increases. The last fare increase included a 50-cent Base fare increase.

The 8-ride ticket continues to be the most underutilized of the system's fare products and is used by less than five percent of Caltrain riders. The product is also disproportionately used by higher income riders. Eliminating the 8-ride ticket would help achieve the goal of simplifying Caltrain's fare structure.

Phasing in the Go Pass price increase will help address concerns Go Pass participants have expressed about accommodating a 50 percent increase in the middle of a budget cycle. Go Pass survey data indicates that the average distance travelled by Go Pass users is three zones. The current price of a single annual Go Pass reflects a 92 percent discount compared to one year's worth of 3-Zone Monthly Passes. The revised proposal would reduce the Go Pass discount to 90 percent in 2018 and 88 percent in 2019.

Phasing in the Monthly Pass price multiplier increase is in response to public feedback that ranked the change from 13 to 15 days as the least desirable of the options being considered.

The decision to not include the pilot program discount as a part of the revised recommendation was made after assessing the likelihood that the program would achieve the goals of providing lower income riders with a discounted fare alternative and incentivizing off-peak service. It was determined that the program would not sufficiently achieve these goals in a meaningful way unless mid-day service could also be discounted. Additionally, the extent of the complexity associated with implementing the discount in a way that will work with the Clipper fare card system continues to be unknown. For these reasons, Staff recommends not including the program among the proposed changes. The Caltrain Comprehensive Fare Study includes an evaluation of strategies to potentially achieve these goals more effectively.

A revenue comparison of the revised option and the original proposal is included in **Table 16**. Removing the Zone fare increase from the recommendation would reduce revenue by approximately \$3 million in FY2018 and \$4 million in FY2019.

Table 17 shows the proposed phasing of the Monthly pass multiplier from 14 days to 15 days.

Table 18 and Table 19 demonstrate the impact of the parking and fare changes over the next five years. The projections in **Table 18** show the variance to prior projections reviewed by the board with the FY2018 approved budget. The projections include approximately \$2.5 million of reduced expenses proposed for FY2018 that the board will review in the September 2017 board meeting. The projections indicate that the changes would help the JPB comply with its adopted Reserve Policy in FY2018 and FY2019, but without additional revenues, reserves would fall short of the minimum requirement in FY2020.

Table 16: JPB FY18-19 Incremental Revenue Opportunities

Original Proposed Increase

Ticket Type	Change	Implementation Date	Revenue Opportunity FY18	Revenue Opportunity FY19
Parking Revenue	10 to 15 day equivalent	10/1/2017	1,086,603	1,452,784
Go Pass	50% Increase	1/1/2018	3,171,383	6,395,331
Month Pass	13 to 15 day equivalent	10/1/2017	2,502,677	3,378,159
8 Ride	Remove ticket type	10/1/2017	238,214	321,545
Zone Increase	\$0.25 increase	10/1/2017	2,924,271	3,947,234
Month Pass, 8 Ride, and zone	net combined pass changes	10/1/2017	78,151	96,341
Discounted Fare Pilot Program	Evening, weekend discount	10/1/2017	(554,977)	(739,969)
Total			9,446,322	14,851,425

Staff Recommendation: Phase Monthly Pass to 14, then 15 day multiplier. Phase Go Pass increase to 25% then 50%

Ticket Type	Change	Implementation Date	Revenue Opportunity FY18	Implementation Date	Revenue Opportunity FY19
Parking Revenue	10 to 15 day equivalent	10/1/2017	1,086,603		1,452,784
Go Pass	25% then 50% Increase	1/1/2018	1,585,692	1/1/2019	4,757,075
Month Pass	13 to 14, then 15 day equivalent	10/1/2017	1,003,863	7/1/2018	3,378,159
8 Ride	Remove ticket type	10/1/2017	238,214		321,545
Zone Increase	\$0.25 increase	10/1/2017	2,924,271		3,947,234
Month Pass, 8 Ride, and zone	net combined pass changes	10/1/2017	51,871		70,162
Discounted Fare Pilot Program	Evening, weekend discount				
Total			6,890,513		13,926,958

Variance Between Original and Proposed Scenarios

Ticket Type	Change	Implementation Date	Revenue Opportunity FY18	Implementation Date	Revenue Opportunity FY19
Parking Revenue	10 to 15 day equivalent	10/1/2017	-		-
Go Pass	25% then 50% Increase	1/1/2018	(1,585,692)	1/1/2019	(1,638,256)
Month Pass	13 to 14, then 15 day equivalent	10/1/2017	(1,498,813)	7/1/2018	-
8 Ride	Remove ticket type	10/1/2017	-		-
Zone Increase	\$0.25 increase	10/1/2017	-		-
Month Pass, 8 Ride, and zone	net combined pass changes	10/1/2017	(26,281)		(26,180)
Discounted Fare Pilot Program	Evening, weekend discount		554,977		739,969
Total			(2,555,809)		(924,467)

Summary

Go Pass- Each 10% increase is about \$670K of additional revenue

Month Pass- each additional day equivalent is about \$780K of additional revenue after 14 days

Table 17: Proposed Phasing of Fare Changes

Proposed Fare Changes Effective October 1, 2017

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	\$3.75	\$1.75	\$5.75 \$6.00	\$2.75	\$7.75 \$8.25	\$3.75	\$9.75 \$10.50	\$4.75	\$11.75 \$12.75	\$5.75	\$13.75 \$15.00	\$6.75
	Clipper Card	\$3.20	\$1.60	\$5.20 \$5.45	\$2.60	\$7.20 \$7.70	\$3.60	\$9.20 \$9.95	\$4.60	\$11.20 \$12.20	\$5.60	\$13.20 \$14.45	\$6.60
8-ride	Clipper Card	\$23.70 Eliminate	\$11.85 Eliminate	\$38.50 Eliminate	\$19.25 Eliminate	\$53.30 Eliminate	\$26.65 Eliminate	\$68.10 Eliminate	\$34.05 Eliminate	\$82.90 Eliminate	\$41.45 Eliminate	\$97.70 Eliminate	\$48.85 Eliminate
Day Pass	Ticket Machine	\$7.50	\$3.75	\$11.50 \$12.00	\$5.75 \$6.00	\$15.50 \$16.50	\$7.75 \$8.25	\$19.50 \$21.00	\$9.75 \$10.50	\$23.50 \$25.50	\$11.75 \$12.75	\$27.50 \$30.00	\$13.75 \$15.00
Monthly Pass <small>14-day multiplier</small>	Clipper Card	\$84.80	\$42.40	\$137.80	\$68.90	\$190.80	\$95.40	\$243.80	\$121.90	\$296.80	\$148.40	\$349.80	\$174.90
		\$89.60	\$44.80	\$152.60	\$72.80	\$215.60	\$100.80	\$278.60	\$128.80	\$341.60	\$156.80	\$404.60	\$184.80
Zone Upgrade	Ticket Machine	Valid 4 hours from time of purchase, one way when accompanying another valid ticket (not valid with 8-ride Ticket)											

Proposed Fare Changes Effective July 1, 2018

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	\$3.75	\$1.75	\$6.00	\$2.75	\$8.25	\$3.75	\$10.50	\$4.75	\$12.75	\$5.75	\$15.00	\$6.75
	Clipper Card	\$3.20	\$1.60	\$5.45	\$2.60	\$7.70	\$3.60	\$9.95	\$4.60	\$12.20	\$5.60	\$14.45	\$6.60
Day Pass	Ticket Machine	\$7.50	\$3.75	\$12.00	\$6.00	\$16.50	\$8.25	\$21.00	\$10.50	\$25.50	\$12.75	\$30.00	\$15.00
Monthly Pass <small>15-day multiplier</small>	Clipper Card	\$89.60	\$44.80	\$152.60	\$72.80	\$215.60	\$100.80	\$278.60	\$128.80	\$341.60	\$156.80	\$404.60	\$184.80
		\$96.00	\$48.00	\$163.50	\$78.00	\$231.00	\$108.00	\$298.50	\$138.00	\$366.00	\$168.00	\$433.50	\$198.00
Zone Upgrade	Ticket Machine	Valid 4 hours from time of purchase, one way when accompanying another valid ticket											

Cash
 Clipper
 Eligible Discount
 Current Fare
 Proposed Fare Increase

Table 18: Financial Projections – Phased Fare Increase

	2018 Budget (w/ proposed \$2.5M savings)	2019 Projection	2020 Projection	2021 Projection	2022 Projection	
REVENUE						
OPERATIONS:						
1 Farebox Revenue	98,519,593	108,795,329	111,283,729	133,530,349	141,542,170	1
2 Parking Revenue	6,871,603	7,351,749	7,496,579	7,779,605	7,932,864	2
3 Shuttles	2,461,000	2,534,830	2,610,875	2,689,201	2,769,877	3
4 Rental Income	1,740,200	1,783,705	1,828,298	1,874,005	1,920,855	4
5 Other Income	993,345	1,018,179	1,043,633	1,069,724	1,096,467	5
6						6
7 TOTAL OPERATING REVENUE	110,585,740	121,483,791	124,263,114	146,942,884	155,262,233	7
8						8
CONTRIBUTIONS:						
9 AB434 Peninsula & TA Shuttle Funding	1,796,300	1,796,300	1,796,300	1,796,300	1,796,300	10
11 Operating Grants	4,265,650	4,265,650	4,265,650	4,265,650	4,265,650	11
12 JPB Member Agencies	20,448,014	20,959,214	21,483,195	22,020,275	22,570,781	12
13 Other Sources	-	-	-	-	-	13
15 TOTAL CONTRIBUTED REVENUE	26,509,964	27,021,164	27,694,442	28,231,522	28,782,029	15
16						16
17 GRAND TOTAL REVENUE	137,095,704	148,504,956	151,957,556	175,174,406	184,044,263	17
18						18
EXPENSE						
OPERATING EXPENSE:						
23 Rail Operator Service	84,418,672	87,795,419	91,307,236	84,360,368	87,734,783	23
24 Rail Operator Service-Other	900,000	5,078,521	5,078,521	24,383,198	26,901,798	24
25 Security Services	5,882,760	6,118,070	6,362,793	6,617,305	6,881,997	25
26 Rail Operator Extra work	-	-	-	-	-	26
27 Contract Operating & Maintenance	91,201,432	98,992,010	102,748,550	115,360,871	121,518,578	27
28 Shuttles Services	5,161,000	5,315,830	5,475,305	5,639,564	5,808,751	28
29 Fuel and Lubricants	10,599,289	10,917,268	11,244,786	3,892,105	4,008,868	29
30 Timetables and Tickets	144,700	149,041	153,512	158,118	162,861	30
31 Insurance	6,108,156	6,413,564	6,734,242	7,070,954	7,424,502	31
32 Facilities and Equipment Maint	2,975,921	3,065,199	3,157,155	3,251,869	3,349,425	32
33 Utilities	1,964,783	2,063,022	2,166,173	11,179,409	11,738,379	33
34 Maint & Services-Bldg & Other	1,509,598	1,554,886	1,601,533	1,649,578	1,699,066	34
35						35
36 TOTAL OPERATING EXPENSE	119,664,879	128,470,819	133,281,255	148,202,468	155,710,430	36
37						37
ADMINISTRATIVE EXPENSE						
39 Wages and Benefits	9,505,407	9,838,096	10,182,430	10,538,815	10,907,673	39
40 Managing Agency Admin OH Cost	6,051,231	6,263,024	6,482,230	6,709,108	6,943,927	40
41 Board of Directors	14,600	14,965	15,339	15,723	16,116	41
42 Professional Services	5,254,009	5,385,359	5,519,993	5,657,993	5,799,443	42
43 Communications and Marketing	211,500	216,788	222,207	227,762	233,456	43
44 Other Expenses and Services	2,995,915	3,070,813	3,147,583	3,226,273	3,306,930	44
45						45
46 TOTAL ADMINISTRATIVE EXPENSE	24,032,662	24,789,045	25,569,782	26,375,674	27,207,545	46
47						47
48 Long Term Debt Expense	1,298,675	1,613,725	2,897,474	2,878,340	2,862,689	48
49						49
50 Unfunded Accrued Liability	498,382	710,740	935,391	1,056,083	1,199,352	50
51						51
52 GRAND TOTAL EXPENSE	145,494,598	155,584,329	162,683,903	178,512,565	186,980,016	52
53						53
54 NET SURPLUS / (DEFICIT)	(8,398,894)	(7,079,373)	(10,726,347)	(3,338,159)	(2,935,754)	54
Cumulative NET SURPLUS / (DEFICIT)	(11,754,465)	(18,833,838)	(29,560,185)	(32,898,344)	(35,834,097)	
Unrestricted balance	21,593,182	14,513,809	3,787,462	449,303	(2,486,450)	
Variance to Prior Projections	9,425,629	10,458,395	3,865,733	3,308,617	(5,725,559)	

Table 19: Financial Projections – Full Proposed Fare Increase

	2018 Budget (w/ proposed \$2.5M savings)	2019 Projection	2020 Projection	2021 Projection	2022 Projection	
REVENUE						
OPERATIONS:						
1 Farebox Revenue	101,075,401	109,719,795	112,229,340	134,664,996	142,744,896	1
2 Parking Revenue	6,871,603	7,351,749	7,496,579	7,779,605	7,932,864	2
3 Shuttles	2,461,000	2,534,830	2,610,875	2,689,201	2,769,877	3
4 Rental Income	1,740,200	1,783,705	1,828,298	1,874,005	1,920,855	4
5 Other Income	993,345	1,018,179	1,043,633	1,069,724	1,096,467	5
6						6
7 TOTAL OPERATING REVENUE	113,141,549	122,408,258	125,208,725	148,077,531	156,464,960	7
8						8
CONTRIBUTIONS:						
9 AB434 Peninsula & TA Shuttle Funding	1,796,300	1,796,300	1,796,300	1,796,300	1,796,300	10
11 Operating Grants	4,265,650	4,265,650	4,265,650	4,265,650	4,265,650	11
12 JPB Member Agencies	20,448,014	20,959,214	21,483,195	22,020,275	22,570,781	12
13 Other Sources	-	-	-	-	-	13
15 TOTAL CONTRIBUTED REVENUE	26,509,964	27,021,164	27,694,442	28,231,522	28,782,029	15
16						16
17 GRAND TOTAL REVENUE	139,651,513	149,429,422	152,903,167	176,309,054	185,246,989	17
18						18
EXPENSE						
OPERATING EXPENSE:						
23 Rail Operator Service	84,418,672	87,795,419	91,307,236	84,360,368	87,734,783	23
24 Rail Operator Service-Other	900,000	5,078,521	5,078,521	24,383,198	26,901,798	24
25 Security Services	5,882,760	6,118,070	6,362,793	6,617,305	6,881,997	25
26 Rail Operator Extra work	-	-	-	-	-	26
27 Contract Operating & Maintenance	91,201,432	98,992,010	102,748,550	115,360,871	121,518,578	27
28 Shuttles Services	5,161,000	5,315,830	5,475,305	5,639,564	5,808,751	28
29 Fuel and Lubricants	10,599,289	10,917,268	11,244,786	3,892,105	4,008,868	29
30 Timetables and Tickets	144,700	149,041	153,512	158,118	162,861	30
31 Insurance	6,108,156	6,413,564	6,734,242	7,070,954	7,424,502	31
32 Facilities and Equipment Maint	2,975,921	3,065,199	3,157,155	3,251,869	3,349,425	32
33 Utilities	1,964,783	2,063,022	2,166,173	11,179,409	11,738,379	33
34 Maint & Services-Bldg & Other	1,509,598	1,554,886	1,601,533	1,649,578	1,699,066	34
35						35
36 TOTAL OPERATING EXPENSE	119,664,879	128,470,819	133,281,255	148,202,468	155,710,430	36
37						37
ADMINISTRATIVE EXPENSE						
39 Wages and Benefits	9,505,407	9,838,096	10,182,430	10,538,815	10,907,673	39
40 Managing Agency Admin OH Cost	6,051,231	6,263,024	6,482,230	6,709,108	6,943,927	40
41 Board of Directors	14,600	14,965	15,339	15,723	16,116	41
42 Professional Services	5,254,009	5,385,359	5,519,993	5,657,993	5,799,443	42
43 Communications and Marketing	211,500	216,788	222,207	227,762	233,456	43
44 Other Expenses and Services	2,995,915	3,070,813	3,147,583	3,226,273	3,306,930	44
45						45
46 TOTAL ADMINISTRATIVE EXPENSE	24,032,662	24,789,045	25,569,782	26,375,674	27,207,545	46
47						47
48 Long Term Debt Expense	1,298,675	1,613,725	2,897,474	2,878,340	2,862,689	48
49						49
50 Unfunded Accrued Liability	498,382	710,740	935,391	1,056,083	1,199,352	50
51						51
52 GRAND TOTAL EXPENSE	145,494,598	155,584,329	162,683,903	178,512,565	186,980,016	52
53						53
54 NET SURPLUS / (DEFICIT)	(5,843,085)	(6,154,907)	(9,780,736)	(2,203,511)	(1,733,027)	54
Cumulative NET SURPLUS / (DEFICIT)	(9,198,656)	(15,353,563)	(25,134,299)	(27,337,810)	(29,070,837)	
Unrestricted balance	24,148,991	17,994,084	8,213,348	6,009,837	4,276,810	
Variance to Prior Projections	11,981,438	11,382,861	4,811,344	4,443,265	(4,522,832)	

Caltrain Fare Study

Caltrain is in the process of conducting a Comprehensive Fare Study. This study will address long-term fare and revenue goals as well as equity issues, including considerations related to system usage by and affordability to low-income riders. In doing so, the study will examine concerns raised during Board and public consideration of this fare increase proposal and the FY 2015-2016 fare increase. Caltrain intends for the study to provide recommendations and guidance for development of a potential future fare policy and future fare changes. The first phase of the Fare Study is targeted to be complete by the end of 2017, and the second phase is anticipated to begin in 2018.

Caltrain's last Fare Study was conducted in 2001. Since 2001, there have been significant ridership growth and changes to fare payment trends.

Key Questions for the Fare Study:

- What is the current elasticity on the system?
- How much revenue can and should Caltrain generate from fares?
- Is the current fare and pass structure the right fit for Caltrain?
- How should Caltrain phase and implement changes to its fare system?

For additional information regarding the Caltrain Fare Study, refer to the Caltrain Fare Study Update – Agenda Item #13 that was presented at the JPB Board Meeting on June 1, 2017.

**ATTACHMENT 1 –
CALTRAIN SYSTEM MAP**

Caltrain System Map



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

DISPARATE IMPACT POLICY

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

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

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

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

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

DISPROPORTIONATE BURDEN POLICY

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

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

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

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

Board Meeting Minutes (April 4, 2013)

Joint Powers Board Meeting
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and Castro Street in Mountain View. Selection of these sites was coordinated with the California Public Utilities Commission and JPB staff.

Public Comment

Adina Levin, Friends of Caltrain, said the changes in the signal contract involve increasing gate down time at five intersections and re-signalizing the traffic lights. She hopes there is outreach to the affected communities.

Jeff Carter, Millbrae, said there will be some increased gate down time and when a train is at a station he hopes the gate will time out and release so traffic is not stopped the entire time the train is at the station.

A motion (Tissier/Nolan) to award a contract to Shimmick Construction for the Signal Preemption Improvement Project was approved unanimously.

AUTHORIZE THE SECOND AMENDMENT OF THE USE, OPERATING AND MAINTENANCE (UOM) AGREEMENT FOR THE MILLBRAE INTERMODAL STATION

Deputy CEO Chuck Harvey said when the Millbrae Intermodal Station was completed, the JPB entered into a cost-sharing agreement with BART to maintain the station. The costs were allocated through a cost model. This amendment codifies the agreement through FY2018 and the costs are being controlled by an agreement so they won't increase beyond the Consumer Price Index inflation.

A motion (Lloyd/Nolan) to authorize the second amendment of the UOM agreement for the Millbrae Intermodal Station was approved unanimously.

ADOPTION OF CALTRAIN TITLE VI STANDARDS AND POLICIES

Director, Rail Michelle Bouchard reported:

- The Federal Transit Administration requires approval and submission of five standards and policies.
 - The Major Service Change Policy is the criteria for determining when service change is significant enough to require a thorough analysis of potential effects on protected populations. Staff is recommending a change of 25 percent or more total train revenue miles and greater than 50 percent change in the number of trains stopping at a station per day.
 - Disparate Impact and Disproportionate Burden Policies determine the threshold when adverse effects of a fare or service changes are borne 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
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Public Comment

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

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

LEGISLATIVE UPDATE

State Update

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

Federal Update

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

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

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

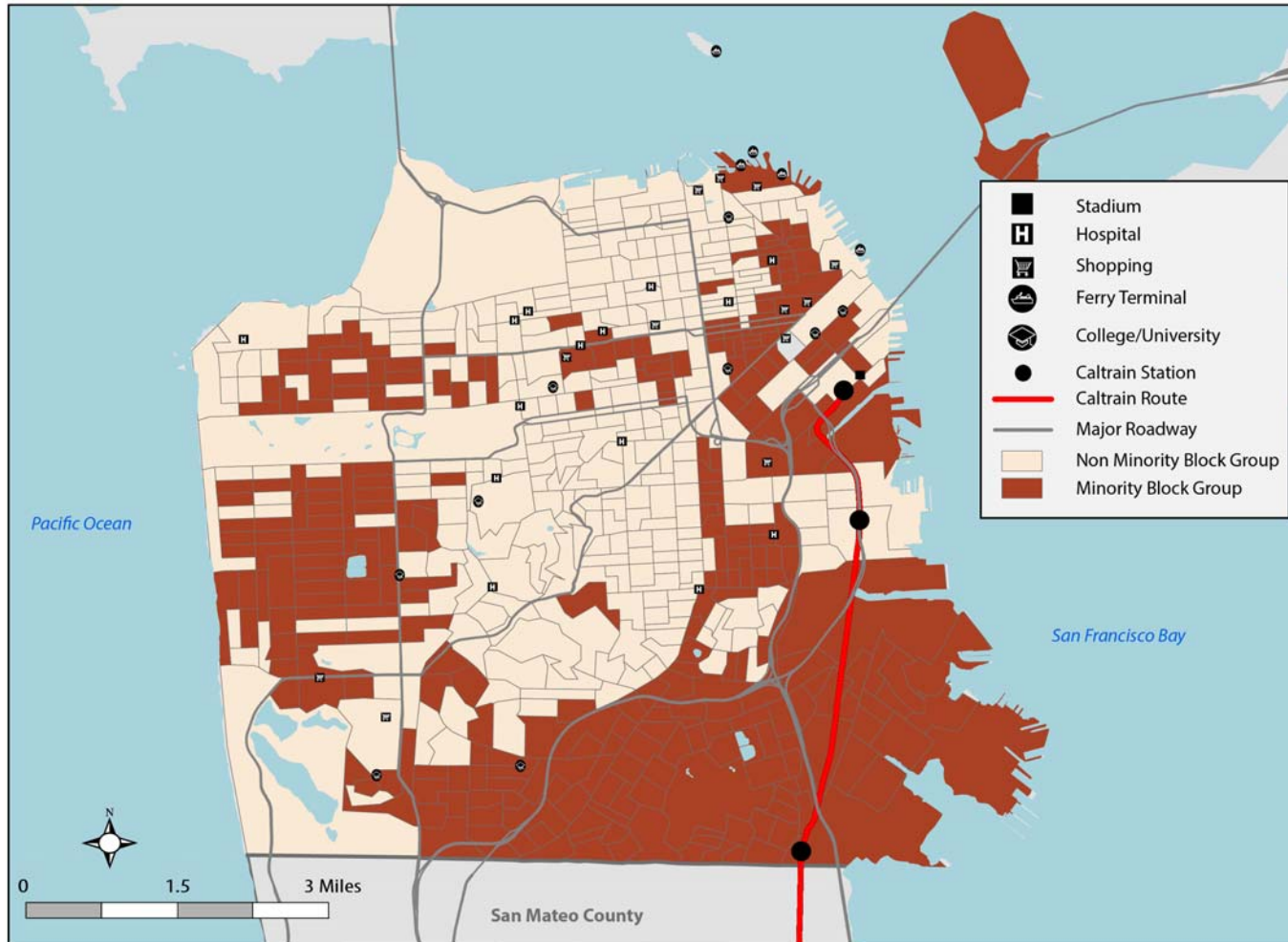
GENERAL COUNSEL REPORT

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

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

MINORITY POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY

San Francisco County: Minority Block Group

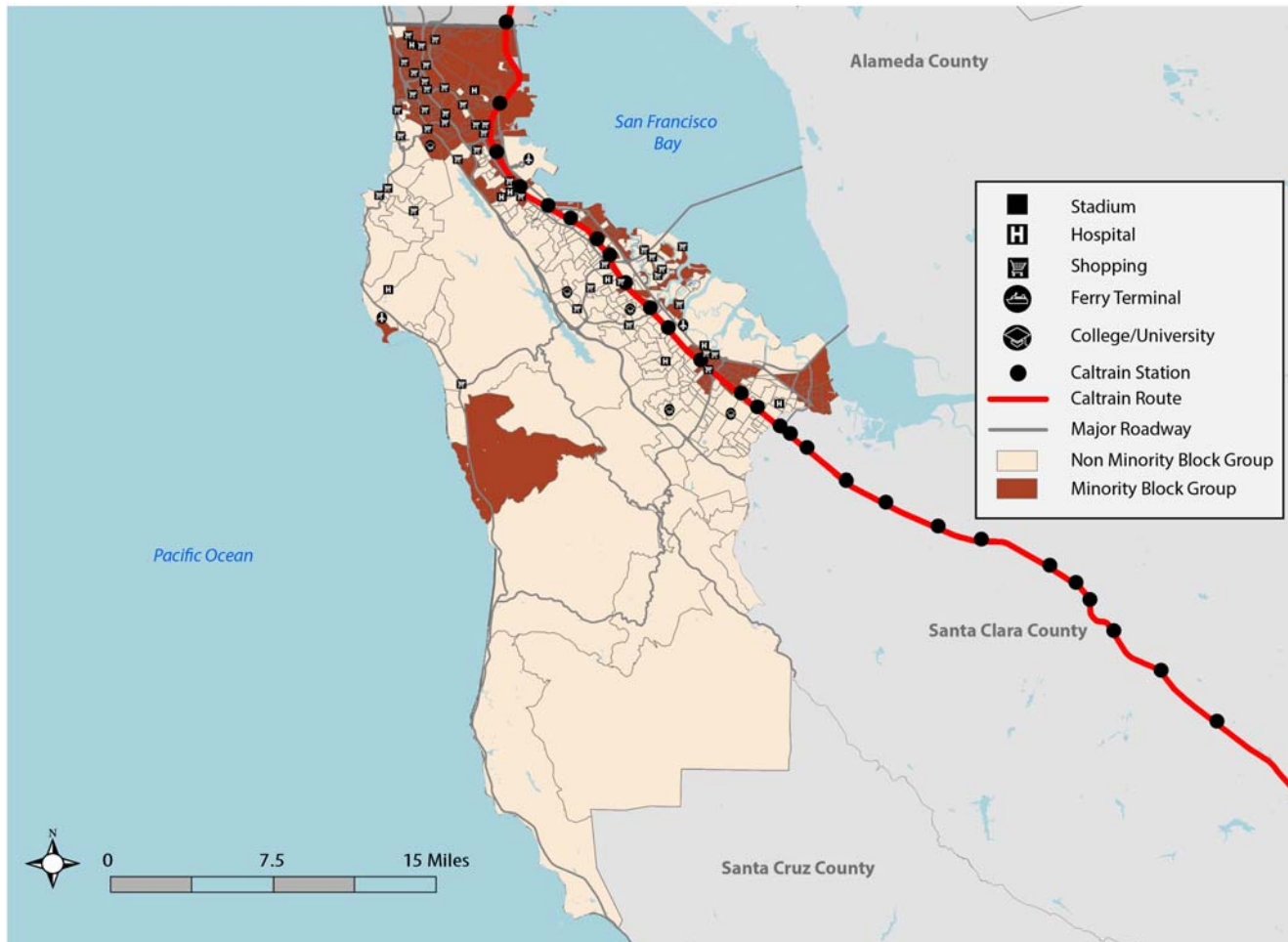


Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

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

MINORITY POPULATION BY BLOCK GROUP – SAN MATEO COUNTY

San Mateo County: Minority Population By Block Group

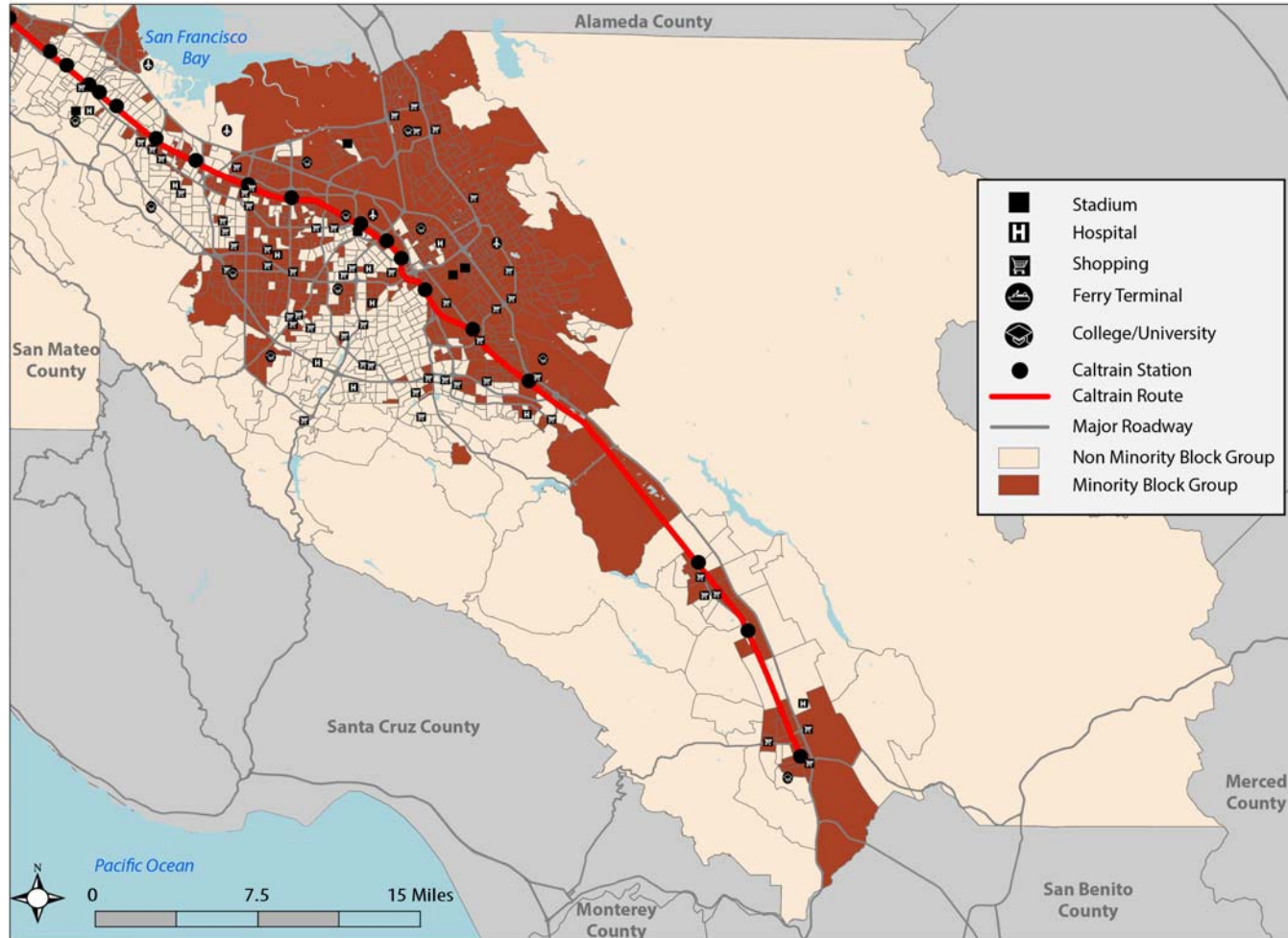


Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

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

MINORITY POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY

Santa Clara County: Minority Population By Block Group

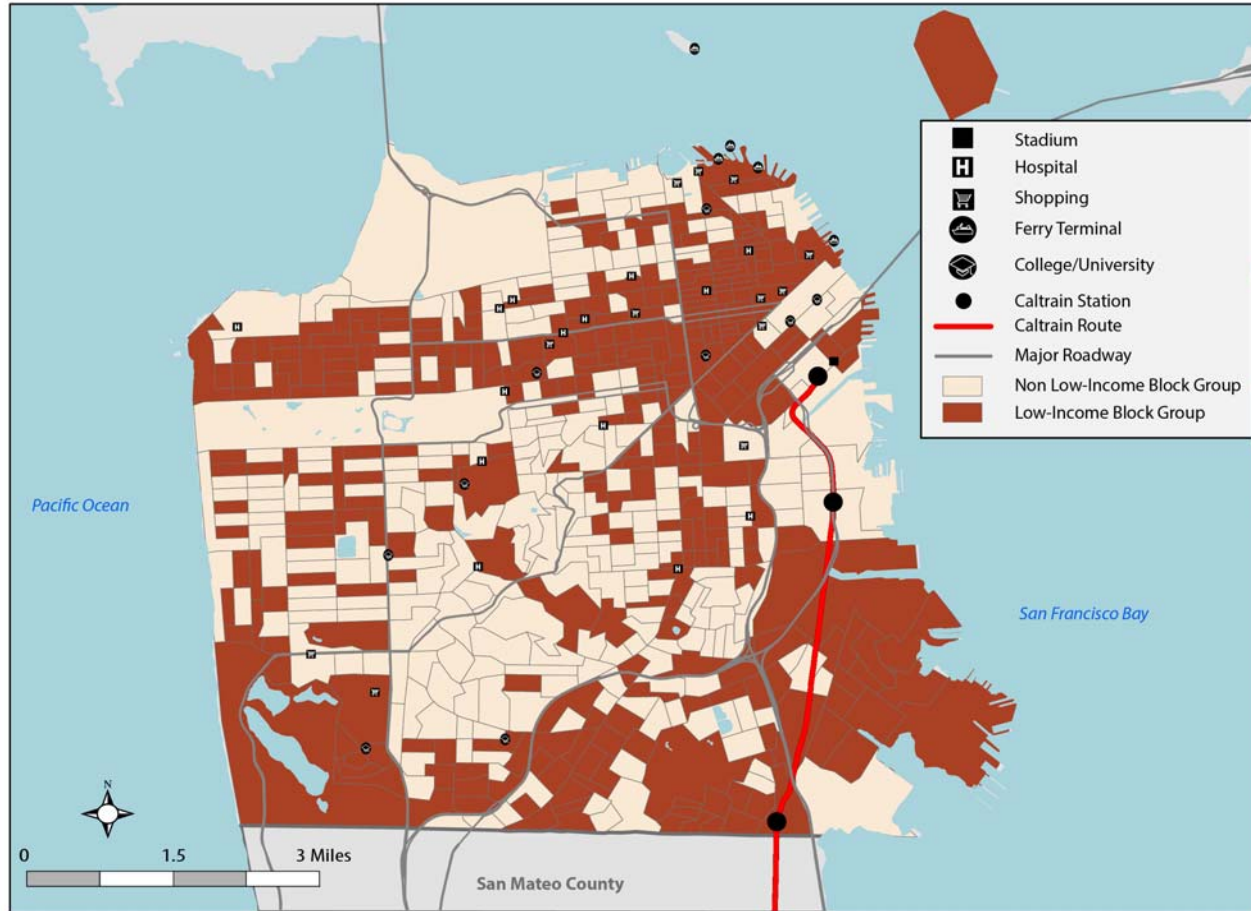


Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

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

LOW-INCOME POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY

San Francisco County: Low-Income Block Group

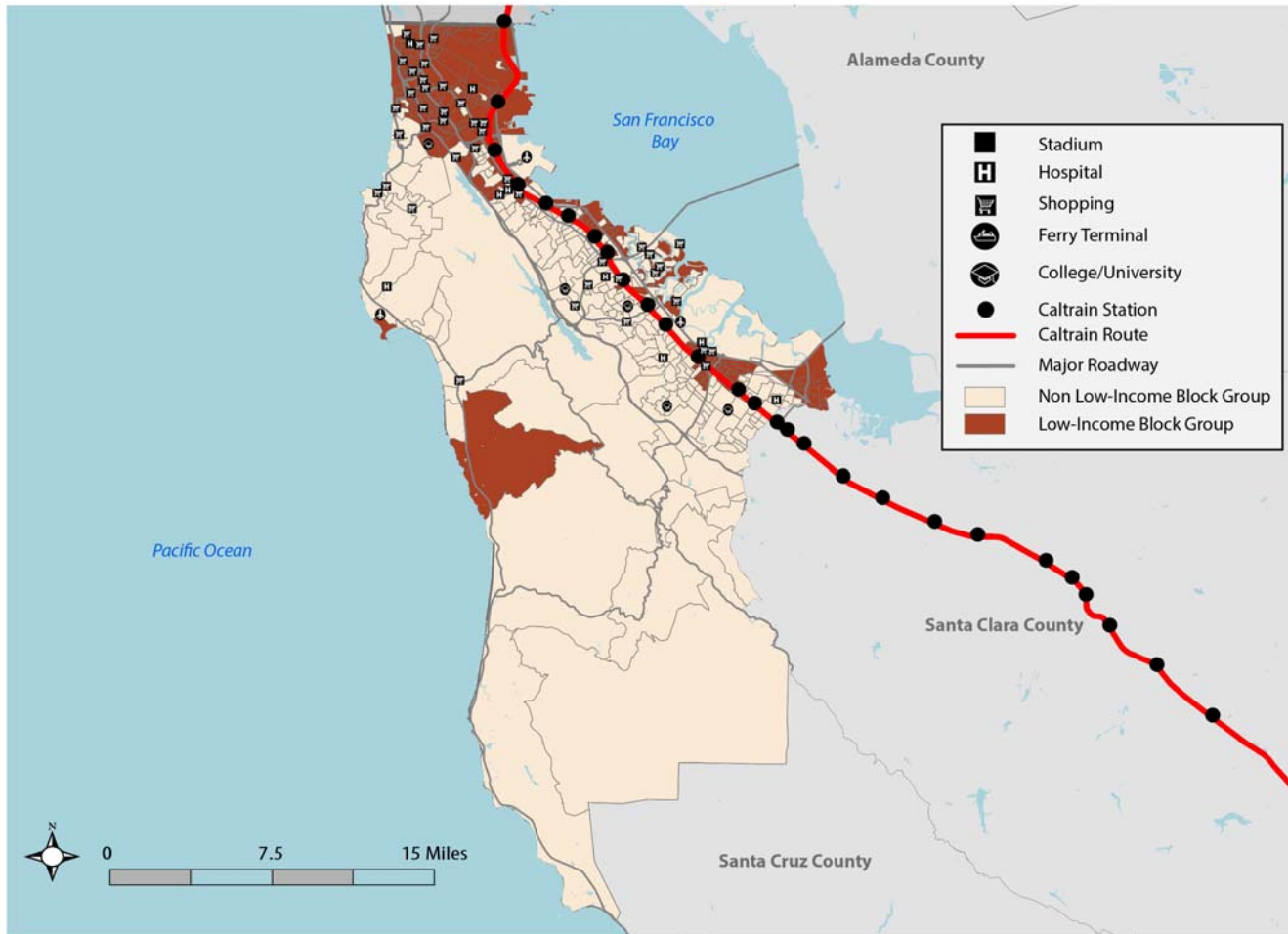


Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under \$25,000.

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

LOW-INCOME POPULATION BY BLOCK GROUP – SAN MATEO COUNTY

San Mateo County: Low-Income Population By Block Group

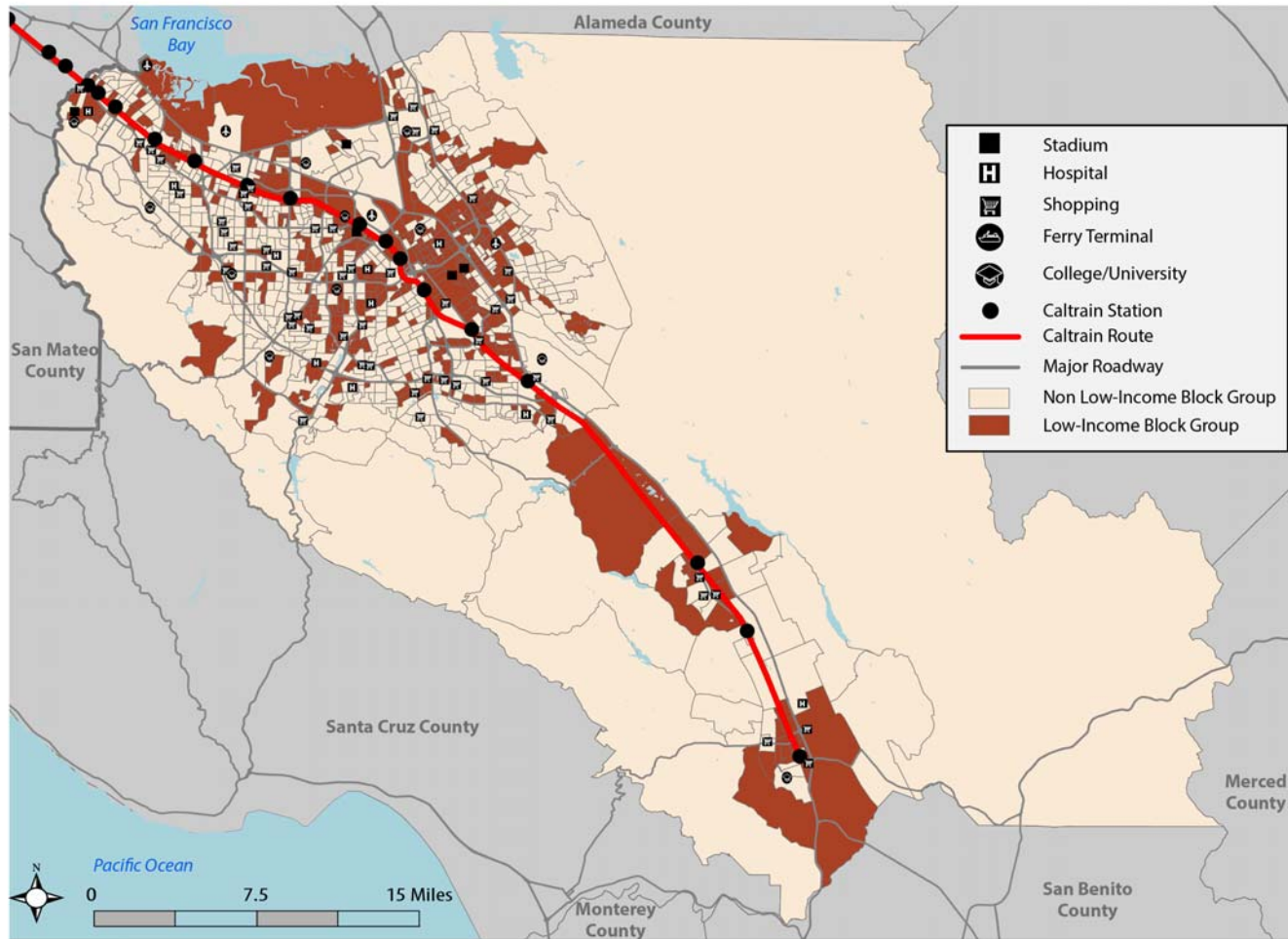


Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under \$25,000.

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

LOW-INCOME POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY

Santa Clara County: Low-Income Population By Block Group



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

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

**ATTACHMENT 4 –
EXISTING FARE CHART**

Existing Fare Chart

Adult Full Fare

Ticket Type*	How to Buy	Travel within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	TVM	\$3.75	\$5.75	\$7.75	\$9.75	\$11.75	\$13.75
	Clipper Card	\$3.20	\$5.20	\$7.20	\$9.20	\$11.20	\$13.20
Day Pass+	TVM	\$7.50	\$11.50	\$15.50	\$19.50	\$23.50	\$27.50
Zone Upgrade	TVM	\$2.00 per zone					
8-ride	Clipper Card	\$23.70	\$38.50	\$53.30	\$68.10	\$82.90	\$97.70
Monthly Pass	Clipper Card	\$84.80	\$137.80	\$190.80	\$243.80	\$296.80	\$349.80

TVM - Ticket Vending Machine

Eligible Discount Fare**

Ticket Type*	How to Buy	Travel within					
		1 Zone	2 Zones	3 Zones	4 Zones	5 Zones	6 Zones
One Way	TVM	\$1.75	\$2.75	\$3.75	\$4.75	\$5.75	\$6.75
	Clipper Card	\$1.60	\$2.60	\$3.60	\$4.60	\$5.60	\$6.60
Day Pass	TVM	\$3.75	\$5.75	\$7.75	\$9.75	\$11.75	\$13.75
Zone Upgrade	TVM	\$1.00 per zone					
8-ride	Clipper Card	\$11.85	\$19.25	\$26.65	\$34.05	\$41.45	\$48.85
Monthly Pass	Clipper Card	\$42.40	\$68.90	\$95.40	\$121.90	\$148.40	\$174.90

**ATTACHMENT 5 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS**

Public Notice (front)



FY 2018 Proposed Fare & Parking Increases

Frequently Asked Questions

Why is Caltrain proposing fare & parking changes for FY 2018?

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

What are some of the proposed changes?

Effective Oct. 1:

- Pricing monthly parking fees at the equivalent of 15 days per month, rather than 10 days per month, from \$55 to \$82.50.
- Eliminating the discounted 8-ride Ticket.
- Pricing monthly passes at the equivalent of 15 days per month, rather than 13 days per month.
- Increasing the Zone fare by 25 cents, adult zone upgrade increases from \$2 to \$2.25. Eligible Discount zone upgrade remains at \$1.

Effective Jan. 1, 2018

- Increasing Go Pass fares by 50 percent, from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders, ticket machines and Clipper users will receive a discount compared to regular fares.

How will Caltrain communicate the proposed changes to the public?

Caltrain will be holding outreach events at 11 of its stations over several weekdays and Saturdays starting May. Printed brochures with station outreach information will also be on board trains. At these events, you can take a survey and provide us with your comments on the proposed changes. Staff will also be making presentations to various citizen advisory committee meetings. Updates will be available at www.caltrain.com/proposedfarechanges.

How can I provide my comments?

Comments may be submitted several ways. You can take an online survey at www.caltrain.com/proposedfarechanges. A downloadable PDF is available. You can mail your comments to Caltrain, JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306, e-mail it to changes@caltrain.com. You can also call 1.800.660.4287. Comments will be accepted up until Caltrain Public Hearing on July 6, 2017.

When will the Board approve the final FY 2018 Fare Changes?

After collecting and reviewing the public comments, staff will provide the final fare change recommendations to the Peninsula Joint Powers Board for their approval at the Aug. 3, 2017 board meeting.

www.caltrain.com/proposedfarechanges



Public Notice (back)

Ticket Type	Fare Media	Travel within											
		1 Zone		2 Zones		3 Zones		4 Zones		5 Zones		6 Zones	
One-way	Ticket Machine	\$3.75	\$1.75	\$5.75 \$6.00	\$2.75	\$7.75 \$8.25	\$3.75	\$9.75 \$10.50	\$4.75	\$11.75 \$12.75	\$5.75	\$13.75 \$15.00	\$6.75
	Clipper Card	\$3.20	\$1.60	\$5.20 \$5.45	\$2.60	\$7.20 \$7.70	\$3.60	\$9.20 \$9.95	\$4.60	\$11.20 \$12.20	\$5.60	\$13.20 \$14.45	\$6.60
8-ride	Clipper Card	\$23.70 Eliminate	\$11.85 Eliminate	\$38.50 Eliminate	\$19.25 Eliminate	\$53.30 Eliminate	\$26.65 Eliminate	\$68.10 Eliminate	\$34.05 Eliminate	\$82.90 Eliminate	\$41.45 Eliminate	\$97.70 Eliminate	\$48.85 Eliminate
Day Pass	Ticket Machine	\$7.50	\$3.75	\$11.50 \$12.00	\$5.75 \$6.00	\$15.50 \$16.50	\$7.75 \$8.25	\$19.50 \$21.00	\$9.75 \$10.50	\$23.50 \$25.50	\$11.75 \$12.75	\$27.50 \$30.00	\$13.75 \$15.00
Monthly Pass	Clipper Card	\$84.00 \$96.00	\$42.40 \$48.00	\$137.00 \$163.50	\$68.90 \$78.00	\$190.00 \$231.00	\$95.40 \$108.00	\$243.00 \$298.50	\$121.90 \$138.00	\$296.00 \$366.00	\$148.40 \$168.00	\$349.00 \$433.50	\$174.90 \$198.00
Zone Upgrade	Ticket Machine	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> \$2.00 \$2.25 </div> <div style="text-align: center;">\$1.00</div> </div> <p>Valid 4 hours from time of purchase, one way when accompanying another valid ticket (not valid with 8-ride Ticket)</p>											

Cash
 Clipper
 Eligible Discount
 Current Fare
 Proposed Fare Increase

**ATTACHMENT 6 –
CALTRAIN DEDICATED WEBPAGE**

<http://www.caltrain.com/riderinfo/2017ProposedFareChanges.html>



Schedules

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Fares

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[2017 Service Changes](#)

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[Caltrain: Major Service Issues](#)

Projects & Plans

About Caltrain



> [caltrain.com](#) > [Rider Information](#) > [2017 Proposed Fare Changes](#)

2017 Proposed Fare Changes

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Caltrain will host a public meeting on Monday, June 26, to gather feedback on proposed changes to fare and parking rates.

Mon., June 26 at 6 pm – 7 pm
City of Mountain View City Hall - Plaza Room
500 Castro St., Mountain View

Caltrain last adjusted fares in 2016, when adult base fares and parking charges were increased by 50 cents.

Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodating record-setting ridership demand and maintaining an aging diesel system in a state of good repair. Without dedicated funding, Caltrain depends on its member agencies to cover the cost of operating the system, but those agencies are unable to fully cover those costs in Fiscal Year 2018, leaving Caltrain with a projected \$20.7 million operating budget shortfall.

View the Public Outreach List [HERE](#)

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to [fare table](#) regarding options)
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$62.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

View the Frequently Asked Questions [HERE](#)

View the Public Outreach List [HERE](#)

Download the NOTICE [HERE](#)

Proposed Fare Chart [HERE](#)

PUBLIC COMMENTS

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on: **Thursday, July 6, 2017 at 10 a.m.**
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:

- Take the online survey [HERE](#)
- Download the survey [HERE](#)
- e-mail – changes@caltrain.com
- mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3008, San Carlos, CA 94070-1308
- or Phone – 1.800.860.4287

6/8/17 - tjc

Text Size

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- [Electrification](#)

Social





> caltrain.com > Rider Information > 2017 Proposed Fare Changes > Public Meetings

Public Meetings

Public Meetings - Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

Wed., May 17, 4:30 pm – 5:30 pm

San Carlos Caltrain Administrative Office
Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office, 1250 San Carlos Ave.

Wed., May 24 at 6 pm – 8 pm*

San Francisco County Transportation Authority Citizen's Advisory Committee
1455 Market Street (between 10th and 11th Streets), 22nd Floor
**The Caltrain presentation will be part of the regular SFCTA CAC meeting and may be presented any time between 6 p.m. – 8 p.m.*
For the SFCTA CAC agenda, please visit www.sfcta.org/agendas.

Mon., June 26, 6 pm – 7 pm

City of Mountain View City Hall - Plaza Room
500 Castro St., Mountain View

Public Outreach

View the Public outreach list by stations [HERE](#).

There also will be several in-person outreach opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

Tues. May 23, 6:15 am – 8:15 am

San Francisco Caltrain Station
4th & King St., under the station clock

Wed. May 24, 7 am – 9 am

Redwood City Caltrain Station
1 James Ave.

Fri. May 26, 4 pm – 6 pm

Menlo Park Caltrain Station
1120 Merrill St.

Sat. June 3, 9:30am – 11:30 am

San Jose Diridon Caltrain Station
85 Cahill St.

Mon. June 5, 5:15 am – 7:30 am

San Jose Diridon Caltrain Station

**ATTACHMENT 7 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: CALTRAIN NEWS RELEASES**



> caltrain.com > About Caltrain > Media Relations > News Archive > Caltrain to Hold Public Outreach Events on Proposed Fare and Parking Changes

Caltrain to Hold Public Outreach Events on Proposed Fare and Parking Changes

May 11, 2017

Caltrain will host a public meeting on Wednesday, May 17, to gather feedback on [proposed changes to fare and parking rates](#).

Caltrain last adjusted fares in 2016, when adult base fares and parking charges were increased by 50 cents.

Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodating record-setting ridership demand and maintaining an aging diesel system in a state of good repair. Without dedicated funding, Caltrain depends on its member agencies to cover the cost of operating the system, but those agencies are unable to fully cover those costs in Fiscal Year 2018, leaving Caltrain with a projected \$20.7 million operating budget shortfall.

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

- Increasing the zone fare by 25 cents;
- Basing Monthly Pass prices on 15 days a month rather than 10 per month;
- Eliminating the discounted 8-ride Ticket; and
- Increasing Monthly parking prices from \$55 to \$82.50

The proposal would also increase Go Pass fares for employers by 50 percent from \$190 per Pass to \$285,

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

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

May 17, 2017, 4:30 p.m.

Second Floor Auditorium

Caltrain Administrative Headquarters

1250 San Carlos Ave, San Carlos

Caltrain staff will also be available to discuss the proposed changes and hear customer feedback at 11 Caltrain stations starting on May 23. Click [HERE](#) for those locations. Comments may also be sent by mail, e-mail or phone and online:

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

A public hearing on the proposed changes will be held at the July 6 Caltrain Board of Director's Meeting and is scheduled for the Board's consideration on August 3. If approved, the changes to the transit fares and parking charges would go into effect on October 1 of this year. The Go Pass change & pilot program would be implemented on January 1, 2018.

###

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

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

Free translation assistance is available.

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



Media Contact: Dan Lieberman, 650-508-6385

7/6/2017

Caltrain to Hold Public Hearing on Proposed Fare and Parking Changes



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Caltrain to Hold Public Hearing on Proposed Fare and Parking Changes

June 29, 2017

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

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

Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not currently receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodating record-setting ridership demand and maintaining an aging diesel system in a state of good repair. Without dedicated funding, Caltrain fare revenue covers about 66 percent of its operations costs and also depends on its member agencies to pay for system operations, but those agencies are unable to fully cover those costs in Fiscal Year 2016, leaving Caltrain with a projected \$17.8 million operating budget shortfall.

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

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

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

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

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

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

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

Second Floor Auditorium

Caltrain Administrative Headquarters

1250 San Carlos Ave, San Carlos

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

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

- changes@caltrain.com

- 1.800.660.4287 (TTY 650.508.6448)

- www.caltrain.com/ProposedFareChanges

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

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

Text Size

Highlights

- [Real-Time Station List](#)
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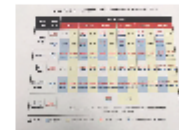
You can now receive [Caltrain notifications](#) via e-mail!



Tweets by @Caltrain



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



44m



Board: Transit Police reported 5 bike thefts at stations in May. #PaloAlto saw most with 4. #Caltrain

[Embed](#) [View on Twitter](#)



**ATTACHMENT 8 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: TAKE ONES**

Take One Notice – front (English)

Expires 7/6/17



Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (*refer to fare table regarding options*)
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$82.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at www.caltrain.com/proposedfarechanges or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.

Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

*Prior to the public hearing, comments may be submitted several ways:
online survey at*

www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com

mail – Peninsula Corridor Joint Powers Board
JPB Secretary

P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

PUBLIC MEETING

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

San Carlos

Caltrain Administrative Office
Wed., May 17, 4:30 pm – 5:30 pm

Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office
1250 San Carlos Ave.

PUBLIC OUTREACH

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

San Francisco Caltrain Station

4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

Millbrae Caltrain Station

100 California Dr.
Wed, June 7, 5 pm – 7 pm

San Mateo Caltrain Station

385 First Ave.
Wed, June 14, 9 am – 11 am

Hillsdale Caltrain Station

3333 El Camino Real
Tues, June 6, 4:30 pm – 6:30 pm

Redwood City Caltrain Station

1 James Ave.
Wed, May 24, 7 am – 9 am
Sat, June 10, 11 am – 1 pm

Menlo Park Caltrain Station

1120 Merrill St.
Fri, May 26, 4 pm – 6 pm

Palo Alto Caltrain Station

95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm
Sat, June 10, 10 am – Noon

Sunnyvale Caltrain Station

121 W. Evelyn Ave.
Mon, June 12, 7 am – 9 am

San Jose Diridon Caltrain Station

65 Cahill St.
Mon, June 5, 5:15 am – 7:30 am
Sat, June 3, 9:30am – 11:30 am

Morgan Hill Caltrain Station

17300 Depot St.
Tues, June 13, 6 am – 7 am

Gilroy Caltrain Station

17300 Depot St.
Thurs, June 8, 5:30 am – 6:30 am



Language assistance is available upon request. Call Caltrain Customer Service at 1.800-660-4287.

1.800.660.4287 للتزجمة، اتصل عني.

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.

अनुवाद माटे, 1.800.660.4287 पर फ़ोन करो.

לתרגום יש להתקשר לטלפון 1.800.660.4287

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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.

សម្រាប់សេវាបកប្រែស្រុក សូមទាក់ទងការងារផ្លូវដែកកេរ
1.800.660.4287.

برای ترجمه، با شماره 1.800.660.4287 تماس بگیرید.

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Po tłumaczenie proszę dzwonić na 1.800.660.4287.

Если вам нужны услуги переводчика,
обращайтесь по телефону 1.800.660.4287.

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tumawag sa 1.800.660.4287.

ສຳລັບການបកប្រែភាសា ໙ 1.800.660.4287.

ترجمہ کے لیے، 1.800.660.4287 پر کال کریں.

Cần dịch thuật, xin gọi 1.800.660.4287.

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

Take One Notice – inside (Spanish)



Caltrain Busca Cambios para Parking, Go Pass, 8-ride y Zone Fare

A pesar del incremento en viajeros, Caltrain requiere contribuciones anuales de sus agencias miembros para financiar operaciones. El próximo año, el costo de mantenimiento del equipo viejo de Caltrain y su infraestructura excederá las contribuciones de sus agencias miembros. Para poder mantener el servicio, Caltrain está explorando cambios a las tarifas y el estacionamiento.

Las proposiciones a considerar incluyen:

Efectivo el 1 de octubre:

- Basar el precio del Monthly Pass en 15 días por mes en lugar de 13 días por mes (referirse a la tabla de tarifas con respecto a opciones)
- Eliminar el 8-ride Ticket con precio de descuento
- Basar los precios del Monthly Parking en 15 días por mes en lugar de 10 días por mes, de \$55 a \$82.50.
- Aumentar 25 centavos a Zone Fare

Efectivo el 1 de enero, 2018:

- Aumentar 50 centavos a las Tarifas del Go Pass, de \$190 por persona a \$285, y el costo mínimo para empleadores de \$15,960 a \$23,940.
- Implementar un programa piloto para proveer descuentos a los viajeros de fin de semana y de noche – el valor de One Way, Day Pass y Clipper Cash

El borrador de la tabla de tarifas está disponible en www.caltrain.com/proposedfarechanges o en la Caltrain Administrative Office.

Peninsula Corridor Joint Powers Board comentará en los propuestos cambios de tarifas el día

Jueves, 6 de julio, 2017 a las 10:00 a.m.

Caltrain Administrative Office
1250 San Carlos Ave., San Carlos
Los comentarios se pueden someter de varias maneras antes de la Audiencia Pública:

*Cuestionario en línea en www.caltrain.com/proposedfarechanges por correo electrónico – Changes@caltrain.com correo regular – Peninsula Corridor Joint Powers Board JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
o por teléfono – 1.800.660.4287*

REUNIÓN PÚBLICA

Caltrain llevará a cabo una reunión pública para presentar las propuestas y recibir comentarios. La reunión tomará lugar en la fecha, hora y localidad siguientes:

San Carlos Caltrain Administrative Office

Antes de la reunión de Caltrain Citizens Advisory Committee
Miércoles, 17 de mayo, 4:30 pm a 5:30 pm
Administrative Office, 1250 San Carlos Ave.

EVENTOS DE INFORMACIÓN AL PÚBLICO

También habrán varias oportunidades de conocer, en persona, al personal de Caltrain para saber más sobre los cambios a las tarifas y proveer reacciones, incluyendo:

San Francisco Caltrain Station

4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am

Millbrae Caltrain Station

100 California Dr.
Wed, June 7, 5 pm – 7 pm

San Mateo Caltrain Station

385 First Ave.
Wed, June 14, 9 am – 11 am

Hillsdale Caltrain Station

3333 El Camino Real
Tues, June 6, 4:30 pm – 6:30 pm

Redwood City Caltrain Station

1 James Ave.
Wed, May 24, 7 am – 9 am
Sat, June 10, 11 am – 1 pm

Menlo Park Caltrain Station

1120 Merrill St.
Fri, May 26, 4 pm – 6 pm

Palo Alto Caltrain Station

95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm
Sat, June 10, 10 am – Noon

Sunnyvale Caltrain Station

121 W. Evelyn Ave.
Mon, June 12, 7 am – 9 am

San Jose Diridon Caltrain Station

65 Cahill St.
Mon, June 5, 5:15 am – 7:30 am
Sat, June 3, 9:30am – 11:30 am

Morgan Hill Caltrain Station

17300 Depot St.
Tues, June 13, 6 am – 7 am

Gilroy Caltrain Station

17300 Depot St.
Thurs, June 8, 5:30 am – 6:30 am



facebook.com/caltrain



@caltrain

www.caltrain.com

1.800.660.4287 • (TTY) 650.508.6448

05/17-10M/JB/F

Take One Notice – front (Chinese)

Expires 7/6/17



加州火車(Caltrain)正尋求泊車費、 月票Go Pass、8次優惠票及收費 區的改動

儘管客量增長，但加州火車仍然需依賴它的會員機構提供經費營運。保養加州火車老化設備和設施的成本明年將超過各會員機構所提供的經費，為了維持服務，加州火車正探討改動車費和泊車費。

正在考慮中的建議包括：

2017年10月1日起生效：

- 車費月票價格所按照的日數，由每月13日改為每月15日。(參考車費表以了解選項)
- 取消8次乘搭的特價車票
- 泊車月票價格所按照的日數，由每月10日改為每月15日，費用將55元漲至82.5元。
- 提高收費區車費25仙

2018年1月1日起生效：

- 提高Go Pass月票50%，由每人190元漲至285元或年薪15,960元至23,940元之員工收取最低車費
- 實行試驗計劃為週末或夜間乘客提供車費優惠—單程、一日券及「路路通」(Clipper)

車費表的草稿現正刊登於加州火車行政辦公室或官網 www.caltrain.com/proposedfarechanges。如欲查詢可循上述方式參閱。

半島走廊聯合議會(Peninsula Corridor Joint Powers Board)將於以下時間及地點就擬議改動提出意見：

2017年7月6日星期四早上10時正
加州火車行政辦公室(Caltrain Administrative Office)
1250 San Carlos Ave. San Carlos
在公眾諮詢會進行前，相關意見可循以下方式遞交：
網上問卷：www.caltrain.com/proposedfarechanges
電郵：Changes@caltrain.com
郵寄：信封請註明「Peninsula Corridor Joint Powers Board, JPB Secretary」，
郵寄地址為：P.O. Box 3006, San Carlos, CA 94070-1306
電話：1-800-660-4287

公眾會議

加州火車將舉行公眾會議展示相關建議資料以及蒐集意見。該會議的舉行時間及地點如下：

加州火車行政辦公室
2017年5月17日星期三下午4時30分至5時30分，於加州火車
公民諮詢委員會(Caltrain Citizens Advisory Committee)
會議舉行前
1250 San Carlos Ave. San Carlos

市民亦有機會親身向加州火車員工會面，了解車費改動和提供意見，包括：

三藩市火車站(San Francisco Caltrain Station)

4th & King St., 火車站時鐘下
5月23日星期二早上6時15分至8時15分

密爾勃雷火車站(Millbrae Caltrain Station)

100 California Dr.
6月7日星期三下午5時至7時

聖馬刁火車站(San Mateo Caltrain Station)

385 First Ave.
6月14日星期三早上9時至11時

希斯戴爾火車站(Hillsdale Caltrain Station)

3333 El Camino Real
6月6日星期二下午4時30分至6時30分

紅木城火車站(Redwood City Caltrain Station)

1 James Ave.
5月24日星期三早上7時至9時

6月10日星期六早上11時至下午1時

門羅公園市火車站(Menlo Park Caltrain Station)

1120 Merrill St.
5月26日星期五下午4時至6時

波羅阿多火車站(Palo Alto Caltrain Station)

95 University Ave.
6月8日星期四下午4時30分至6時30分

6月10日星期六早上10時至中午12時

辛尼戴爾火車站(Sunnyvale Caltrain Station)

121 W. Evelyn Ave.
6月12日星期一早上7時至9時

聖荷西狄里登火車站(San Jose Diridon Caltrain Station)

65 Cahill St.
6月3日星期六早上9時30分至11時30分

6月5日星期一早上5時15分至7時30分

摩根山火車站(Morgan Hill Caltrain Station)

17300 Depot St.
6月13日星期二早上6時至7時

吉爾雷火車站(Gilroy Caltrain Station)

7150 Monterey St.
6月8日星期四早上5時30分至6時30分



如需翻譯，請電 1.800.660.4287.

**ATTACHMENT 9 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: CALTRAIN STATION INFORMATON
BOARDS**

Peninsula Corridor Joint Powers Board
PUBLIC HEARING & MEETINGS NOTICE



Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (*refer to fare table regarding options*)
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$82.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at www.caltrain.com/proposedfarechanges or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.

Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

*Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges*

e-mail – Changes@caltrain.com

mail – Peninsula Corridor Joint Powers Board

JPB Secretary

P.O. Box 3006, San Carlos, CA 94070-1306

or Phone – 1.800.660.4287

PUBLIC MEETING

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

San Carlos Caltrain Administrative Office

Wed., May 17, 4:30 pm – 5:30 pm

*Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office, 1250 San Carlos Ave.*

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

San Francisco Caltrain Station 4 th & King St., under the station clock	Tues, May 23, 6:15 am – 8:15 am
Millbrae Caltrain Station 100 California Dr.	Wed, June 7, 5 pm – 7 pm
San Mateo Caltrain Station 385 First Ave.	Wed, June 14, 9 am – 11 am
Hillsdale Caltrain Station 3333 El Camino Real	Tues, June 6, 4:30 pm – 6:30 pm
Redwood City Caltrain Station 1 James Ave.	Wed, May 24, 7 am – 9 am Sat, June 10, 11 am – 1 pm
Menlo Park Caltrain Station 1120 Merrill St.	Fri, May 26, 4 pm – 6 pm
Palo Alto Caltrain Station 95 University Ave.	Thur, June 8, 4:30 pm – 6:30 pm Sat, June 10, 10 am – Noon
Sunnyvale Caltrain Station 121 W. Evelyn Ave.	Mon, June 12, 7 am – 9 am
San Jose Diridon Caltrain Station 65 Cahill St.	Mon, June 5, 5:15 am – 7:30 am Sat, June 3, 9:30am – 11:30 am
Morgan Hill Caltrain Station 17300 Depot St.	Tues, June 13, 6 am – 7 am
Gilroy Caltrain Station 17300 Depot St.	Thurs, June 8, 5:30 am – 6:30 am



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

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

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

**ATTACHMENT 10 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: CALTRAIN SOCIAL MEDIA**

Social Media: Facebook



Caltrain shared their event.

Published by Sprout Social [?] · June 26 at 10:45am · 🌐

Proposed Fare Change Public Hearing today in Mountain View. Come out, be heard. <https://www.facebook.com/events/552660931788792/>



JUN
26

Proposed Fare Change Public Hearing

Mon 6 PM · City of Mountain View - City Hall · M...
You like Caltrain

★ Interested



Caltrain added an event.

June 16 at 2:33pm · 🌐

Caltrain will hold a public meeting to present the proposals and receive comments on the 2017 Proposed Fare Changes.

Caltrain last adjusted fares in 2016, when adult base fares and parking charges were increased by 50 cents.

Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodati... [See More](#)



JUN
26

Proposed Fare Change Public Hearing

Mon 6 PM · City of Mountain View - City Hall · M...
You like Caltrain

★ Interested



Caltrain

Published by Sprout Social [?] · June 6 · 🌐

Fare Changes are coming. Please take a look at the supporting docs, & take our survey. <http://www.caltrain.com/rideri.../2017ProposedFareChanges.html>



Social Media: Google Plus

 Caltrain ▶ Public

5w

Fare Changes are coming. Please take a look at the supporting docs, & take our survey. <http://www.caltrain.com/riderinfo/2017ProposedFareChanges.html>



Social Media: Twitter



Caltrain 
@Caltrain



Fare Changes are coming. Please take a look at the supporting docs, & take our survey.
caltrain.com/riderinfo/2017 ...



10:14 AM - 6 Jun 2017



Caltrain ✓

@Caltrain



Have you taken our Fare Survey? Give us your feedback. Proposed changes coming...
caltrain.com/riderinfo/2017 ...

3:09 PM - 8 Jun 2017



Caltrain ✓

@Caltrain



Meet w/ **#Caltrain** staff at the Palo Alto station Today from 430p-630p to learn about fare changes & provide feedback
caltrain.com/riderinfo/2017 ...

7:00 AM - 8 Jun 2017



Caltrain ✓

@Caltrain



Meet w/ **#Caltrain** staff at the Gilroy station Today from 530a-630a to learn about fare changes & provide feedback,
caltrain.com/riderinfo/2017 ...

5:00 AM - 8 Jun 2017

↳ SFMTA Retweeted



Caltrain @Caltrain · Jun 1

Give us your feedback on the Proposed **Fare Increase**. Facts & survey link on **Fare Change** page --> caltrain.com/riderinfo/2017...



7 2

↳ Caltrain Retweeted



Caltrain @Caltrain · May 31

Proposed **Fare Increase** Survey - Let us know your totally surprising opinion on the proposed **Fare Increase**. surveygizmo.com/s3/3536548/Cal...

11 11 37

**ATTACHMENT 11 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: VISUAL MESSAGE SYSTEM (VMS)
MESSAGES AND CONDUCTOR ANNOUNCEMENTS**

May 2017

VMS

Caltrain seeks your input on proposed fare changes. Station outreach events planned. Information: caltrain.com/proposedfarechanges	VMS	All stations Run Every 12 Minutes	May 18 Start of service	June 14 Until 10 am
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Conductor announcements

We would like to remind folks, Caltrain staff will be at various stations to discuss proposed fare and parking changes. For dates and times, visit Caltrain dot com proposed fare changes	Conductor	Once per zone <i>Conductor's choice of location within zone.</i>	5/18 Start of service	6/14 End at 9 am
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**ATTACHMENT 12 –
FREQUENTLY ASKED QUESTIONS (FAQS)**

Frequently Asked Questions

How was the increase level determined? What analysis was done to determine these are the correct fares to increase?

Fare increases have recently alternated between increases to the base fare and the zone fare on a two year cycle. In Fiscal Year (FY) 2017, the system will receive lower than expected member agency contributions. These lower contributions are expected to continue into FY19. The fare changes are being proposed four months early, and additional fare changes are being proposed to offset a \$17.8 million difference between revenues and expenses. Maintaining operations without a fare increase would quickly exhaust Caltrain's limited reserves.

Have you projected what decrease in ridership might occur due to these fare increases?

We have taken a number of elasticity and revenue factors into account to strike a balance between fare increases and continued ridership success. A full elasticity analysis is a part of the Caltrain comprehensive Fare Study, which is underway and will be complete in early 2018.

Why can't Caltrain use reserves instead to fund operational costs?

Reserves represent a one-time solution and Caltrain's limited reserves will quickly be exhausted unless additional revenues are secured. Even with the proposed fare increase, Caltrain will need to use a significant amount of reserves to maintain current service levels to the community. Current reserves will not support a long term strategy to fund operations, state of good repair and capital needs. The Board is considering a reserve policy to ensure funds are available to support unanticipated needs in the future.

If Caltrain doesn't raise fares, how would that affect service?

The effects to service have not been analyzed but due to the structure of Caltrain's operational contracts achieving the necessary savings would require significant cuts in service. When faced with a similar situation in 2011, Caltrain considered reducing weekday service from 96 trains to 48 trains.

Why can't Caltrain wait for the fare study to be complete before proposing an increase?

Without increased member agency contributions, maintaining operations in FY18 requires early implementation of the fare increase. Some preliminary work was done to inform the recommendations around the price of our discounted fare products, but the fare study will be utilized to both inform Caltrain on current pricing and also look at future structural changes to create a simpler and more equitable fare program. These recommendations will not be complete in time to address Caltrain's immediate financial challenges in FY18.

What is being done to make sure Caltrain doesn't become cost prohibitive for lower income riders?

A Title VI review will be provided to the Board along with customer input and staff recommendations. Caltrain's Comprehensive Fare Study will recommend actions to ensure that Caltrain offers an equitable fare program.

If the fare study is done at the end of the year does that mean you will be changing fares again next year?

Not necessarily. The fare study is not just looking at pricing models that would be beneficial to supporting current service levels and ongoing operational costs to Caltrain. It is also looking at structural changes to all fares that would continue to maximize ridership and aid in congestion mitigation for our community. The fare study will present options about how the fare structure could be changed but doesn't mean it will change. Caltrain will assess the fare study recommendations and engage our communities in a robust conversation to ensure any changes meet both community and Caltrain goals.

When will the changes take effect?

The proposed fare changes will take effect on October 1, 2017 and January 1, 2018.

How can I provide my comments?

Customers are encouraged to take an [online survey](#) or download the questionnaire [HERE](#). Printed surveys can be mailed to JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306 or e-mailed to changes@caltrain.com. Customers also can call 1.800.660.4287. **Comments will be accepted until July 19, 2017.**

When will the Board approve the final FY 2018 Fare Changes?

After collecting and reviewing the public comments, staff will provide the final fare change recommendations to the JPB Board for approval at the Aug. 3, 2017 meeting.

What are some of the proposed changes?

- Increasing Go Pass fares by 50 percent, from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940.
- Pricing monthly parking fees at the equivalent of 15 days per month, rather than 13 days per month, from \$55 to \$82.50. Eliminating the discounted 8-ride Ticket.
- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to fare table regarding options)
- Increasing the Zone fare by 25 cents, adult zone upgrade increases from \$2 to \$2.25. Eligible Discount zone upgrade remains at \$1.
- Implementing a pilot program to provide discounts for weekend and evening riders, ticket machines and Clipper users will receive a discount compared to regular fares
- Eliminating the discounted 8-ride Ticket.

**ATTACHMENT 13 –
NOTICE OF PUBLIC HEARING AND PUBLIC
MEETINGS: OTHER NEWSPAPERS (PRINT + WEB)**

Caltrain Busca Cambios para Parking, Go Pass, 8-ride y Zone Fare

A pesar del incremento en viajeros, Caltrain requiere contribuciones anuales de sus agencias miembros para financiar operaciones. El próximo año, el costo de mantenimiento del equipo viejo de Caltrain y su infraestructura excederá las contribuciones de sus agencias miembros. Para poder mantener el servicio, Caltrain está explorando cambios a las tarifas y el estacionamiento.

Las proposiciones a considerar incluyen:

- Efectivo el 1 de octubre:**
- Basar el precio del Monthly Pass en 15 días por mes en lugar de 13 días por mes (refiérase a la tabla de tarifas con respecto a opciones)
 - Eliminar el 8-ride Ticket con precio de descuento
 - Basar los precios del Monthly Parking en 15 días por mes en lugar de 10 días por mes de \$55 a \$82.50.
 - Aumentar 25 centavos a Zone Fare
- Efectivo el 1 de enero, 2018:**
- Aumentar 50 centavos a las Tarifas del Go Pass, de \$190 por persona a \$285, y el costo mínimo para empleadores de \$15,960 a \$23,940.
 - Implementar un programa piloto para proveer descuentos a los viajeros de fin de semana y de noche - el valor de One Way, Day Pass y Clipper Cash

El borrador de la tabla de tarifas está disponible en www.caltrain.com/proposedfarechanges en la Caltrain Administrative Office.

Peninsula Corridor Joint Powers Board comentará en los propuestos cambios de tarifas el día

Jueves, 6 de julio, 2017 a las 10:00 a.m.

Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Los comentarios se pueden someter de varias maneras antes de la Audiencia Pública:

- Cuestionario en línea en www.caltrain.com/proposedfarechanges por correo electrónico - Comments@caltrain.com
- o regular - Peninsula Corridor Joint Powers Board JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
o por teléfono - 1.800.660.4287

REUNIÓN PÚBLICA

Caltrain llevará a cabo una reunión pública para presentar las propuestas y recibir comentarios. La reunión tomará lugar en la fecha, hora y localidad siguientes:

San Carlos Caltrain Administrative Office

Antes de la reunión de Caltrain Citizens Advisory Committee Miércoles, 17 de mayo, 4:30 pm a 5:30 pm
Administrative Office, 1250 San Carlos Ave.

EVENTOS DE INFORMACIÓN AL PÚBLICO

También habrán varias oportunidades de conocer, en persona, al personal de Caltrain para saber más sobre los cambios a las tarifas y proveer reacciones, incluyendo:

- | | |
|---|---|
| San Francisco Caltrain Station
4 th & King St., under the station clock
Tues, May 23, 8:15 am - 8:15 am | Palo Alto Caltrain Station
95 University Ave.
Thurs, June 8, 4:30 pm - 6:30 pm |
| Millbrae Caltrain Station
100 California Dr.
Wed, June 7, 5 pm - 7 pm | Sunnyvale Caltrain Station
121 W. Evelyn Ave.
Mon, June 12, 7 am - 9 am |
| San Mateo Caltrain Station
385 First Ave.
Wed, June 14, 9 am - 11 am | San Jose Diridon Caltrain Station
65 Cahill St.
Mon, June 5, 5:15 am - 7:30 am
Sat, June 3, 9:30am - 11:30 am |
| Hillsdale Caltrain Station
3333 El Camino Real
Tues, June 6, 4:30 pm - 6:30 pm | Morgan Hill Caltrain Station
17300 Depot St.
Tues, June 13, 5 am - 7 am |
| Redwood City Caltrain Station
1 James Ave.
Wed, May 24, 7 am - 9 am | Gilroy Caltrain Station
17300 Depot St.
Thurs, June 8, 5:30 am - 6:30 am |
| Menlo Park Caltrain Station
1120 Merrill St.
Fri, May 26, 4 pm - 6 pm | |

Para traducción lláma al 1.800.660.4287.

Hiring Warehouse Workers
Load, Unload and Assemble Cabinets
Summit Marble & Cabinet
1713 Rogers Ave, San Jose
CA95112

FICTITIOUS BUSINESS NAME STATEMENT
NO. 623827

The following person(s) is (are) doing business X2 Cake 4092 Barrymore Dr San Jose, CA 95117, Santa Clara County, Xiaoxiao Huang 4092 Barrymore Dr San Jose, CA 95117. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
May 19, 26, June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/04/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 630000

The following person(s) is (are) doing business 1. DP Capital 2. Mart 2 Go 3. Cash Max 3241 Benton Street Santa Clara, CA 95051, Santa Clara County, Darren D Pham 3241 Benton St. Santa Clara, CA 95051. This business is conducted by an individual, registrant has begun transacting business under the fictitious business name or names listed hereon, 05/15/2017. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
May 19, 26, June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/10/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 630006

The following person(s) is (are) doing business Wokay 10546 Manzanita Ct Cupertino, CA 95014, Santa Clara County, Sudeep V. Yegnashankaran 10546 Manzanita Ct Cupertino, CA 95014. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
May 19, 26, June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/16/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 629943

The following person(s) is (are) doing business Speed Carpet Cleaning & Services 870 Saratoga Ave F-210 San Jose, CA 95129, Santa Clara County, Francisco Javier Corro 2350 Senter Road #30 San Jose, CA 95112. This business is conducted by an individual, registrant has begun transacting business under the fictitious business name or names listed hereon, 05/15/2017. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
May 19, 26, June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/16/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 629554

The following person(s) is (are) doing business Pine Grove Cleaning 1350 State Street Alviso, CA 95002, Santa Clara County, Veronica Beatriz Gonzalez PO Box 317 Alviso, CA 95002. This business is conducted by

information which he or she knows to be false is guilty of a crime.)
Francisco Javier Corro
May 19, 26, June 2, 9, 2017

This statement was filed with the County of Santa Clara on 05/15/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 629924

The following person(s) is (are) doing business Abdo Law Group 1580 Aldrich Way San Jose, CA 95121, Santa Clara County, Aliah Abdo 1580 Aldrich Way San Jose, CA 95121. This business is conducted by an individual, registrant has begun transacting business under the fictitious business name or names listed hereon. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
May 19, 26, June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/15/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 630000

The following person(s) is (are) doing business 1. DP Capital 2. Mart 2 Go 3. Cash Max 3241 Benton Street Santa Clara, CA 95051, Santa Clara County, Darren D Pham 3241 Benton St. Santa Clara, CA 95051. This business is conducted by an individual, registrant has begun transacting business under the fictitious business name or names listed hereon, 05/15/2017. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
May 19, 26, June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/15/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 629424

The following person(s) is (are) doing business College Nannies Tutors of Santa Clara 4332 Mackin Woods Ln San Jose, CA 95135, Santa Clara County, Mayada Ballou and Ramiz Ballou 4332 Mackin Woods Ln San Jose, CA 95135. This business is conducted by a married couple, registrant has begun transacting business under the fictitious business name or names listed hereon, 05/02/2017. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
May 19, 26, June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/02/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 629953

The following person(s) is (are) doing business 1. Silicon Valley Chiropractic Center 2. Silicon Valley Spine & Disc 3. Work Place Health Solutions 4. Silicon Valley Integrative Musculoskeletal 5. Silicon Valley Chiropractic and Acupuncture 820 E. El Camino Real Mountain View, CA 94040, Santa Clara County, Shervin Parvini Doctor of Chiropractic a Professional Corporation 820 E. El Camino Real Mountain View, CA 94040. This business is conducted by a corporation, registrant has begun transacting business under the fictitious business name or names listed hereon, 04/11/2016. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
May 19, 26, June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/02/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 629015

The following person(s) is (are) doing business 1. Sonido Clash 2. Quynhspiration 3. Quynh-Mai Productions 3551 Rowley Drive San Jose, CA 95132, Santa Clara County, Quynh-Mai Nguyen 3551 Rowley Drive San Jose,

CA 95132. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
May 19, 26, June 2, 9, 2017

This statement was filed with the County of Santa Clara on 05/15/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 630077

The following person is (are) doing business The Original Tax Sav 510 S Mathilda Ave, Apt 7 Sunnyvale, CA 94001, Santa Clara County, Nelly F Herr and David Herrera 510 S Mathilda Ave, Apt 7 Sunnyvale, CA 94001. This business is conducted by a married couple, registrant has begun transacting business under the fictitious business name or names listed hereon, 09/17/2001. "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.)
May 19, 26, June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/18/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 629506

The following person(s) is (are) doing business 1. Comesinhandy 2. Comes in Handy 1941 Hamilton Ave San Jose, CA 95125, Santa Clara County, Fred Barari 1941 Hamilton Ave San Jose, CA 95125. This business is conducted by an individual, registrant has not begun transacting business under the fictitious business name or names listed hereon. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
May 19, 26, June 2, 9, 2017
This statement was filed with the County of Santa Clara on 05/18/2017

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
NO. 17CV306793

Superior Court California, County Santa Clara- In the matter of the Petiti of: Margaret Anderson Petitioner(s) Marga Anderson has filed petition for Change Name with the clerk this court for a decr changing the name of: Margaret Kristina Anderson to Marga Kristy Ferreira. TI COURT ORDERS to all persons interest in this matter appear before this court at t hearing indicated b to show cause, if a why the petition change of name shou not be granted. 07/11/2017 at 8:45 a Probate Dept., located 191 N. First Street, S Jose, CA 95113. A Co of the Order to Sho cause shall be publish at least once a week four successive were prior to the date set hearing on the petiti in El Observador, newspaper of gene circulation, printed in t county of Santa Clara. May 16, 2017
Rise Jones Pichon Judge of the Super Court
May 19, 26, June 2,

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NO. 629953

The following person(s) is (are) doing business 1. Silicon Valley Chiropractic Center 2. Silicon Valley Spine & Disc 3. Work Place Health Solutions 4. Silicon Valley Integrative Musculoskeletal 5. Silicon Valley Chiropractic and Acupuncture 820 E. El Camino Real Mountain View, CA 94040, Santa Clara County, Shervin Parvini Doctor of Chiropractic a Professional Corporation 820 E. El Camino Real Mountain View, CA 94040. This business is conducted by a corporation, registrant has begun transacting business under the fictitious business name or names listed hereon, 04/11/2016. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
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Shervin Parvini Chief Executive Office
May 19, 26, June 2, 2017

This statement was fi with the County of Sa Clara on 05/15/2017

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Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares



Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to fare table regarding options)
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$62.50
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders - One-way, Day Pass and Clipper cash value

The draft fare chart is available at www.caltrain.com/proposedfarechanges or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.

Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges

e-mail - Changes@caltrain.com

mail - Peninsula Corridor Joint Powers Board

JPB Secretary

P.O. Box 3006, San Carlos, CA 94070-1306

or Phone - 1.800.660.4287

PUBLIC MEETING

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

San Carlos Caltrain Administrative Office

Wed., May 17, 4:30 pm - 5:30 pm

Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office, 1250 San Carlos Ave.

PUBLIC OUTREACH

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

San Francisco Caltrain Station

4th & King St., under the station clock

Tues, May 23, 6:15 am - 8:15 am

Millbrae Caltrain Station

100 California Dr.

Wed, June 7, 5 pm - 7 pm

San Mateo Caltrain Station

385 First Ave.

Wed, June 14, 9 am - 11 am

Hillsdale Caltrain Station

3333 El Camino Real

Tuok, June 6, 4:30 pm - 6:30 pm

Redwood City Caltrain Station

1 James Ave.

Wed, May 24, 7 am - 9 am

Sat, June 10, 11 am - 1 pm

Menlo Park Caltrain Station

1120 Merrill St.

Fri, May 26, 4 pm - 6 pm

Palo Alto Caltrain Station

95 University Ave.

Thur, June 8, 4:30 pm - 6:30 pm

Sat, June 10, 10 am - Noon

Sunnyvale Caltrain Station

121 W. Evelyn Ave.

Mon, June 12, 7 am - 9 am

San Jose Diridon Caltrain Station

65 Cahill St.

Mon, June 5, 5:15 am - 7:30 am

Sat, June 3, 9:30am - 11:30 am

Morgan Hill Caltrain Station

17300 Depot St.

Tues, June 13, 6 am - 7 am

Gilroy Caltrain Station

17300 Depot St.

Thurs, June 8, 5:30 am - 6:30 am

Language assistance is available upon request.
Call Customer Service at 1.800.660.4287.

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WEDNESDAY ONLY

\$17 OFF

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\$25.99 Full Service Wash & Vacuum
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3.00 Wheel Bright
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3.00 Wheel Bright
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4.00 Armor All Tire Dressing - Tires Only

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One coupon per car. Offer Expires 5-31-17

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(650) 941-0590

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Open 7 a.m. every day

El Camino & Grape • Sunnyvale
(408) 245-7737

between Mary & Bernardo
Open 7:30 a.m. every day

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares



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Thurs, June 8, 5:30 am – 6:30 am

Language assistance is available upon request. Call Customer Service at 1.800.660.4287.

PENINSULA

Three admitted gang get life sentences for

District Attorney says defendants' apologies 'ring hollow'

Three admitted gang members were given potential life sentences in prison last week in San Mateo County

Superior Court as part of a multi-year investigation launched in 2012 known as "Operation Sunny Day." Roberto Gabriel Bustos-Montes, 27, and 23-year-old Eric Valencia Vargas were both sentenced Thursday to 60-years-to-life in prison. Bustos-Montes had pleaded no contest to the first-degree murders of

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San Francisco Examiner

	1 yr	2 yr	3 yr	5 yr	7 yr	10 yr	15 yr	20 yr	30 yr	36 mo	48 mo
NA	0.85	NA	NA	1.40	1.45	1.65	1.80	2.35			
NA	0.30	NA	NA	2.000	2.000	2.000	2.000	25.000			

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Cost of Funds Index & Bankrate National Index

Cost of Funds Index

	1 yr	2 yr	3 yr	5 yr	7 yr	10 yr
This week	1.00	1.00	1.00	1.00	1.00	1.00
Last change	0.00	0.00	0.00	0.00	0.00	0.00
Last year	1.00	1.00	1.00	1.00	1.00	1.00

Bankrate National Index

	1 yr	2 yr	3 yr	5 yr	7 yr	10 yr
This week	0.21	0.21	0.21	0.21	0.21	0.21
Last change	0.00	0.00	0.00	0.00	0.00	0.00
Last year	0.21	0.21	0.21	0.21	0.21	0.21

* The lowest Fed Fund rate is a range between 0.25% - 0.35%.

Calculate the return on your deposit

See how earnings on your deposits compare by using the chart below.

Deposit term	Annual rate	Interest earned
1 Mo. CD	0.21%	\$1.05
1 Yr. CD	0.21%	\$2.10
1 Yr. CD	0.21%	\$42.30
1 Mo. Savings CD	0.20%	\$1.00
1 Mo. Savings CD	0.20%	\$19.50
1 Mo. Savings CD	0.20%	\$111.00

款 此的並元八新修中

補償，認為應採取更多行政、謀職、提議的政革除了大幅削減「種族」(Medicare)及社安金開支。

思，並呼籲同學反對將穆斯林當成替罪羔羊的政策，獲得全場起立鼓掌。 本報訊

見俄使談解僱科米 國安顧問未予否認

安顧問麥克馬斯特21日拒絕與俄使談解僱科米，但就稱特爾普的說法曲解。

《華盛頓郵報》及路透社(美ABC的「The Week」)刊特爾普是否如傳媒報稱所局長科米，但就沒有當面。麥克馬斯特回答：「有經被遺漏的太多。他指高爾的會晤，被認為是要認為允許總統與他領導。

儘管麥克馬斯特不願透露是次會晤的更多有關詳情，但他與國務卿蒂勒森當次分別在不同的電視節目亮相時，均未否認特爾普與俄羅斯官員討論他解僱科米的動機，但就稱特爾普的說法曲解。

傳統的報道引用泄密文件的報道指，特爾普當時告訴俄羅斯官員，他屬科米的官舒緩了壓力，並稱科米是「瘋子」。麥克馬斯特稱，那似乎是總統致力要尋找與俄羅斯合作空間的做法，而蒂勒森也在霍士新聞的「星期日新聞」節目上表示，特爾普此舉是試圖向俄羅斯官員傳達連環一個信息：「他不想被國內影響我們的問題分散注意力。」

與此同時，國會兩黨議員21日在不同場合，對特爾普政府與俄羅斯的關係，以及特爾普在是次會議上處理科米問題的言論，表達出不同程度的關注。科米已同意22日到參院情報委員會作證。

彭燕文編譯

中國學生 違法購槍遭沒收

邦及亞利桑那州當局接獲亞利桑那大學求學的3名指他們以不正當的手法取獲槍支購買那些槍械，但故法並非存心不良。

《報》(Arizona Daily Star)告稱該報，沒有證據顯示心不良，但卻暴露了聽在的大漏洞，給人有種可驅動他們那樣做有多個因素禁人擁槍而美國則不也有學生病，好玩才是最桑那州的有關法律存在的在不知情的情況下違法。

ing，音譯)是涉嫌違法購也說，在中國，個人根本這樣更令人們渴望有槍。

漁獵的紀錄顯示，他去到的以及留學生的提示，民符錄許可證。有了那張購買了一支美製的半自動次帶上這支槍去射擊場費

112月6日清晨，州漁獵廳(ICE)的警員就找上門。的來源，最終將他的槍沒法取得符錄許可證，屬於2並繳交罰款。法庭文件顯示，他現在沒有被控其他罪名。

報道稱，幾一幾的經歷並非單獨事件。法庭紀錄及國安部調查顯示，時至5月初，在該大學有另外7名中國留學生被控以類似控罪，他們的槍支也同樣被沒收。

國安部調查局駐鳳凰城辦事處負責人布朗表示，以上檢控及沒收行動，屬於聯邦及州多個機構一年多來聯手進行的打擊跨國威脅聯盟計劃行動的最新發展。布朗指出，儘管這個計劃總上去要打擊的是具有威脅性的行為，但涉及及的8名中國留學生並沒有任何不良意圖，不構成任何直接威脅。他指出，無論美國公民還是外國學生，都喜歡到沙漠打獵。他表示，他的機構發現，那是購買槍支的最普遍的動機。

根據聯邦有關法律，持有非移民簽證的人，如留學生，通常禁止擁有槍械，但如果有效符錄許可證則例外。

如果在亞州購買符錄許可證，申請人必須在該州居住至少6個月，並證明沒有在其他州或遷居居住，但有關規定也列出持學生簽證(F-1)的人，如果無意放棄在海外的居住權則不在可購買符錄許可證之列。

對於這類違法買槍的留學生，除了罰款及沒收槍械外，執法部門一般不會採取嚴厲的行動。但也有布朗稱的涉及留學生的嚴重事件。一名中國學生將兩支AR-15步槍帶進亞利桑那州立大學校園，結果被驅逐出境。

彭燕文編譯

加州火車(Caltrain)正尋求泊車費、月票 Go Pass、8次優惠票及收費區的改動

儘管客量增長，但加州火車仍然需依賴它的會員機構提供經費營運。隨著加州火車老化設備和設施的成本明年將超過各會員機構所提供的經費，為了維持服務，加州火車正探討改動車費和泊車費。

正在考慮中的建議包括：

2017年10月1日起生效：

- 車費月票價格將按照的日數，由每月13日改為每月15日。(參考車費表以了解詳情)
- 取消8次乘搭的特價車票
- 泊車月票價格將按照的日數，由每月10日改為每月15日，費用將由55元漲至82.5元。
- 提高收費區車費25仙

2018年1月1日起生效：

- 提高Go Pass月票50%，由每人190元至285元或年費15,960元至23,940元之員工收取最低車費
- 實行試驗計劃為週末或夜間乘客提供車費優惠。單程，一日券及「路路通」(Clipper)

車費表的草稿現正列於加州火車行政辦公室或常網www.caltrain.com/proposedfarechanges，如欲查詢可網上方式參閱。

半島走廊聯合議會(Peninsula Corridor Joint Powers Board)將於以下時間及地點就擬議改動提出意見：

2017年7月6日星期四早上10時正
加州火車行政辦公室(Caltrain Administrative Office)
1250 San Carlos Ave. San Carlos
在公眾諮詢會進行時，相關意見可預以下方式遞交：
網上問卷：www.caltrain.com/proposedfarechanges
電話：Changes@caltrain.com
郵寄：信封請註明「Peninsula Corridor Joint Powers Board, JPB Secretary」，郵寄地址為：P.O. Box 3006, San Carlos, CA 94070-1306
電話：1-800-660-4287

公眾會議

加州火車將舉行公眾會議展示相關建議資料以及蒐集意見。該會議的舉行時間及地點如下：

加州火車行政辦公室
2017年5月17日星期三下午4時30分至5時30分，於加州火車公民諮詢委員會(Caltrain Citizens Advisory Committee)會議舉行前
1250 San Carlos Ave. San Carlos

市民亦有機會親身向加州火車員工會面，了解車費改動和提供意見，包括：

三藩市火車站(San Francisco Caltrain Station) 4th & King St. 火車站時鐘下 5月23日星期二早上6時15分至8時15分	波羅阿多火車站(Palo Alto Caltrain Station) 95 University Ave. 6月8日星期四下午4時30分至6時30分
密爾布魯火車站(Millbrae Caltrain Station) 100 California Dr. 6月7日星期三下午5時至7時	聖尼歐爾火車站(Sunnyvale Caltrain Station) 121 W. Evelyn Ave. 6月10日星期六早上10時至中午12時
聖馬刁火車站(San Mateo Caltrain Station) 385 First Ave. 6月14日星期一早上9時至11時	聖荷西狄里登火車站(San Jose Dinton Caltrain Station) 65 Cahill St. 6月12日星期一早上7時至9時
希斯戴爾火車站(Hillsdale Caltrain Station) 3333 El Camino Real 6月6日星期二下午4時30分至6時30分	聖荷西狄里登火車站(San Jose Dinton Caltrain Station) 17300 Depot St. 6月13日星期二早上6時至7時
紅木城火車站(Redwood City Caltrain Station) 1 James Ave. 5月24日星期三早上7時至9時	吉爾羅火車站(Gilroy Caltrain Station) 7150 Monterey St. 6月8日星期四早上5時30分至6時30分
門羅公園火車站(Menlo Park Caltrain Station) 1120 Merrill St. 5月26日星期五下午4時至6時	

如需翻譯，請電 1.800.660.4287.

Thousands enjoy food, music, dancing

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares



Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Basing Monthly Pass prices on 15 days per month, rather than 10 days per month (refer to fare table regarding options)
- Eliminating the discounted 8-ride Ticket
- Basing Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$82.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value

The draft fare chart is available at www.caltrain.com/proposedfarechanges or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.

Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges

e-mail – Changes@caltrain.com

mail – Peninsula Corridor Joint Powers Board

JPB Secretary

P.O. Box 3006, San Carlos, CA 94070-1306

or Phone – 1.800.660.4287

PUBLIC MEETING

Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

San Carlos Caltrain Administrative Office

Wed., May 17, 4:30 pm – 5:30 pm

Prior to the Caltrain Citizens Advisory Committee Meeting

Administrative Office, 1250 San Carlos Ave.

PUBLIC OUTREACH

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

San Francisco Caltrain Station

4th & King St., under the station clock

Tues. May 23, 8:15 am – 8:15 am

Millbrae Caltrain Station

100 California Dr.

Wed. June 7, 5 pm – 7 pm

San Mateo Caltrain Station

385 First Ave.

Wed. June 14, 9 am – 11 am

Hillsdale Caltrain Station

3333 El Camino Real

Tues. June 6, 4:30 pm – 6:30 pm

Redwood City Caltrain Station

1 James Ave.

Wed. May 24, 7 am – 9 am

Sat. June 10, 11 am – 1 pm

Menlo Park Caltrain Station

1120 Merrill St.

Fri. May 26, 4 pm – 6 pm

Palo Alto Caltrain Station

95 University Ave.

Thur. June 8, 4:30 pm – 6:30 pm

Sat. June 10, 10 am – Noon

Sunnyvale Caltrain Station

121 W. Evelyn Ave.

Mon. June 12, 7 am – 9 am

San Jose Diridon Caltrain Station

65 Cahill St.

Mon. June 5, 5:15 am – 7:30 am

Sat. June 3, 9:30am – 11:30 am

Morgan Hill Caltrain Station

17300 Depot St.

Tues. June 13, 6 am – 7 am

Gilroy Caltrain Station

17300 Depot St.

Thurs. June 8, 5:30 am – 6:30 am



Language assistance is available upon request. Call Customer Service at 1.800.660.4287.

Public hearing notice



Main Avenue and Madrone Pipeline Restoration Project

Topic: Main Avenue and Madrone Pipeline Restoration Project

Who: Santa Clara Valley Water District

What: Public hearing on the Engineer's Report and the Mitigated Negative Declaration

When: June 13, 2017; Item is time certain at 1:00 P.M.

Where: Santa Clara Valley Water District Board Room
5700 Almaden Expressway, San Jose, CA 95118

The proposed work of improvement is described in the Main Avenue and Madrone Pipeline Restoration Project Engineer's Report. The Report is on file at the Clerk of the Board of Directors, 5700 Almaden Expressway, San Jose, California and on the water district's website:

<http://www.valleywater.org/PublicReviewDocuments.aspx>

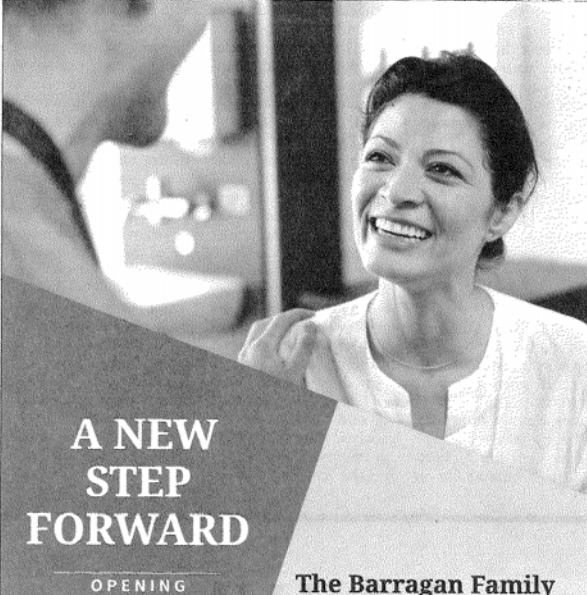
The objective of the Main Avenue and Madrone Pipeline Restoration Project is to restore the pipeline system to its full operating capacity of conveying 10 cubic feet per second and 27 cubic feet per second, respectively, for a total of 37 cubic feet per second (cfs) from Anderson Reservoir or the Santa Clara Conduit for groundwater recharge via the Main Avenue Recharge Ponds and the Madrone Channel.

At the time and place fixed for the public hearing, the Board of Directors will receive comments on the Engineer's Report for the Project and consider adopting the project's Mitigated Negative Declaration prepared in accordance with California Environmental Quality Act. After considering the comments on the Engineer's Report, the Board will decide whether or not to proceed with the Project.

For more information about this hearing or this Project, contact Project Manager, **Joel Jenkins** at (408) 630-2609.

Reasonable efforts will be made to accommodate persons with disabilities wishing to attend this public hearing. For additional information on attending this hearing including requesting accommodations for disabilities or interpreter assistance, please contact the **Office of the Clerk of the Board** at (408) 630-2277, at least three business days prior to the hearing.

Sanchez
thankful




A NEW STEP FORWARD

OPENING
SUMMER 2017

The Barragan Family Diabetes Center

will allow Hazel Hawkins Hospital to better serve community members suffering from the impacts of diabetes-related health issues. It will provide comprehensive diabetes care for adults ages 18 years and above. Services include:

- Point of Care Lab Services for A1C
- Podiatry/Foot Care
- Retinal Screening
- Wound Care
- Certified Diabetes Educators offering Diabetes Education Classes
- Registered Dietitians
- Healthy Food Preparation Classes



Hazel Hawkins
MEMORIAL HOSPITAL

930 Sunnyslope Road, Ste. A-2, Hollister
hazelhawkins.com/diabetes-services



Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares



Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

- | | |
|--|--|
| <p>Effective Oct. 1:</p> <ul style="list-style-type: none"> • Basing Monthly Pass prices on 15 days per month, rather than 10 days per month (refer to fare table regarding options) • Eliminating the discounted 8-ride Ticket • Basing Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$82.50. • Increasing the Zone fare by 25 cents | <p>Effective Jan. 1, 2018:</p> <ul style="list-style-type: none"> • Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940. • Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value |
|--|--|

The draft fare chart is available at www.caltrain.com/proposedfarechanges or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.

Caltrain Administrative Office
1250 San Carlos Ave., San Carlos
Prior to the public hearing, comments may be submitted several ways:
online survey at www.caltrain.com/proposedfarechanges
e-mail – Changes@caltrain.com
mail – Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
or Phone – 1.800.660.4287

PUBLIC MEETING


Caltrain will hold a public meeting to present the proposals and receive comments. The meeting will take place at the following location and time:

San Carlos Caltrain Administrative Office
Wed., May 17, 4:30 pm – 5:30 pm
Prior to the Caltrain Citizens Advisory Committee Meeting
Administrative Office, 1250 San Carlos Ave.

PUBLIC OUTREACH

There also will be several in-person opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback, including:

- | | |
|--|--|
| <p>San Francisco Caltrain Station
4th & King St., under the station clock
Tues, May 23, 6:15 am – 8:15 am</p> <p>Millbrae Caltrain Station
100 California Dr.
Wed, June 7, 5 pm – 7 pm</p> <p>San Mateo Caltrain Station
385 First Ave.
Wed, June 14, 9 am – 11 am</p> <p>Hillsdale Caltrain Station
3333 El Camino Real
Tues, June 6, 4:30 pm – 6:30 pm</p> <p>Redwood City Caltrain Station
1 James Ave.
Wed, May 24, 7 am – 9 am
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1120 Merrill St.
Fri, May 26, 4 pm – 6 pm</p> | <p>Palo Alto Caltrain Station
95 University Ave.
Thur, June 8, 4:30 pm – 6:30 pm</p> <p>Sunnyvale Caltrain Station
121 W. Evelyn Ave.
Mon, June 12, 7 am – 9 am</p> <p>San Jose Diridon Caltrain Station
65 Cahill St.
Mon, June 5, 5:15 am – 7:30 am
Sat, June 3, 9:30am – 11:30 am</p> <p>Morgan Hill Caltrain Station
17300 Depot St.
Tues, June 13, 6 am – 7 am</p> <p>Gilroy Caltrain Station
17300 Depot St.
Thurs, June 8, 5:30 am – 6:30 am</p> |
|--|--|

 Language assistance is available upon request. Call Customer Service at 1.800.660.4287.



PUBLIC NOTICES

San Mateo County: 650-556-1566 E-mail: smstgates@smcinfo.com

San Francisco: 415-314-1835 E-mail: sfstgates@sfmednet.com

SAN FRANCISCO EXAMINER • DAILY CITY INDEPENDENT • SAN MATEO WEEKLY • REDWOOD CITY TRIBUNE • ENQUIRER-BULLETIN • FOSTER CITY PROGRESS • MILLBRAE • SAN BRUNO SUN • BOUTIQUE & VILLAGER

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations...

Proposals to be considered include:

- Effective Oct. 1: Basing Monthly Pass prices on 15 days per month... Eliminating the discounted 8-ride Ticket... Increasing the Zone fare by 25 cents

- Effective Jan. 1, 2018: Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940... Implementing a pilot program to provide discounts for weekend and evening riders

The draft fare chart is available at www.caltrain.com/proposedfare-changes or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m. Caltrain Administrative Office 1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways: online survey at www.caltrain.com/proposedfarechanges e-mail - Changes@caltrain.com mail - Peninsula Corridor Joint Powers Board JPB Secretary

P.O. Box 3006, San Carlos, CA 94070-1306 or Phone - 1.800.660.4287

1.800.660.4287 1.800.660.4287 Pour traduction, appeler au 1.800.660.4287 Übersetzung unter +1.800.660.4287 හදුනා ගැනීම 1.800.660.4287 या संकेत 1.800.660.4287 या संकेत करें। Ret traduções chamarem 1.800.660.4287 顧客のご利用は、+1.800.660.4287まで電話かご来社、 번역을 원하시면 1.800.660.4287번으로 전화하십시오. അളവുകോലുകൾക്കും പ്രതികരണങ്ങൾക്കുമായി 1.800.660.4287. Para traducción, llame al 1.800.660.4287. Para sa pagasaol sa ibang wika, mangyaring tumawag sa 1.800.660.4287. За преводите позовте 1.800.660.4287. Para traducción llamo al 1.800.660.4287. Para sa pagasaol sa ibang wika, mangyaring tumawag sa 1.800.660.4287. CAN djch thuat, xin gao 1.800.660.4287

EXAMINER - BOUTIQUE & VILLAGER FICTITIOUS BUSINESS NAME STATEMENT

File No. A-037614-00 Fictitious Business Name(s) La Fleur Femme, 81 Rose Alley, San Francisco, CA 94108 County of San Francisco Registered Owner(s) Southwest Floral and Trading LLC, (CA) 53 Rose Alley, San Francisco, CA 94108 The business is conducted by a Limited Liability Company. The registrant commended to transact business under the fictitious business name or names listed above on Not Applicable. I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions Code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars (\$1,000).) Si Karl Jui Lu (Manager) Southwest Floral and Trading LLC The business was filed with the San Francisco County Clerk on May 23, 2017. NOTICE in accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except as provided in Subdivision (d) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq. Business and Professions Code). SAN FRANCISCO EXAMINER

EXAMINER - BOUTIQUE & VILLAGER FICTITIOUS BUSINESS NAME STATEMENT

File No. A-037615-00 Fictitious Business Name(s) The New Femme, 81 Rose Alley, San Francisco, CA 94108 County of San Francisco Registered Owner(s) Southwest Floral and Trading LLC, (CA) 53 Rose Alley, San Francisco, CA 94108 The business is conducted by a Limited Liability Company. The registrant commended to transact business under the fictitious business name or names listed above on Not Applicable. I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions Code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars (\$1,000).) Si Karl Jui Lu (Manager) Southwest Floral and Trading LLC The business was filed with the San Francisco County Clerk on May 23, 2017. NOTICE in accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except as provided in Subdivision (d) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq. Business and Professions Code). SAN FRANCISCO EXAMINER

EXAMINER - BOUTIQUE & VILLAGER FICTITIOUS BUSINESS NAME STATEMENT

File No. 273774 The following person(s) is (are) doing business as: GUY HUBBERT, 330 North Canal St., Unit #1 South San Francisco, CA 94080. Chor Yee Cheng, 1280 Laguna St., Unit 114, San Mateo, CA 94403. This business is conducted by an individual. The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) This statement was filed with the County Clerk of San Mateo County on June 1, 2017. Mark Church, County Clerk Diana Simon, Deputy Clerk New filing with Change Protocol file #200199 6/8, 6/15, 6/22, 6/29/17 NPEN-3017519 EXAMINER - BOUTIQUE & VILLAGER

EXAMINER - BOUTIQUE & VILLAGER FICTITIOUS BUSINESS NAME STATEMENT

File No. 273775 The following person(s) is (are) doing business as: GUY HUBBERT, 330 North Canal St., Unit #1 South San Francisco, CA 94080. Chor Yee Cheng, 1280 Laguna St., Unit 114, San Mateo, CA 94403. This business is conducted by an individual. The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) This statement was filed with the County Clerk of San Mateo County on June 1, 2017. Mark Church, County Clerk Diana Simon, Deputy Clerk New filing with Change Protocol file #200199 6/8, 6/15, 6/22, 6/29/17 NPEN-3017519 EXAMINER - BOUTIQUE & VILLAGER

EXAMINER - BOUTIQUE & VILLAGER FICTITIOUS BUSINESS NAME STATEMENT

File No. 273776 The following person(s) is (are) doing business as: GUY HUBBERT, 330 North Canal St., Unit #1 South San Francisco, CA 94080. Chor Yee Cheng, 1280 Laguna St., Unit 114, San Mateo, CA 94403. This business is conducted by an individual. The registrant(s) commenced to transact business under the fictitious business name or names listed above on N/A. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) This statement was filed with the County Clerk of San Mateo County on June 1, 2017. Mark Church, County Clerk Diana Simon, Deputy Clerk New filing with Change Protocol file #200199 6/8, 6/15, 6/22, 6/29/17 NPEN-3017519 EXAMINER - BOUTIQUE & VILLAGER

STATEMENT OF USE OF FICTITIOUS BUSINESS NAME

Name of person(s) abducting the use of the Fictitious Business Name: Chor Yee Cheng, 1280 Laguna St., Unit #1, San Francisco, CA 94403. Date of filing: May 10, 2016. Address of Principal Place of Business: 430 North Canal St., 8th Floor, San Francisco, CA 94080. Registrant's Name: Chor Yee Cheng, 1280 Laguna St., Unit #1, San Francisco, CA 94403. The business was conducted by an individual. I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions Code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars (\$1,000).) Si Aash G. Clark. This statement was filed with the County Clerk of San Mateo County on May 30, 2017. NOTICE in accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except as provided in Subdivision (d) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq. Business and Professions Code). SAN FRANCISCO EXAMINER

EXAMINER - BOUTIQUE & VILLAGER FICTITIOUS BUSINESS NAME STATEMENT

File No. 273777 The following person(s) is (are) doing business as: TISH AND COMPANY, 1505 Broadway, Redwood City, CA 94062. Elin Anna Cheng, 1505 Broadway, Redwood City, CA 94062. This business is conducted by an individual. The registrant(s) commenced to transact business under the fictitious business name or names listed above on 01/01/2017. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) This statement was filed with the County Clerk of San Mateo County on May 15, 2017. Mark Church, County Clerk Diana Simon, Deputy Clerk 6/8, 6/15, 6/22, 6/29/17 NPEN-3017519 EXAMINER - BOUTIQUE & VILLAGER

EXAMINER - BOUTIQUE & VILLAGER FICTITIOUS BUSINESS NAME STATEMENT

File No. 273778 The following person(s) is (are) doing business as: ULTRA MODERN CONSULTING, 1849 E. Folsom Ct., Suite 0, San Mateo, CA 94405, County of San Mateo. Tanya Menaga Saita/Lina Lima, 488 W. Charleston 8403, Palo Alto, CA 94304. This business is conducted by an individual. The registrant(s) commenced to transact business under the fictitious business name or names listed above on 02/17/17. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) This statement was filed with the County Clerk of San Mateo County on May 30, 2017. Mark Church, County Clerk Diana Simon, Deputy Clerk 6/8, 6/15, 6/22, 6/29/17 NPEN-3017519 EXAMINER - BOUTIQUE & VILLAGER

EXAMINER - BOUTIQUE & VILLAGER FICTITIOUS BUSINESS NAME STATEMENT

File No. 273779 The following person(s) is (are) doing business as: ALGIS Dry Ice, 2230 Silver Road, Ste 300, Livermore, CA 94551, County of Contra Costa. Mailing address: 259 N. Radiator-Chester Road, Ste 100, Radiator, PA 19087. Angela Carbonic, Inc. 2530 Owsa Road, Ste 300, Livermore, CA 94551, DE. This business is conducted by a Corporation. The registrant(s) commenced to transact business under the fictitious business name or names listed above on 03/22/2012. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) Si Lisa Lim, Secretary for Angus Carbonic, Inc. This statement was filed with the County Clerk of San Mateo County on June 14, 2017. Mark Church, County Clerk DIANA SIMON, Deputy Clerk Original 6/22, 6/29, the 7/13/17 NPEN-3016227 EXAMINER - BOUTIQUE & VILLAGER

EXAMINER - BOUTIQUE & VILLAGER FICTITIOUS BUSINESS NAME STATEMENT

File No. 273780 The following person(s) is (are) doing business as: ALGIS Dry Ice, 2230 Silver Road, Ste 300, Livermore, CA 94551, County of Contra Costa. Mailing address: 259 N. Radiator-Chester Road, Ste 100, Radiator, PA 19087. Angela Carbonic, Inc. 2530 Owsa Road, Ste 300, Livermore, CA 94551, DE. This business is conducted by a Corporation. The registrant(s) commenced to transact business under the fictitious business name or names listed above on 03/22/2012. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) Si Lisa Lim, Secretary for Angus Carbonic, Inc. This statement was filed with the County Clerk of San Mateo County on June 14, 2017. Mark Church, County Clerk DIANA SIMON, Deputy Clerk Original 6/22, 6/29, the 7/13/17 NPEN-3016227 EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-037616-00 Fictitious Business Name(s) 870 Market Street #1163, SF, CA 94102 County of SF Registered Owner(s) Aash G. Clark, 520 7th Avenue, San Francisco, CA 94118. The business is conducted by an individual. The registrant commenced to transact business under the fictitious business name or names listed above on 5/10/2007. I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions Code that the registrant knows to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars (\$1,000).) Si Aash G. Clark. This statement was filed with the County Clerk of San Francisco on May 30, 2017. NOTICE in accordance with Subdivision (a) of Section 17920, a Fictitious Name Statement generally expires at the end of five years from the date on which it was filed in the office of the County Clerk, except as provided in Subdivision (d) of Section 17920, where it expires 40 days after any change in the facts set forth in the statement pursuant to Section 17913 other than a change in the residence address of a registered owner. A new Fictitious Business Name Statement must be filed before the expiration. The filing of this statement does not of itself authorize the use in this state of a Fictitious Business Name in violation of the rights of another under federal, state, or common law (See Section 14411 et seq. Business and Professions Code). 6/15, 6/22, 6/29, 7/6/17 CNS-3016227 SAN FRANCISCO EXAMINER

FICTITIOUS BUSINESS NAME STATEMENT

File No. 273781 The following person(s) is (are) doing business as: Allan's Programming Plus Services, 215 Camarinia Ave., S.F. CA 94080. Allan B. Lansang, 215 Camarinia Ave., S.F. CA 94080. This business is conducted by an individual. The registrant(s) commenced to transact business under the fictitious business name or names listed above on May 2, 2017. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) This statement was filed with the County Clerk of San Mateo County on May 2, 2017. Mark Church, County Clerk David S. Changlin, Deputy Clerk Original 6/15, 6/22, 6/29, 7/6/17 NPEN-3016376 EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT

File No. 273782 The following person(s) is (are) doing business as: Algis Dry Ice, 2230 Silver Road, Ste 300, Livermore, CA 94551, County of Contra Costa. Mailing address: 259 N. Radiator-Chester Road, Ste 100, Radiator, PA 19087. Angela Carbonic, Inc. 2530 Owsa Road, Ste 300, Livermore, CA 94551, DE. This business is conducted by a Corporation. The registrant(s) commenced to transact business under the fictitious business name or names listed above on 03/22/2012. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) This statement was filed with the County Clerk of San Mateo County on June 14, 2017. Mark Church, County Clerk DIANA SIMON, Deputy Clerk Original 6/15, 6/22, 6/29, 7/6/17 NPEN-3016227 EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT

File No. 273783 The following person(s) is (are) doing business as: Algis Dry Ice, 2230 Silver Road, Ste 300, Livermore, CA 94551, County of Contra Costa. Mailing address: 259 N. Radiator-Chester Road, Ste 100, Radiator, PA 19087. Angela Carbonic, Inc. 2530 Owsa Road, Ste 300, Livermore, CA 94551, DE. This business is conducted by a Corporation. The registrant(s) commenced to transact business under the fictitious business name or names listed above on 03/22/2012. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) This statement was filed with the County Clerk of San Mateo County on June 14, 2017. Mark Church, County Clerk DIANA SIMON, Deputy Clerk Original 6/15, 6/22, 6/29, 7/6/17 NPEN-3016227 EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT

File No. 273784 The following person(s) is (are) doing business as: Algis Dry Ice, 2230 Silver Road, Ste 300, Livermore, CA 94551, County of Contra Costa. Mailing address: 259 N. Radiator-Chester Road, Ste 100, Radiator, PA 19087. Angela Carbonic, Inc. 2530 Owsa Road, Ste 300, Livermore, CA 94551, DE. This business is conducted by a Corporation. The registrant(s) commenced to transact business under the fictitious business name or names listed above on 03/22/2012. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) This statement was filed with the County Clerk of San Mateo County on June 14, 2017. Mark Church, County Clerk DIANA SIMON, Deputy Clerk Original 6/15, 6/22, 6/29, 7/6/17 NPEN-3016227 EXAMINER - BOUTIQUE & VILLAGER

FICTITIOUS BUSINESS NAME STATEMENT

File No. 273785 The following person(s) is (are) doing business as: Algis Dry Ice, 2230 Silver Road, Ste 300, Livermore, CA 94551, County of Contra Costa. Mailing address: 259 N. Radiator-Chester Road, Ste 100, Radiator, PA 19087. Angela Carbonic, Inc. 2530 Owsa Road, Ste 300, Livermore, CA 94551, DE. This business is conducted by a Corporation. The registrant(s) commenced to transact business under the fictitious business name or names listed above on 03/22/2012. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) This statement was filed with the County Clerk of San Mateo County on June 14, 2017. Mark Church, County Clerk DIANA SIMON, Deputy Clerk Original 6/15, 6/22, 6/29, 7/6/17 NPEN-3016227 EXAMINER - BOUTIQUE & VILLAGER

州火車(Caltrain)正尋求泊車費、月票Go Pass、8次優惠票及收費區的改動

儘管客量增長，但加州火車仍然需依賴它的會員機構提供經費營運。保養加州火車老化設備和設施的成本明年將超過各會員機構所提供的經費，為了維持服務，加州火車正探討改動車費和泊車費。

正在考慮中的建議包括：

2017年10月1日起生效：

- 車費月票價格所按照的日數，由每月13日改為每月15日。(參考車費表以了解選項)
- 取消8次乘搭的特價車票
- 泊車月票價格所按照的日數，由每月10日改為每月15日，費用將55元漲至82.5元。
- 提高收費區車費25仙

2018年1月1日起生效：

- 提高Go Pass月票50%，由每人190元漲至285元或年薪15,960元至23,940元之員工收取最低車費
- 實行試驗計劃為週末或夜間乘客提供車費優惠—單程、一日券及「路路通」(Clipper)

車費表的草擬現正刊登於加州火車行政辦公室或官網www.caltrain.com/proposedfarechanges，如欲查詢可循上述方式參閱。

半島走廊聯合議會(Peninsula Corridor Joint Powers Board)將於以下時間及地點就擬議改動提出意見。

2017年7月6日星期四早上10時正

加州火車行政辦公室(Caltrain Administrative Office)

1250 San Carlos Ave. San Carlos

在公眾諮詢會進行前，相關意見可循以下方式遞交：

網上問卷：www.caltrain.com/proposedfarechanges

電郵：Changes@caltrain.com

郵寄：信封請註明「Peninsula Corridor Joint Powers Board, JPB Secretary」，郵寄地址為：P.O. Box 3006, San Carlos, CA 94070-1306

電話：1-800-660-4287

如需翻譯，請電 1.800.660.4287.

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PLEA

From page 4

ditional time behind bars will total 13 days. Gattani also will spend two and a half months picking up trash four days a week along the freeways.

During the tense, hour-long hearing in Santa Clara County Superior Court, Rastogi read an emotional two-page statement, beseeching the judge to put Gattani behind bars for six full months. She also castigated the District Attorney's Office for writing a memo defending the plea agreement, which the judge had ordered the office to produce. The memo laid out the difficulties prosecutors would face if they took the case to trial, including the fact that by the time Rastogi went to police last spring, she only had two faint bruises, which might not meet the "traumatic condition" required to prove a felony.

But Rastogi characterized the memo as a "total invasion of privacy" that contained multiple errors and violated her privacy and that of the couple's toddler.

"My abuse continued by proxy, by the court system," she told the judge, questioning whether she would have to be dead or gravely injured for prosecutors to try the case. "Domestic violence is truly terrorism and should be termed such."

The case exploded into public view when Rastogi posted a victim-impact statement online in April. Like "Emily Doe," whose speech decriing Stanford student-athlete Brock Turner's light sentence became a viral rallying cry against "rape culture," Rastogi's statement about her husband's plea drew sympathy.

The deal also came under criticism because it reduces the chances Gattani will be deported to his native India than if he had been convicted of a violent felony. However, Gattani could still be deported; the case also has been mentioned by U.S. Attorney General Jeff Sessions as an example of a per-

missive immigration system he plans to whip into shape.

On Thursday, Danner said she listened to 13 audio recordings Rastogi made of her husband's allegedly abusive behavior, but found only one — in which it appeared Gattani slapped her nine times — to meet the criteria for criminal behavior. Rastogi was permitted to record her interactions with her husband at the time because he was under a restraining order allowing only peaceful contact stemming from his first conviction in 2015.

This time around, Gattani had faced two felony counts of domestic violence for allegedly beating Rastogi on two occasions, including the recording with the slaps. But prosecutors, citing difficulties in proving the case, agreed to let Gattani plead no contest to a felony "accessory after the fact" and misdemeanor "offensive touching" — even though it would be his second conviction related to allegations of domestic violence.

Rastogi also addressed the accessory charge in her statement before the judge, saying "How is he an accomplice? An accomplice to himself?"

At an earlier hearing in May, the judge also questioned the charge. In a brief filed at her request earlier this week, prosecutors argued that the law requiring the judge to find a factual basis for a no-contest plea has nothing to do with whether Gattani's conduct meets the elements of the charge. The test, they said, is whether Gattani understood the facts and consequences of what he was doing earlier this year when he pleaded no contest.

Danner agreed Thursday, noting it was permissible under a California Supreme Court decision.

After the hearing, Gattani's lawyer Mike Paez declined to comment. Rastogi's lawyer, Michael Pascoe, said the sentence was disappointing. Assistant District Attorney Brian Welch said there are "just cases where the prosecutors and the victim are always going to differ."

About 20 people rallied outside court before the hearing. Papiha Nandy, who organized the rally, said she hoped the high-profile case will send a much-needed message.

"Domestic violence is kept under wraps, we do not talk about it," she said, referring to the large immigrant community from South Asia in the Bay Area. "As a community it's time to stand up against it, act and speak up to spread the message that it won't be tolerated at all."

Gattani's first domestic-violence-related incident was witnessed by a Palo Alto mail carrier, who saw him pummeling her. But at the request of both Gattani and Rastogi, prosecutors reduced the misdemeanor domestic violence charge against him to disturbing the peace after Rastogi recanted her accusations. Gattani completed a 52-week domestic violence class and at the couple's request was released early in 2015 from formal probation and had his conviction expunged.

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.

Proposals to be considered include:

Effective Oct. 1:

- Raising Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to fare table regarding options)
- Eliminating the discounted 8-ride Ticket
- Raising Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$62.50.
- Increasing the Zone fare by 25 cents

Effective Jan. 1, 2018:

- Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employees from \$15,960 to \$23,940.
- Implementing a pilot program to provide discounts for weekend and evening riders — One-way, Day Pass and Clipper cash value

The draft fare chart is available at www.caltrain.com/proposedfarechanges or at the Caltrain Administrative Office.

The Peninsula Corridor Joint Powers Board will comment on the proposed fare changes on

Thursday, July 6, 2017 at 10 a.m.

Caltrain Administrative Office

1250 San Carlos Ave., San Carlos

Prior to the public hearing, comments may be submitted several ways:

online survey at www.caltrain.com/proposedfarechanges

e-mail — Changes@caltrain.com

mail — Peninsula Corridor Joint Powers Board

JPB Secretary

P.O. Box 3006, San Carlos, CA 94070-1306

or Phone — 1.800.660.4287

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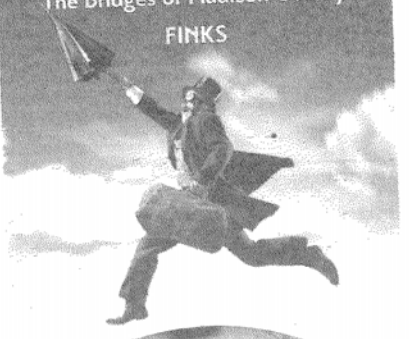
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Job Description:

We are seeking qualified Class A drivers for local work in San Jose, driving transfer dump trucks, or end dump. **Be home every night, and get paid weekly!** TMT Enterprises, Inc., one of the most respected dump truck fleets in Northern California, is hiring full-time local drivers. This is your opportunity to join the A-team. Our drivers are the best paid in the industry. We offer generous compensation, including: paid medical, paid vacation, generous yearly performance bonus, paid sick days, and a 401k with matching company funds. Workdays are Monday through Friday, with occasional Saturday work (pays extra). Work days typically start around 5-6 AM, and end around 3-4 PM. We have an all late-model Peterbilt fleet, rigorously maintained by our in-house shop.

Job Requirements:

The applicant must meet the following minimum requirements:

- Have a Class A license with a clean DMV report (1 point max).
- Minimum of one year of recent, verifiable experience in a Class A truck.
- Dump truck experience is a plus, but not required.
- Minimum 25+ years old.
- Need to be able to read, write, and communicate clearly in English. Spanish is a plus.
- Must be physically capable of handling the work, be able to lift at least fifty pounds, and be able to climb up and down on the trucks safely.
- Must be a legal resident of the US, or be legally eligible to work in the US.
- Must be able to pass pre-employment & random drug & alcohol screening

Salary: \$1,200 - \$1,500 per week
Apply in person at 1996 Oakland Rd., San Jose

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
NO. 17CV312013
Superior Court of California, County of Santa Clara-In the matter of the application of: Victor Pantoja and Guillermina Pantoja. Petitioner(s) Victor Pantoja and Guillermina Pantoja have filed a petition for Change of Name with the clerk of this court for a decree changing names as follows:

San Antonio Place
Abre lista de espera

15% a 45% AMI, Aplican Límites de Ingreso
Las aplicaciones están disponibles a partir del 10 de julio hasta el 28 de julio del 2017 en los apartamentos de San Antonio Place. 210 San Antonio Circle, Mtn. View 94040 entre las 9:00 am y las 4:00 pm, **lunes a viernes solamente**, o en línea: <http://charitieshousing.org/available-housing/> Puede dejar o enviar la aplicación a la dirección aquí mencionada. Para más información, llame al (650) 941-2012 o visite nuestra pagina: charitieshousing.org

TTY/VCO/HCO 711 para voz:
Inglés 800.855.7100 Español 800.855.7200

lows: a. Jesus Guzman Pantoja to Jesus Pantoja Guzman. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 09/12/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. June 20, 2017
Rise Jones Pichon Judge of the Superior Court June 23, 30; July 7, 14 2017

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
NO. 17CV311832
Superior Court of California, County of Santa Clara-In the matter of the application of: Mankanal Nijjar. Petitioner(s) Mankanal Nijjar has

Caltrain Busca Cambios para Parking, Go Pass, 8-ride y Zone Fare

A pesar del incremento en viajeros, Caltrain requiere contribuciones anuales de sus agencias miembros para financiar operaciones. El próximo año, el costo de mantenimiento del equipo viejo de Caltrain y su infraestructura excederá las contribuciones de sus agencias miembros. Para poder mantener el servicio, Caltrain está explorando cambios a las tarifas y el estacionamiento. Las proposiciones a considerar incluyen:

Efectivo el 1 de octubre:

- Basar el precio del Monthly Pass en 15 días por mes en lugar de 13 días por mes (referirse a la tabla de tarifas con respecto a opciones)
- Eliminar el 8-ride Ticket con precio de descuento
- Basar los precios del Monthly Parking en 15 días por mes en lugar de 10 días por mes, de \$55 a \$82.50.
- Aumentar 25 centavos a Zone Fare

Efectivo el 1 de enero, 2018:

- Aumentar 50 centavos a las Tarifas del Go Pass, de \$190 por persona a \$285, y el costo mínimo para empleadores de \$15,960 a \$23,940.
- Implementar un programa piloto para proveer descuentos a los viajeros de fin de semana y de noche - el valor de One Way, Day Pass y Clipper Cash

El borrador de la tabla de tarifas está disponible en www.caltrain.com/proposedfarechanges o en la Caltrain Administrative Office. Peninsula Corridor Joint Powers Board comentará en los propuestos cambios de tarifas el día

Jueves, 6 de julio, 2017 a las 10:00 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos
Los comentarios se pueden someter de varias maneras antes de la Audiencia Pública:
Cuestionario en línea en www.caltrain.com/proposedfarechanges
por correo electrónico - Changes@caltrain.com
correo regular - Peninsula Corridor Joint Powers Board
JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306
o por teléfono - 1.800.660.4287
Para traducción llame al 1.800.660.4287.

the application of: Angelina Renee Fernandez. Petitioner(s) Angelina Renee Fernandez has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Angelina Renee Fernandez to Souffle Olin. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 09/12/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. June 15, 2017
Rise Jones Pichon Judge of the Superior Court June 23, 30; July 7, 14 2017

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
NO. 17CV311988
Superior Court of California, County of Santa Clara-In the matter of the application of: Yu Rui Chen. Petitioner(s) Yu Rui Chen has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Yu Rui Chen to Souffle Olin. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted on 09/12/2017 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. June 20, 2017
Rise Jones Pichon Judge of the Superior Court June 23, 30; July 7, 14 2017

Jose, CA 95112, Santa Clara County. Barrita Corporation 140 E. San Carlos St. San Jose, CA 95112. This business is conducted by a corporation; registrant has not begun transacting business under the fictitious business name or names listed hereon. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
Nicandro Barrita President
June 23, 30; July 7, 14 2017
This statement was filed with the County of Santa Clara on 05/31/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 631064
The following person(s) is (are) doing business as Polished Salon 4035 Evergreen Village Square Suite # 50 San Jose, CA 95135, Santa Clara County. Thank Thi My Trinh 902 Glenfinnan Way San Jose, CA 95122. This business is conducted by an individual registrant has not begun transacting business under the fictitious business name or names listed hereon. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
Thank Thi My Trinh
June 23, 30; July 7, 14 2017
This statement was filed with the County of Santa Clara on 06/16/2017

FICTITIOUS BUSINESS NAME STATEMENT
NO. 631174
The following person(s) is (are) doing business as JC Auto Detail 156 Santa Rosa Dr San Jose, CA 95111, Santa Clara County. Jose M Cazares 156 Santa Rosa Dr San Jose, CA 95111. This business is conducted by an individual registrant has not begun transacting business under the fictitious business name or names listed hereon. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be

...not summer. But recent propo-

...sister as sex offender for the

...also will have a chance to

...until inauguration.

Herhold

FROM PAGE 1

EX-SAN JOSE COUNCILMAN PIERLUIGI OLIVIERO > As

SAN JOSE COUNCILMAN DON ROCCIA > More than a few

imal? A sphinx. Mythic.

U.S. SENATOR DIANNE FEINSTEIN > Yes, she turned

SHERIFF LAURIE SMITH > The embattled sheriff

U.S. REP ERIC SWALWELL > The third-term congress-

VICE-MAYOR MAGDALENA CARRASCO > When Sylvia

SUPERVISOR DAVE CORTESE > The president of

a politician himself, he has been a member of

PRESIDENT DONALD TRUMP > I know: Many

Contact Scott Herhold

COUNTY FROM A BUDGET FROG FROM 1988 THRU 2002

Caltrain Seeks Changes for Parking, Go Pass, 8-ride and Zone Fares

Despite increased ridership growth, Caltrain requires annual contributions

- Effective Oct. 1:
- Raising Monthly Pass prices on 15 days per month
- Eliminating the discounted 8-ride Token
- Raising Monthly parking prices on 15 days per month

Effective Jan. 1, 2018:
- Increasing Go Pass fares by 50 percent from \$190 per person
- Increasing Go Pass cost to employers from \$15,960 to \$23,940

The draft fare chart is available at www.caltrain.com/proposalsfare-changes

Thursday, July 6, 2017 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

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Four producers, suppliers at 1800.660.4287
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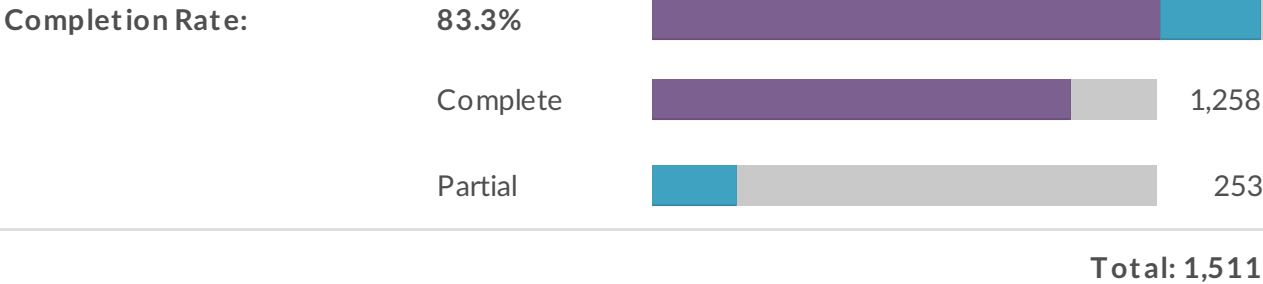
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www.BayAreaImplantDentistry.com
Dr. Jain
Dr. Gupta

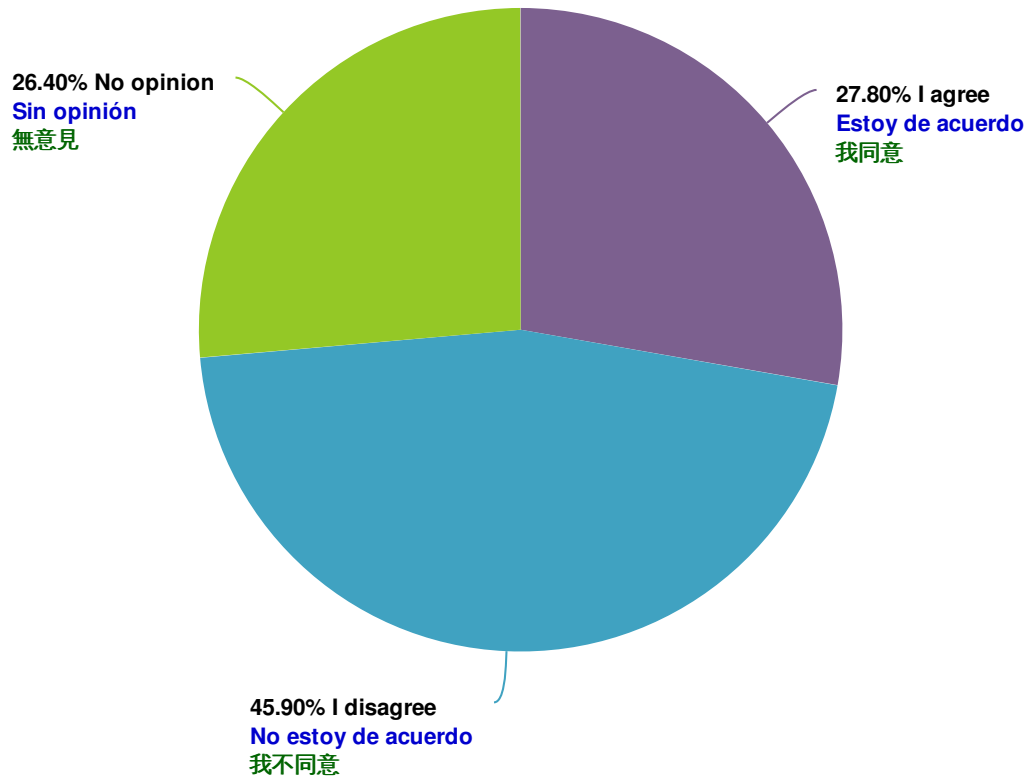
**ATTACHMENT 14 –
FY18 PROPOSED FARE & PARKING CHANGES:
ONLINE SURVEY (ENGLISH, SPANISH AND CHINESE)
& RESULTS**

Report for FY 2018 Proposed Fare & Parking Increases - Public Comment Form

Response Counts



1. Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940. Go Pass is Employer/Residential-sponsored annual pass that offers unlimited rides on Caltrain through all zones, seven days a week for one low annual cost.



Value	Percent	Responses
I agree Estoy de acuerdo 我同意	27.8%	416
I disagree No estoy de acuerdo 我不同意	45.9%	687
No opinion Sin opinión 無意見	26.4%	395

Total: 1,498

2. Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940.

50% seems very unreasonable. Why such a huge increase?

50% is way too high of a price increase.

50% is really, really steep and sudden

50% is far too brutal

50% increase is too big of a sudden change. Maybe start with 25%.

\$190/person is crazy cheap!

50% jump is too much \$15,960 to \$23,940 50%, Really!?!?

50% increase is WAY too much.

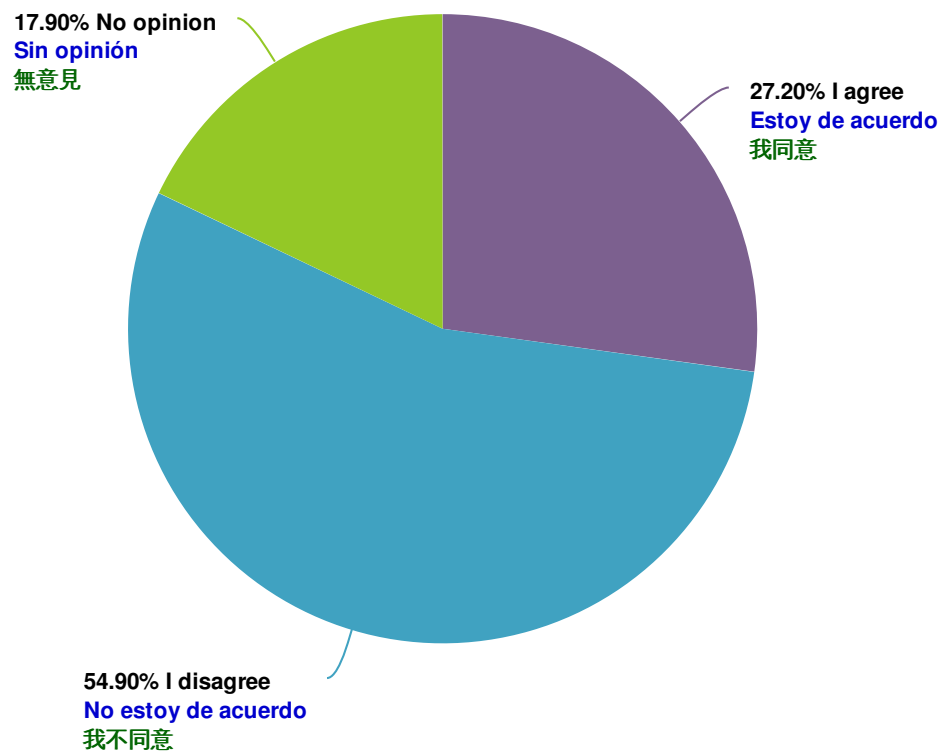
50% increase... for public transportation... good job.

50% is incredibly high increase,

50% is too large and disincentives giving commuter benefits

50% seems like a large increase and should be lessened

3. Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to fare table regarding options). Caltrain Monthly Pass, available only on the Clipper card, is valid for use for the calendar month for which issued. Monthly passes are honored for unlimited weekday trips between zones indicated on the pass. On Saturdays, Sundays and holidays, the pass is honored for unlimited trips between all zones.



Value	Percent	Responses
I agree Estoy de acuerdo 我同意	27.2%	407
I disagree No estoy de acuerdo 我不同意	54.9%	823
No opinion Sin opinión 無意見	17.9%	268

Total: 1,498

4. Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to fare table regarding options). Caltrain Monthly Pass, available only on the Clipper card, is valid for use for the calendar month for which issued. Monthly passes are honored for unlimited weekday trips between zones indicated on the pass. On Saturdays, Sundays and holidays, the pass is honored for unlimited trips between all zones.

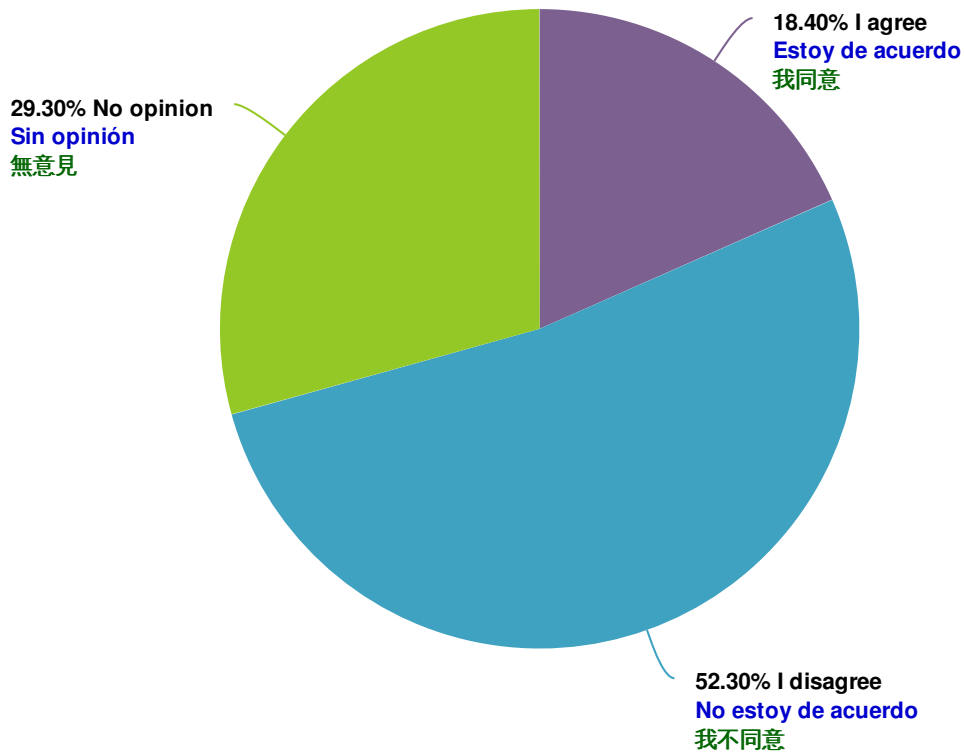
An unlimited pass should be unlimited at all times and in all zones.

\$30+ month increase is too much

Increase it by one day this year and one day next year.

15 days is half a month, not 13, so this makes sense.

5. Eliminating the discounted 8-ride Ticket. 8-ride Ticket is available only on the Clipper® card and is valid for 30 days from date of purchase within zones indicated on ticket.



Value	Percent	Responses
I agree Estoy de acuerdo 我同意	18.4%	276
I disagree No estoy de acuerdo 我不同意	52.3%	784
No opinion Sin opinión 無意見	29.3%	439

Total: 1,499

6. Eliminating the discounted 8-ride Ticket. 8-ride Ticket is available only on the Clipper® card and is valid for 30 days from date of purchase within zones indicated on ticket.

Charge more for all the people with bikes.

And replacing it with what??

8 rides save a lot

8 ride pass is very useful for people only go to work 2 days a week.

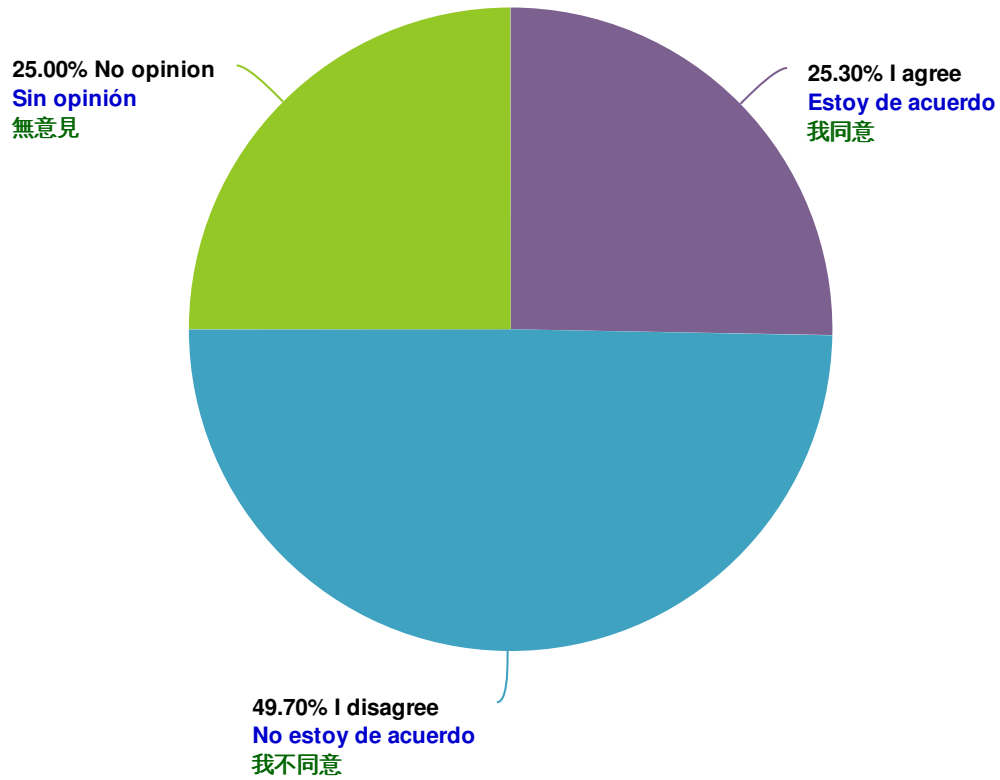
8 ride pass is a good option for those who only commute a few times a week.

8 ride should be valid longer than 30 days.

Affects flexibility

But only if u discount all clipper!

7. Basing Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$82.50. Monthly Parking is only sold in conjunction with a Monthly Pass, 8-ride Ticket or a Go Pass.



Value	Percent	Responses
I agree Estoy de acuerdo 我同意	25.3%	379
I disagree No estoy de acuerdo 我不同意	49.7%	745
No opinion Sin opinión 無意見	25.0%	375

Total: 1,499

8. Basing Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$82.50. Monthly Parking is only sold in conjunction with a Monthly Pass, 8-ride Ticket or a Go Pass.

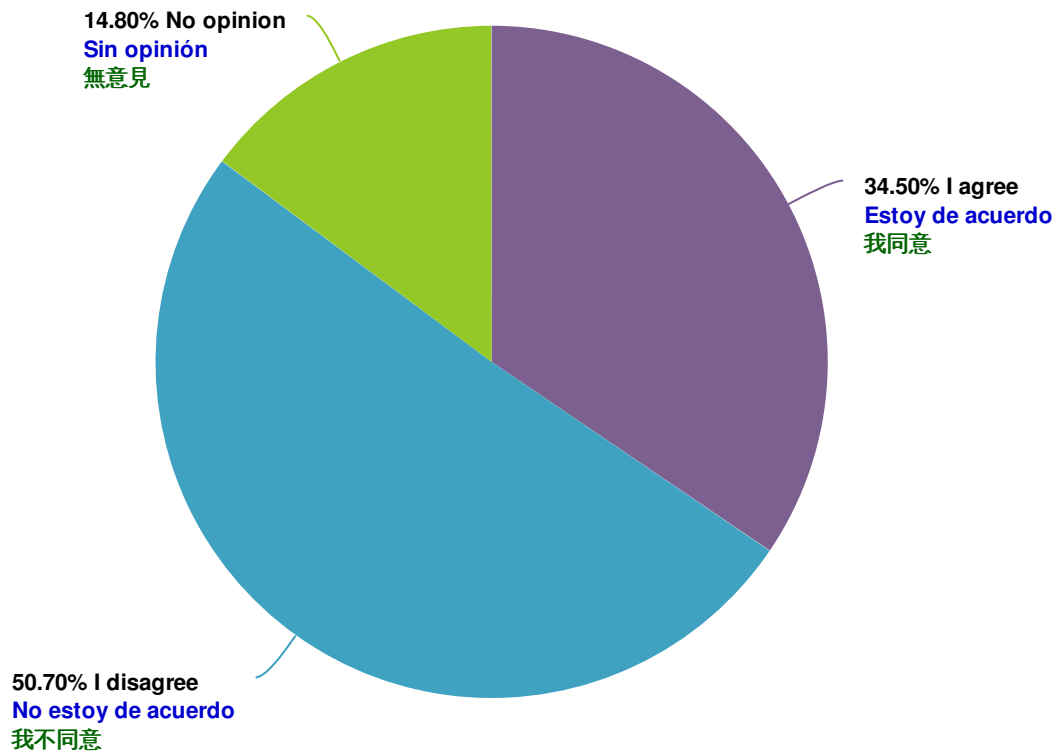
82.50 is a lot of money

12 days base I can understand but not 15 days.

10 to 12/13 would be a reasonable increase, this is 50% increase.

50% increase cannot be justified if the amount and the quality stay the same.

9. Increasing the Zone fare by 25 cents. Fare changes to the zone will impact One-way, Day Pass, Clipper cash value, 8-ride and Monthly Pass products. Adult zone upgrade would increase from \$2 to \$2.25 and Eligible Discount zone upgrade would remain at \$1.



Value	Percent	Responses
I agree Estoy de acuerdo 我同意	34.5%	517
I disagree No estoy de acuerdo 我不同意	50.7%	760
No opinion Sin opinión 無意見	14.8%	222

Total: 1,499

10. Increasing the Zone fare by 25 cents. Fare changes to the zone will impact One-way, Day Pass, Clipper cash value, 8-ride and Monthly Pass products. Adult zone upgrade would increase from \$2 to \$2.25 and Eligible Discount zone upgrade would remain at \$1.

Base and zone fares are likely the most inelastic.

Again, why the increase?? Where will the increase be used?

25 cents per zone is an acceptable increase.

15 cents would be more reasonable

\$.25 is a minimal increase which makes sense.

This change is negligible

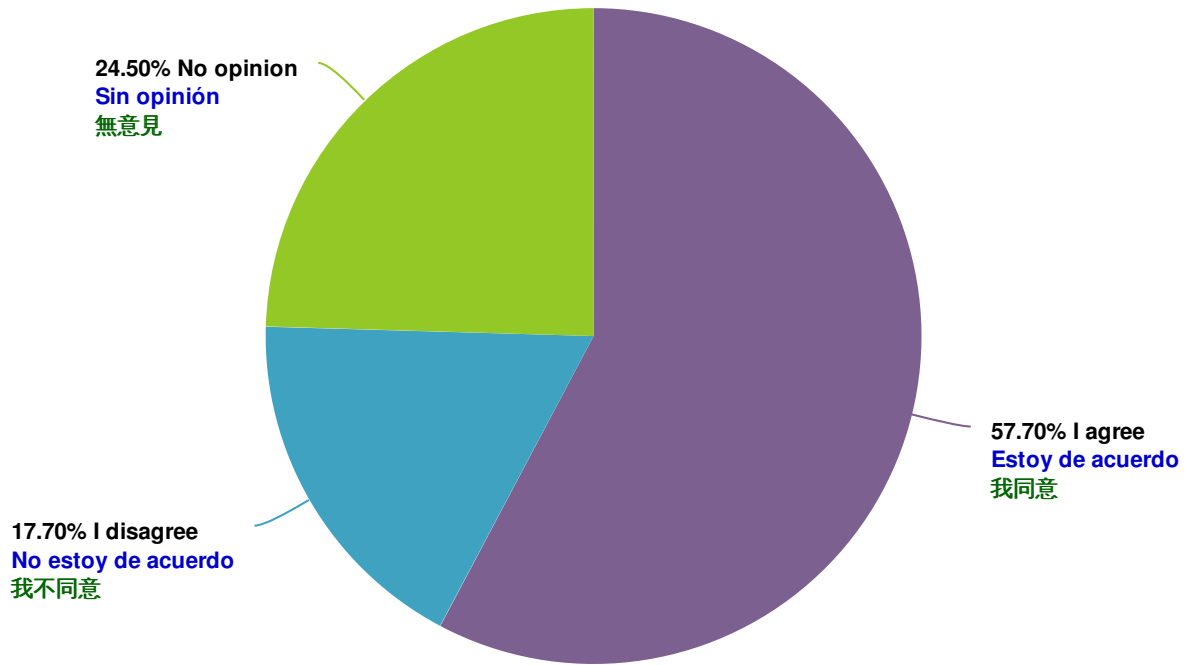
\$0.25 seems a reasonable increase.

25 cents adds up. Let's do it.

A recent increase has not improved service.

Already costs too much

11. Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value.



Value		Percent	Responses
I agree Estoy de acuerdo 我同意		57.7%	866
I disagree No estoy de acuerdo 我不同意		17.7%	266
No opinion Sin opinión 無意見		24.5%	368

Total: 1,500

12. Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value.

Clipper Card cash discount is good alternative if 8-ride pass is eliminated.

Can't provide an opinion without details

Anything you can do to encourage people to ride at less busy times.

Can't hurt to try About time

A little late in considering this, but better late than never.

This is an interesting experiment to try and increase weekend ridership.

A lot of commuters don't use the weekend service so it wouldn't be a incentive

Another give away where we pay the freight for goodies. Please reconsider.

Based on a limited time to see if it is being used and gets people off the roads.

Charge more for people with bikes.

Demand pricing makes sense

13. Please help Caltrain identify which proposed fare changes should take priority over the others. Rank from 1 to 6, being 1 the top priority and 6 the least priority.

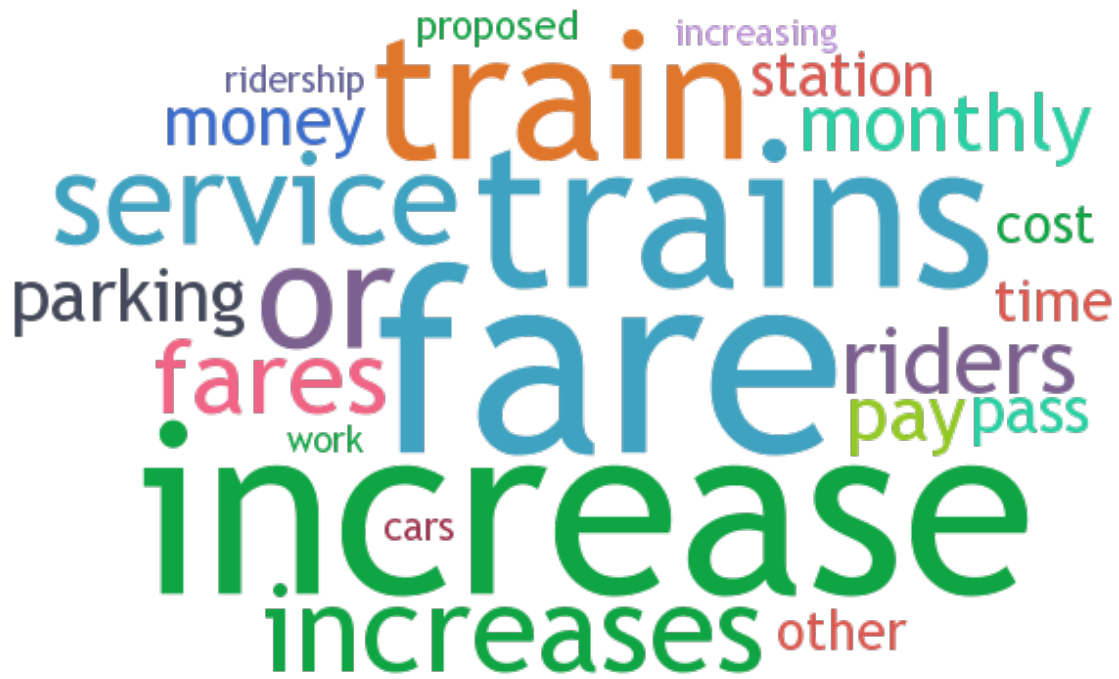
Item	Overall Rank	Rank Distribution	Score	No. of Rankings
<p>Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value. Implementar un programa piloto para ofrecer descuentos para conductores de noche y fines de semana – Valor en efectivo de ida, pase para el día y Clipper. 實施一個試驗計劃，為周末和晚間乘客提供單程、每日通行票和路路通卡值折扣。</p>	1		4,689	1,116
<p>Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940. Aumentar las tarifas de Go Pass un 50 %, de \$190 por persona a \$285 o costo mínimo a empleadores de \$15,960 a \$23,940. 增加Go Pass收費百分之五十，從每人\$190增至\$285，或僱主最低費用從\$15,960增至\$23,940。</p>	2		3,937	1,072
<p>Increasing the Zone fare by 25 cents. Aumentar 25 centavos la tarifa por zona. 增加區域票價收費25分。</p>	3		3,849	1,080



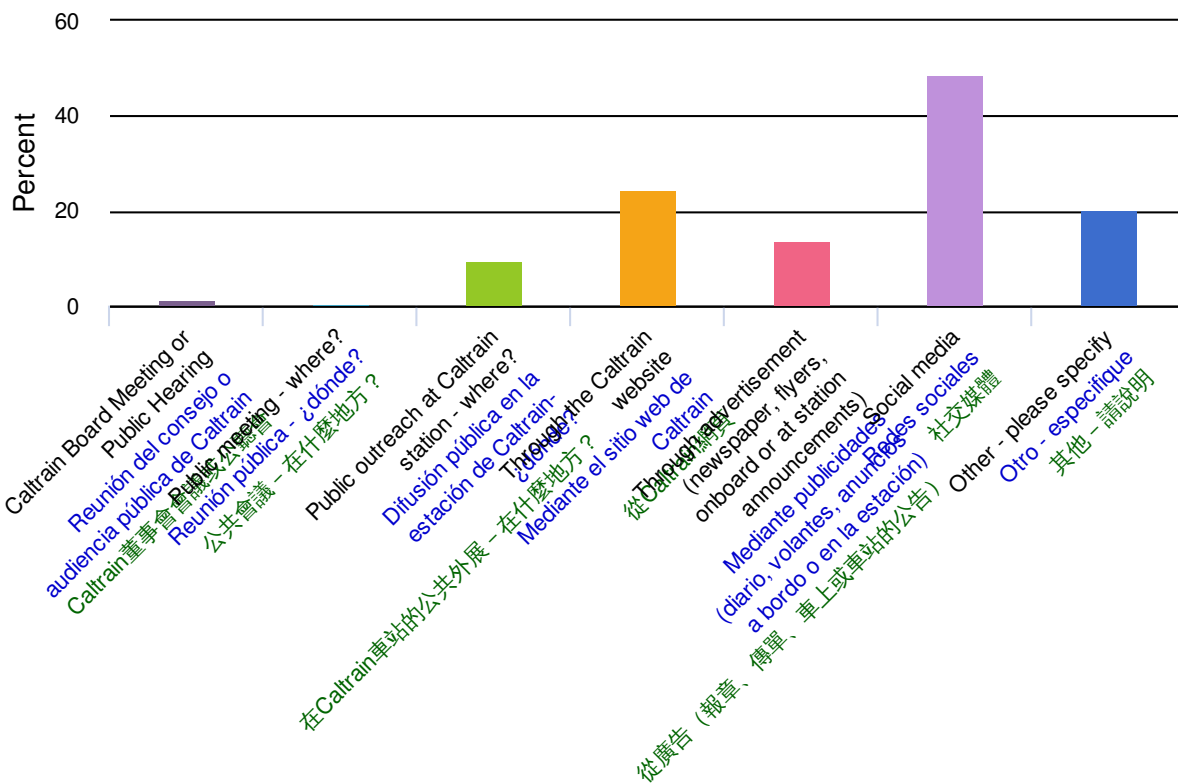
Item	Overall Rank	Rank Distribution	Score	No. of Rankings
<p>Basing Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$82.50.</p> <p>Basar los precios del estacionamiento mensual en 15 días por mes, en vez de 10 días por mes de \$55 a \$82.50.</p> <p>根據每月十五天而非每月十天的每月停車收費，從\$55增至\$82.50。</p>	4		3,742	1,070
<p>Eliminating the discounted 8-ride Ticket.</p> <p>Eliminar el 8-ride Ticket con descuento.</p> <p>取消特價乘8次的車票</p>	5		3,599	1,074
<p>Basing Monthly Pass prices on 15 days per month, rather than 13 days per month</p> <p>Basar los precios del pase mensual en 15 días por mes, en vez de 13 días por mes.</p> <p>根據每月十五天而非每月十三天的改變月票價格</p>	6		3,088	1,071



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

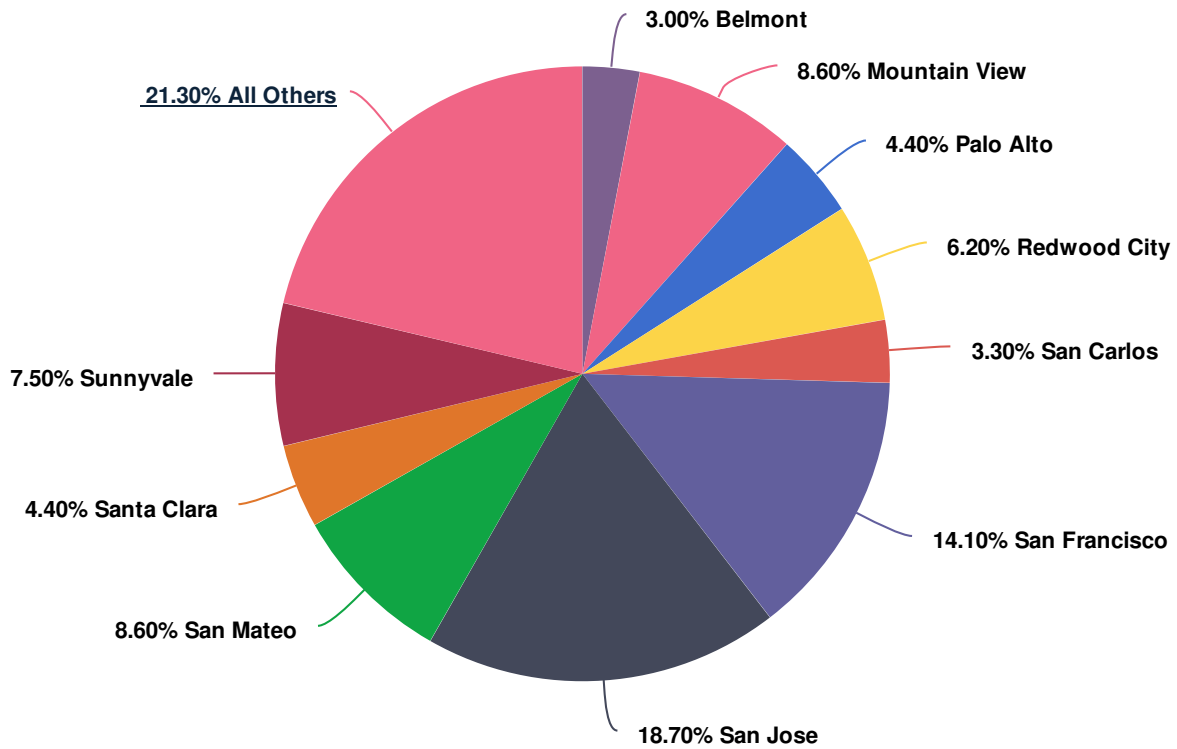


15. How did you learn about the Caltrain Proposed Fare Changes? (check ALL that apply)



Value	Percent	Responses
Caltrain Board Meeting or Public Hearing Reunión del consejo o audiencia pública de Caltrain Caltrain董事會會議或公聽會	1.3%	16
Public meeting - where? Reunión pública - ¿dónde? 公共會議 - 在什麼地方?	0.5%	6
Public outreach at Caltrain station - where? Difusión pública en la estación de Caltrain- ¿dónde? 在Caltrain車站的公共外展 - 在什麼地方?	9.7%	120
Through the Caltrain website Mediante el sitio web de Caltrain 從Caltrain網頁	24.5%	302
Through advertisement (newspaper, flyers, onboard or at station announcements) Mediante publicidades (diario, volantes, anuncios a bordo o en la estación) 從廣告 (報章、傳單、車上或車站的公告)	13.9%	172
Social media Redes sociales 社交媒體	48.7%	601
Other - please specify Otro - especifique 其他 - 請說明	20.2%	249

16. In which city do you live?



Value	Percent	Responses
Belmont	3.0%	38
Mountain View	8.6%	110
Palo Alto	4.4%	56
Redwood City	6.2%	79
San Carlos	3.3%	42
San Francisco	14.1%	179
San Jose	18.7%	238
San Mateo	8.6%	109

Total: 1,274

Value		Percent	Responses
Santa Clara		4.4%	56
Sunnyvale		7.5%	95
Atherton		0.2%	3
Brisbane		0.2%	3
Burlingame		2.7%	34
Campbell		0.9%	11
Cupertino		1.0%	13
Daly City		0.5%	7
East Palo Alto		0.9%	11
Foster City		1.4%	18
Gilroy		1.3%	16
Hillsborough		0.1%	1
Los Altos		0.9%	12
Los Altos Hills		0.1%	1
Los Gatos		0.2%	2
Menlo Park		2.7%	35
Millbrae		1.6%	21
Milpitas		0.2%	2
Morgan Hill		1.3%	16
San Bruno		1.0%	13

Total: 1,274

Value		Percent	Responses
Saratoga		0.3%	4
South San Francisco		0.5%	7
Woodside		0.4%	5
Other city Otra ciudad 其他城市		2.9%	37

Total: 1,274

**ATTACHMENT 15 –
FY18 PROPOSED FARE & PARKING CHANGES:
SURVEY HARD COPIES
(ENGLISH, SPANISH AND CHINESE)**

FY18 Proposed Fare & Parking Changes Survey – Hardcopy (English)

FY 2018 Proposed Fare & Parking Increases	
Please mark if you agree, disagree or have no opinion and provide additional comments about your position on each of the proposed fare changes.	
1) Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940. Go Pass is Employer/Residential-sponsored annual pass that offers unlimited rides on Caltrain through all zones, seven days a week for one low annual cost. * <input type="checkbox"/> I agree <input type="checkbox"/> I disagree <input type="checkbox"/> No opinion Comments:	
2) Basing Monthly Pass prices on 15 days per month, rather than 13 days per month (refer to fare table regarding options) Caltrain Monthly Pass, available only on the Clipper card, is valid for use for the calendar month for which issued. Monthly passes are honored for unlimited weekday trips between zones indicated on the pass. On Saturdays, Sundays and holidays, the pass is honored for unlimited trips between all zones.* <input type="checkbox"/> I agree <input type="checkbox"/> I disagree <input type="checkbox"/> No opinion Comments:	
3) Eliminating the discounted 8-ride Ticket. 8-ride Ticket is available only on the Clipper® card and is valid for 30 days from date of purchase within zones indicated on ticket. * <input type="checkbox"/> I agree <input type="checkbox"/> I disagree <input type="checkbox"/> No opinion Comments:	
4) Basing Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$82.50. Monthly Parking is only sold in conjunction with a Monthly Pass, 8-ride Ticket or a Go Pass.* <input type="checkbox"/> I agree <input type="checkbox"/> I disagree <input type="checkbox"/> No opinion Comments:	
5) Increasing the Zone fare by 25 cents. Fare changes to the zone will impact One-way, Day Pass, Clipper cash value, 8-ride and Monthly Pass products. Adult zone upgrade would increase from \$2 to \$2.25 and Eligible Discount zone upgrade would remain at \$1.* <input type="checkbox"/> I agree <input type="checkbox"/> I disagree <input type="checkbox"/> No opinion Comments:	

6) Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value.* <input type="checkbox"/> I agree <input type="checkbox"/> I disagree <input type="checkbox"/> No opinion Comments:
7) Please help Caltrain identify which proposed fare changes should take priority over the others. Rank from 1 to 6, 1 being the top priority and 6 the least. <input type="checkbox"/> Increasing Go Pass fares by 50 percent from \$190 per person to \$285 or minimum cost to employers from \$15,960 to \$23,940. <input type="checkbox"/> Basing Monthly Pass prices on 15 days per month, rather than 13 days per month. <input type="checkbox"/> Eliminating the discounted 8-ride Ticket. <input type="checkbox"/> Increasing the Zone fare by 25 cents. <input type="checkbox"/> Basing Monthly parking prices on 15 days per month rather than 10 days per month from \$55 to \$82.50. <input type="checkbox"/> Implementing a pilot program to provide discounts for weekend and evening riders – One-way, Day Pass and Clipper cash value.
8) For additional comments not related to the proposed fare changes, please enter here.
9) How did you learn about the Caltrain Proposed Fare Changes? (check ALL that apply) <input type="checkbox"/> Caltrain Board Meeting or Public Hearing <input type="checkbox"/> Public meeting - where?: _____ <input type="checkbox"/> Public outreach at Caltrain station - where?: _____ <input type="checkbox"/> Through the Caltrain website <input type="checkbox"/> Through advertisement (newspaper, flyers, onboard or at station announcements) <input type="checkbox"/> Social media <input type="checkbox"/> Other - please specify: _____
10) In which city do you live? <input type="checkbox"/> Atherton <input type="checkbox"/> East Palo <input type="checkbox"/> Los Altos <input type="checkbox"/> Morgan Hill <input type="checkbox"/> Redwood <input type="checkbox"/> Santa Clara <input type="checkbox"/> Belmont <input type="checkbox"/> Alto <input type="checkbox"/> Hills <input type="checkbox"/> Mountain <input type="checkbox"/> City <input type="checkbox"/> Saratoga <input type="checkbox"/> Brisbane <input type="checkbox"/> Foster City <input type="checkbox"/> Los Gatos <input type="checkbox"/> View <input type="checkbox"/> San Bruno <input type="checkbox"/> South San <input type="checkbox"/> Burlingame <input type="checkbox"/> Gilroy <input type="checkbox"/> Menlo Park <input type="checkbox"/> Pacifica <input type="checkbox"/> San Carlos <input type="checkbox"/> Francisco <input type="checkbox"/> Campbell <input type="checkbox"/> Half Moon <input type="checkbox"/> Millbrae <input type="checkbox"/> Palo Alto <input type="checkbox"/> San <input type="checkbox"/> Sunnyvale <input type="checkbox"/> Colma <input type="checkbox"/> Bay <input type="checkbox"/> Milpitas <input type="checkbox"/> Portola <input type="checkbox"/> Francisco <input type="checkbox"/> Woodside <input type="checkbox"/> Cupertino <input type="checkbox"/> Hillsborough <input type="checkbox"/> Monte <input type="checkbox"/> Valley <input type="checkbox"/> San Jose <input type="checkbox"/> Other city: <input type="checkbox"/> Daly City <input type="checkbox"/> Los Altos <input type="checkbox"/> Sereno <input type="checkbox"/> San Mateo
11) Please provide your name and e-mail address. (optional) Name: _____ E-mail: _____

Thank you for your comments



FY18 Proposed Fare & Parking Changes Survey – Hardcopy (Spanish)

Año fiscal 2018. Tarifa propuesta y aumentos para estacionamiento

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

1) Aumentar las tarifas de Go Pass un 50 %, de \$190 por persona a \$285 o costo mínimo a empleadores de \$15,960 a \$23,940.
Go Pass es el pase anual patrocinado por el empleador/residencial que ofrece viajes ilimitados en Caltrain a lo largo de todas las zonas, los siete días de la semana por un costo anual bajo.*

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios:

2) Basar los precios del pase mensual en 15 días por mes, en vez de 13 días por mes (diríjase a la tabla de tarifas para conocer las opciones)
El pase mensual de Caltrain, disponible solo en la tarjeta Clipper, es válido para su uso el mes calendario para el que se emitió. Los pases mensuales se respetan para viajes ilimitados los días de semana entre las zonas indicadas en el pase. Los sábados, domingos y feriados, el pase se respeta para los viajes ilimitados entre las zonas.*

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios:

3) Eliminar el 8-ride Ticket con descuento.
El 8-ride ticket está disponible en la tarjeta Clipper® y es válido para 30 días desde la fecha de compra dentro de las zonas indicadas en el ticket.*

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios:

4) Basar los precios del estacionamiento mensual en 15 días por mes, en vez de 10 días por mes, de \$55 a \$82.50.
El estacionamiento mensual se vende únicamente en conjunto con el pase mensual, el 8-ride Ticket o un Go Pass.*

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios:

5) Aumentar 25 centavos la tarifa por zona.
Los cambios de tarifa en la zona afectarán los productos de ida, el pase para el día, el valor en efectivo de Clipper, 8-ride y el pase mensual. La actualización de la zona para adultos aumentaría de \$2 a \$2.25 y la actualización de la zona con descuento elegible permanecería en \$1.*

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios:

6) Implementar un programa piloto para ofrecer descuentos para conductores de noche y fines de semana – Valor en efectivo de ida, pase para el día y Clipper.*

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comments:

7) Ayude a Caltrain a identificar qué cambios en la tarifa propuestos deben priorizarse por sobre el resto. Califique del 1 al 6, donde 1 es la principal prioridad y 6 la última.
____ Aumentar las tarifas de Go Pass un 50 %, de \$190 por persona a \$285 o costo mínimo a empleadores de \$15,960 a \$23,940.
____ Basar los precios del pase mensual en 15 días por mes, en vez de 13 días por mes.
____ Eliminar el 8-ride Ticket con descuento.
____ Aumentar 25 centavos la tarifa por zona.
____ Basar los precios del estacionamiento mensual en 15 días por mes, en vez de 10 días por mes de \$55 a \$82.50.
____ Implementar un programa piloto para ofrecer descuentos para conductores de noche y fines de semana – Valor en efectivo de ida, pase para el día y Clipper.

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

9) ¿Cómo conoció los cambios de tarifa propuestos de Caltrain? (marque TODAS las opciones que correspondan)

Reunión del consejo o audiencia pública de Caltrain
 Reunión pública - ¿dónde?: _____
 Difusión pública en la estación de Caltrain- ¿dónde?: _____
 Mediante el sitio web de Caltrain
 Mediante publicaciones (diario, volantes, anuncios a bordo o en la estación)
 Redes sociales
 Otro - especifique: _____

10) ¿En qué ciudad vive?

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

11) Escriba su nombre y dirección de correo electrónico (opcional)
Nombre: _____
Correo electrónico: _____

Gracias por sus comentarios.



FY18 Proposed Fare & Parking Changes Survey – Hardcopy (Chinese)

2018財政年度增加收費和停車建議	
請標記你是同意、不同意或無意見，並提供你對每項收費改變建議之評論。	
1) 增加Go Pass收費百分之五十，從每人\$190增至\$285，或僱主最低費用從\$15,980增至\$23,940。 Go Pass是一個僱主/居民贊助的全年通行計劃，以一次付全年的低費用，每兩週七天可乘無限次數的Cal train來往所有區域。*	<input type="checkbox"/> 我同意 <input type="checkbox"/> 我不同意 <input type="checkbox"/> 無意見 評論
2) 根據每月十五天而非每月十三天(參看有關選擇的收費表)的月票價格 Caltrain月票，只用路路通卡Clipper提供，於發出月份使用有效。月票在其指定的區域在周日內可作無限次數搭乘。在星期六、星期日和公眾假日，在所有區域均可作無限搭乘。*	<input type="checkbox"/> 我同意 <input type="checkbox"/> 我不同意 <input type="checkbox"/> 無意見 評論
3) 取消特價乘8次的車票 8次乘車票只用路路通卡Clipper提供，有效日期從購買日開始三十天內，可來往車票指定之區域*。	<input type="checkbox"/> 我同意 <input type="checkbox"/> 我不同意 <input type="checkbox"/> 無意見 評論
4) 根據每月十五天而非每月十天的每月停車收費，從\$55增至\$82.50。 每月停車只與月票、8次搭乘或Go Pass同時購買。*	<input type="checkbox"/> 我同意 <input type="checkbox"/> 我不同意 <input type="checkbox"/> 無意見 評論
5) 增加區域票價收費25分。 區域車票收費之改變，將影響單程、每日通行票、路路通卡值、8次搭乘和月票。區域成人票價從\$2增至\$2.25，而符合資格之區域折扣價仍保持\$1。*	<input type="checkbox"/> 我同意 <input type="checkbox"/> 我不同意 <input type="checkbox"/> 無意見 評論

6) 實施一個試驗計劃，為周末和晚間乘客提供單程、每日通行票和路路通卡值折扣。*
<input type="checkbox"/> 我同意 <input type="checkbox"/> 我不同意 <input type="checkbox"/> 無意見 評論
7) 請幫助Caltrain識別票價改變建議之優先。請用1至6的排級，1為最優先，6為最低優先，排定以下項目優先次序。 增加Go Pass收費百分之五十，從每人\$190增至\$285，或僱主最低費用從\$15,980增至\$23,940。 根據每月十五天而非每月十三天的改變月票價格 取消特價乘8次的車票 增加區域票價收費25分。 根據每月十五天而非每月十天的每月停車收費，從\$55增至\$82.50。 實施一個試驗計劃，為周末和晚間乘客提供單程、每日通行票和路路通卡值折扣。
8) 請在此處提供與改變票價無關之其他評論。
9) 你是如何知道Caltrain改變票價之建議的？(選擇所有適用項目) <input type="checkbox"/> Caltrain董事會會議或公聽會 <input type="checkbox"/> 公共會議—在什麼地方？ _____ <input type="checkbox"/> 在Caltrain車站的公共外展—在什麼地方？ _____ <input type="checkbox"/> 從Caltrain網頁 <input type="checkbox"/> 從廣告(報章、傳單、車上或車站的公告) <input type="checkbox"/> 社交媒體 <input type="checkbox"/> 其他—請說明： _____
10) 你住在哪個城市: <input type="checkbox"/> Atherton <input type="checkbox"/> East Palo Alto <input type="checkbox"/> Los Altos <input type="checkbox"/> Morgan Hill <input type="checkbox"/> Redwood City <input type="checkbox"/> Santa Clara <input type="checkbox"/> Belmont <input type="checkbox"/> Alto <input type="checkbox"/> Hills <input type="checkbox"/> Mountain View <input type="checkbox"/> Saratoga <input type="checkbox"/> Brisbane <input type="checkbox"/> Foster City <input type="checkbox"/> Los Gatos <input type="checkbox"/> San Bruno <input type="checkbox"/> South San Francisco <input type="checkbox"/> Burlingame <input type="checkbox"/> Gilroy <input type="checkbox"/> Menlo Park <input type="checkbox"/> Pacifica <input type="checkbox"/> San Carlos <input type="checkbox"/> Campbell <input type="checkbox"/> Half Moon Bay <input type="checkbox"/> Milpitas <input type="checkbox"/> Palo Alto <input type="checkbox"/> San Francisco <input type="checkbox"/> Colma <input type="checkbox"/> Bay <input type="checkbox"/> Milpitas <input type="checkbox"/> Portola Valley <input type="checkbox"/> Woodside <input type="checkbox"/> Cupertino <input type="checkbox"/> Hillsborough <input type="checkbox"/> Monte Sereno <input type="checkbox"/> San Jose <input type="checkbox"/> Daly City <input type="checkbox"/> Los Altos <input type="checkbox"/> San Mateo
11) 請提供你的姓名和電郵(是否填寫感隨尊意)。 姓名: _____ 電郵: _____

謝謝你的評論。



**ATTACHMENT 16 –
FY18 PROPOSED FARE & PARKING CHANGES:
COMMENT MATRIX**

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
1	5/4/17	x			1	x			3	x			5	x			4	x			2	x			6
2	5/4/17	x			3	x			1	x			4	x			6	x			5	x			2
3	5/10/17		x		6	x			3		x		2	x			4		x		5		x		1
4	5/10/17		x		1	x			3		x		4		x		2	x			5			x	6
5	5/10/17	x			2	x			3			x	4		x		6	x			1		x		5
6	5/10/17		x				x					x	2		x				x				x		1
7	5/10/17		x				x					x			x				x				x		6
8	5/10/17		x		1	x			3		x		5		x		2	x			6	x			
9	5/10/17		x		6		x		3	x			1		x		5			x	4			x	2
10	5/10/17		x		5			x	4			x	2		x		3	x			1		x		6
11	5/10/17		x					x	2			x	3		x		5			x			x		6
12	5/10/17		x		6	x			4	x			1		x		5	x			2	x			3
13	5/10/17			x	3			x	5			x	2		x		6			x	4	x			1
14	5/10/17		x		5	x			3	x			1		x		6	x			2		x		4
15	5/10/17			x				x				x			x					x		x			
16	5/10/17		x				x		2	x			3		x		6		x		5	x			
17	5/10/17		x				x					x			x				x					x	
18	5/10/17		x				x					x	6		x				x					x	
19	5/10/17		x		5		x		4			x	2		x		6		x		3		x		1
20	5/10/17	x			2	x			4			x	1	x			5	x			3		x		6
21	5/10/17			x	1		x		5	x			3		x		6		x		4	x			2
22	5/10/17		x		5			x	2			x	1		x		6			x	3			x	4
23	5/10/17		x				x					x			x				x			x			
24	5/10/17		x		6	x			4	x			2		x		5	x			1		x		3
25	5/10/17		x		6		x		5			x	4		x		3	x			1		x		2
26	5/10/17		x		3		x		5			x	4		x		6	x			1		x		2
27	5/10/17		x		6		x		3			x	1		x		5			x	2			x	4
28	5/10/17		x		5			x	4			x	1		x		6		x		3	x			2
29	5/10/17		x				x					x			x				x			x			
30	5/10/17	x			2		x		5			x	1		x		6		x		4			x	3
31	5/10/17	x			2	x			5			x	1		x		6		x		4			x	3
32	5/10/17		x		6		x		3			x	1			x	5	x			2			x	4
33	5/10/17	x			1	x			5			x	6	x			3	x			2	x			4
34	5/10/17		x		6		x		5			x	2		x		4	x			1		x		3
35	5/10/17			x	5			x	4			x	6	x			3	x			2	x			1
36	5/10/17		x				x					x			x				x					x	
37	5/10/17		x				x					x			x				x					x	
38	5/10/17		x		5	x			3	x			1		x		6	x			2			x	4

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1	5/4/17	
2	5/4/17	
3	5/10/17	50% seems like a large increase and should be lessened
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	Gradual fare increase for GoPass would make more sense.
10	5/10/17	Go pass people ride the train every day! Talk about biting the hand which feeds you...raise the ticket prices at the machine.
11	5/10/17	My employer pays for all GoPass passes for employees. Since my employer has been very cognizant of fees, there is a good chance that they would stop offering this benefit. If I no longer receive the GoPass from my employer, I will stop taking the train.
12	5/10/17	
13	5/10/17	
14	5/10/17	50% jump is too much
15	5/10/17	
16	5/10/17	
17	5/10/17	this pushes me back to my car. I can commute cheaper in my car to SF when I combine parking costs with train fare.
18	5/10/17	What? Pay more and keep the same slow service, obsolete trains, old and run-down uncomfortable cars, and crappy schedule? Wow, what a deal! When is Caltrain going to modernize and fix all the systemic deficiencies with the rail transport system in SF BA? Lets answer that question first, and then I'll tell you whether you deserve to charge me higher fees across the board for anything.
19	5/10/17	It's already very high. If the amount was to be increased I would have to begin driving to work which is cheaper.
20	5/10/17	
21	5/10/17	
22	5/10/17	
23	5/10/17	
24	5/10/17	This is unfair to put this back on companies that pay for employees- this will likely only hurt employees as companies may just stop offering for a 50% hike- just too much at once
25	5/10/17	This will result in many companies discontinuing the go passes, which will negatively impact your riders. You're unfairly going after the companies that support caltrain, and their employees use of public transportation. This is going to backfire and many people will no longer have reliable means to commute.
26	5/10/17	
27	5/10/17	Another ridiculously high increase, 50%, who doubles fares when ridership has increased as much as it has on dirty trains and poor time performance. The trains are packed the new schedule makes it almost impossible to get to work by 9:00 and we're going to pay more for that. Your forcing people back in their cars. It would be less expensive for me to drive than pay for a pass + parking
28	5/10/17	
29	5/10/17	
30	5/10/17	Better solution than monthly passes
31	5/10/17	Agree that employers can afford to pay more for the benefits of Caltrain, but believe any increase should be phased in over 2-3 years.
32	5/10/17	This is too much of a change. Also, the federal tax limit on reimbursed transportation costs are \$255/month (http://www.ebcflex.com/Menu/Resources/ComplianceBuzz/tabid/1140/ArticleID/388/IRS-Announces-2017-Health-FSA-and-Transportation-Plan-Limits.aspx). Going over this limit would make it difficult and complicated to have subsidized transportation.
33	5/10/17	
34	5/10/17	
35	5/10/17	50% seems very unreasonable. Why such a huge increase?
36	5/10/17	We should encourage people to use public transportation.
37	5/10/17	
38	5/10/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	Monthly pass is mostly for work commuters with five day weeks. 15 day fare translates to three weeks in a month.
10	5/10/17	
11	5/10/17	
12	5/10/17	
13	5/10/17	
14	5/10/17	
15	5/10/17	
16	5/10/17	
17	5/10/17	given that there is only 20 working days in most months, and many folks work from home several times per month, you may finish up selling les monthly passes. this pushes me back to my car. I can commute cheaper in my car to SF when I combine parking costs with train fare.
18	5/10/17	What? Pay more and keep the same slow service, obsolete trains, old and run-down uncomfortable cars, and crappy schedule? Wow, what a deal! When is Caltrain going to modernize and fix all the systemic deficiencies with the rail transport system in SF BA? Lets answer that question first, and then I'll tell you whether you deserve to charge me higher fees across the board for anything.
19	5/10/17	
20	5/10/17	
21	5/10/17	Strongly disagree with gouging the consumer when the goal is to get commuters off the road and be more eco friendly. It's already less expensive for me to drive my electric vehicle than take the train and this will discourage being green.
22	5/10/17	
23	5/10/17	
24	5/10/17	
25	5/10/17	I suggest a fair and equitable way of raising prices across the board, not focusing on one particular segment of your users. I think many of these suggestions are too aggressive, while others make sense. Just find a happy balance and don't expect one specific group, or change, to solve all of the problems.
26	5/10/17	I strongly disagree because most of the time we do not get parking specially in stations like Sunnyvale and Mountain View. I end up using parking pass for less than 13 days due to shortage of parking.
27	5/10/17	This doesn't really make sense.
28	5/10/17	
29	5/10/17	
30	5/10/17	Monthly pass is already too expensive. Most people only work 20 days a month. This offers no incentive
31	5/10/17	*My agreement to this is contingent on parking not being increased. Monthly passes should be encouraged over single fares. A 5 day "discount" for a monthly pass will be neutral in value for many commuters when sick days and vacations are taken into account. The only "value" for commuters would be not having to tag on and off everyday.
32	5/10/17	This is too much of a change. Also, the federal tax limit on reimbursed transportation costs are \$255/month (http://www.ebcflex.com/Menu/Resources/ComplianceBuzz/tabid/1140/ArticleID/388/IRS-Announces-2017-Health-FSA-and-Transportation-Plan-Limits.aspx). Going over this limit would make it difficult and complicated to have subsidized transportation.
33	5/10/17	
34	5/10/17	
35	5/10/17	
36	5/10/17	People who buy monthly pass usually do not take train during the weekend.
37	5/10/17	
38	5/10/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	
10	5/10/17	
11	5/10/17	
12	5/10/17	
13	5/10/17	
14	5/10/17	
15	5/10/17	
16	5/10/17	
17	5/10/17	
18	5/10/17	
19	5/10/17	
20	5/10/17	
21	5/10/17	
22	5/10/17	
23	5/10/17	
24	5/10/17	
25	5/10/17	Agree if only there is a valid reason to remove this option (not only based on profits), and that there is an alternative solution being presented that still fits these group's needs.
26	5/10/17	
27	5/10/17	
28	5/10/17	
29	5/10/17	
30	5/10/17	
31	5/10/17	I have never used this product. I am not sure who it is aimed for.
32	5/10/17	
33	5/10/17	8 ride ticket is a convenient feature that is for people who uses Caltrain often but not for the whole month, with rising fare changes there may be a demand in these even more than before.
34	5/10/17	
35	5/10/17	No reason to eliminate this.
36	5/10/17	
37	5/10/17	
38	5/10/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	Monthly pass is mostly for work commuters with five day weeks. 15 day fare translates to three weeks in a month.
10	5/10/17	Currently parking in San Carlos is 'hit-or-miss' since the process of building the adjacent 'transit center' took up 505 of the parking spaces. Most mornings I cannot even park there and have to drive to Redwood City...which I may as well just continue to drive on into work.
11	5/10/17	If the monthly parking pass increases to \$83 a month it will no longer make sense for me to ride caltrain. I will instead drive to work and not use my GoPass at all. \$55 for the parking pass already seems high to me, but if this needs to be increased then a \$5 increase would be acceptable, but no more than this.
12	5/10/17	
13	5/10/17	It seems like an arbitrary increase. Monthly parking covers the month whether it is "based on 10 or 15 days." The increase is substantial and too large.
14	5/10/17	That's a substantial increase
15	5/10/17	I park in San Mateo and \$55 is already more expensive than SM parking in general. To park in the exactly same parking lot I can pay only \$2.50/day to SM versus \$55 on the Caltrain parking pass. I will definitely stop purchasing Caltrain parking pass if the prices go up
16	5/10/17	
17	5/10/17	50% price increase is ridiculous, after a recent 10% price increase. In Sunnyvale Caltrain doesn't even own the parking structure . . . at least that is what I am told. Is Sunnyvale charging Caltrain more us of the parking structure? this pushes me back to my car. I can commute cheaper in my car to SF when I combine parking costs with train fare.
18	5/10/17	What? Pay more and keep the same slow service, obsolete trains, old and run-down uncomfortable cars, and crappy schedule? Wow, what a deal! When is Caltrain going to modernize and fix all the systemic deficiencies with the rail transport system in SF BA? Lets answer that question first, and then I'll tell you whether you deserve to charge me higher fees across the board for anything.
19	5/10/17	This is way too much for parking! I would rather drive to work than pay an additional \$27.50 a month to park at facilities that sometimes don't have enough parking for Caltrain riders.
20	5/10/17	
21	5/10/17	Strongly disagree with gouging the consumer when the goal is to get commuters off the road and be more eco friendly. It's already less expensive for me to drive my electric vehicle than take the train and this will discourage being green.
22	5/10/17	
23	5/10/17	
24	5/10/17	If parking is increased I feel that would be very unfair to those who have planned and budgeted parking into their monthly budget vs. one quarter for zone change is resonable
25	5/10/17	A 50% increase is unheard of in any market. I feel like these increase proposals are all geared towards higher earners and companies who employ them. You're going to force companies to stop providing commuter benefits, which will then directly impact riders. This is going to backfire.
26	5/10/17	
27	5/10/17	Absolutely ridiculous fare increase!!!!!!!
28	5/10/17	This is way too big of an increase for parking passes.
29	5/10/17	
30	5/10/17	Parking is not guaranteed and runs out quickly. Don't you think you'd have more passengers if they could park for free.
31	5/10/17	\$330 dollar a year increase for parking is very steep -- this will encourage parking in neighborhood streets. People who are already driving to Caltrain are also the most likely to reconsider using Caltrain's services and opt to clog the 101 instead because they are already in their car -- my own commute from Santa Clara to San Francisco is shorter by car when I use a carpool lane on 101.
32	5/10/17	Does not impact me but it does seem too much of a change: I ride my bike to the station
33	5/10/17	
34	5/10/17	
35	5/10/17	The parking is too impacted, so something needs to happen and increasing prices might be the answer. However, if the prices are increased, there needs to be parking available every day. If I pay \$82 a month and still can't find parking that's not ok. It's pretty terrible that public transportation is so unattainable for the low income folks who need it most. Your best solution would be to add additional parking at all stations (Mountain View especially)
36	5/10/17	
37	5/10/17	
38	5/10/17	If monthly parking is increased to \$82.5, people won't spend that much money to pay for parking and train ticket. Because the price together is too expensive, and I'd rather just drive everyday.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	
10	5/10/17	
11	5/10/17	
12	5/10/17	
13	5/10/17	
14	5/10/17	
15	5/10/17	
16	5/10/17	
17	5/10/17	you are a monopoly, does my opinion really count?
18	5/10/17	What? Pay more and keep the same slow service, obsolete trains, old and run-down uncomfortable cars, and crappy schedule? Wow, what a deal! When is Caltrain going to modernize and fix all the systemic deficiencies with the rail transport system in SF BA? Lets answer that question first, and then I'll tell you whether you deserve to charge me higher fees across the board for anything.
19	5/10/17	
20	5/10/17	
21	5/10/17	Strongly disagree with gouging the consumer when the goal is to get commuters off the road and be more eco friendly. It's already less expensive for me to drive my electric vehicle than take the train and this will discourage more folks from being green.
22	5/10/17	
23	5/10/17	
24	5/10/17	This seems to be the most fair option
25	5/10/17	I'm ok with reasonable fare increases, as long as they impact all riders equally.
26	5/10/17	
27	5/10/17	This one's not as hard to take.
28	5/10/17	The Caltrain is already very expensive
29	5/10/17	
30	5/10/17	Already costs too much
31	5/10/17	The zone system should be reformed. Perversely the zone system costs those who cannot afford to live closer to S.F. more than those who are fortunate enough to live closer. It disparately impacts the poor and middle class and should be abolished.
32	5/10/17	
33	5/10/17	
34	5/10/17	
35	5/10/17	I understand the need to keep up with the market.
36	5/10/17	
37	5/10/17	
38	5/10/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	
10	5/10/17	Don't know about week-ends, but evening ridership is a ghost town; there is nobody on the trains.
11	5/10/17	
12	5/10/17	
13	5/10/17	
14	5/10/17	
15	5/10/17	
16	5/10/17	
17	5/10/17	
18	5/10/17	
19	5/10/17	
20	5/10/17	
21	5/10/17	
22	5/10/17	
23	5/10/17	
24	5/10/17	Same train going the same places- don't punish the people that pay to ride to work... the folks riding on weekends are going for fun events- they can work that into their budget of fun
25	5/10/17	Everyone should pay the same, regardless of when they travel.
26	5/10/17	
27	5/10/17	
28	5/10/17	
29	5/10/17	
30	5/10/17	Unaffected
31	5/10/17	Discounted weekend service is fine, if
32	5/10/17	This does not affect me but I do believe Caltrain is underutilized on weekends.
33	5/10/17	
34	5/10/17	
35	5/10/17	Anything you can do to encourage people to ride at less busy times.
36	5/10/17	
37	5/10/17	
38	5/10/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1	5/4/17	
2	5/4/17	
3	5/10/17	
4	5/10/17	
5	5/10/17	
6	5/10/17	
7	5/10/17	
8	5/10/17	
9	5/10/17	
10	5/10/17	
11	5/10/17	
12	5/10/17	
13	5/10/17	
14	5/10/17	
15	5/10/17	
16	5/10/17	
17	5/10/17	instead of delaying each train ride by several minutes each time you make a schedule change, please shift everything to earlier in the morning, instead of later. I can no longer get to work on time due to later train arrivals. I now must commute by car or show up at work an hour earlier.
18	5/10/17	
19	5/10/17	
20	5/10/17	
21	5/10/17	
22	5/10/17	
23	5/10/17	
24	5/10/17	
25	5/10/17	Find other ways to generate revenue, like the increased advertising. Caltrain is a lifeline for many riders.
26	5/10/17	
27	5/10/17	
28	5/10/17	
29	5/10/17	
30	5/10/17	
31	5/10/17	Please implement "quiet cars" where talking and cell phone use is prohibited.
32	5/10/17	Please consider tax implications as many GoPass users have subsidized passes.
33	5/10/17	
34	5/10/17	If the goal is to provide funds to cover Caltrain's increased maintenance costs, it seems to me like the best way to cover cost for this is to spread out the price increase across all riders. For that reason, I don't think it makes sense to increase prices only for one type of rider (8-ride discounted ticket, only those who pay for parking, only Go Pass fares) and instead makes more sense to distribute this increase across fares that all riders contribute to (e.g. increasing zone fare by \$0.25)
35	5/10/17	
36	5/10/17	
37	5/10/17	
38	5/10/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
39	5/10/17		x		6			x	4			x	3		x		5			x	2			x	1
40	5/10/17		x		5			x	3		x		4			x	2		x		6			x	1
41	5/10/17			x	5			x	3			x	2		x		6			x	4			x	1
42	5/10/17		x		5	x			1		x		3		x		6		x		2	x			4
43	5/10/17			x	5			x	4			x	1		x		6	x			2	x			3
44	5/10/17																								
45	5/10/17		x					x			x				x					x				x	
46	5/10/17		x		5	x			4	x			2		x		6	x			1			x	3
47	5/10/17	x					x			x					x				x		6	x			
48	5/11/17			x	5		x		3	x			2		x		6	x			1	x			4
49	5/11/17			x	3			x	4			x	2		x		6			x	1	x			5
50	5/11/17		x		4			x	2			x	6	x			3			x	1	x			5
51	5/11/17		x		5	x			2			x	4		x		6			x	3	x			1
52	5/11/17	x			3		x		6	x			2		x		4		x		5	x			1
53	5/11/17	x					x				x				x				x			x			
54	5/11/17	x			1		x		6	x			3		x		5	x			2			x	4
55	5/11/17		x		4			x	1			x	6		x		3		x		2			x	5
56	5/11/17			x	4		x		5	x			2		x		6	x			3	x			1
57	5/11/17	x			1		x		4		x		5	x			2		x		3		x		6
58	5/11/17	x			3	x			2			x	1		x		6	x			4		x		5
59	5/11/17			x	1		x		6			x	4		x		5	x			2			x	3
60	5/12/17			x	3		x		6			x	4		x		5			x	2	x			1
61	5/12/17		x		3		x		6			x	4		x		5		x		2			x	1
62	5/12/17		x			x					x		2	x			4	x			3	x			5
63	5/12/17		x				x				x				x				x				x		
64	5/12/17			x	1			x	3			x	6		x		2		x		5			x	4
65	5/12/17		x		6		x		3	x			2		x		5		x		4	x			1
66	5/12/17	x			1		x		5			x	4			x	3		x		6	x			2
67	5/12/17		x				x		1			x			x				x				x		
68	5/12/17	x			1	x			6	x			3	x			4	x			2	x			5
69	5/12/17		x					x	3			x			x		5	x				x			2
70	5/12/17			x			x					x				x			x					x	
71	5/12/17			x	3		x		6			x	4		x		2		x		5	x			1
72	5/12/17	x			1		x		6			x			x				x			x			
73	5/12/17	x			1			x	4			x	6		x		5	x			2			x	3
74	5/13/17	x			2	x			3			x	4	x			1		x		6	x			5
75	5/13/17			x	5			x	4			x	3			x	1		x		6	x			2

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	If price increases. I will stop using Caltrain. It defeats my purpose to use caltrain. It will become more expensive for me. I would rather drive to work.
46	5/10/17	
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	50% increase is too big of a sudden change. Maybe start with 25%.
51	5/11/17	Again to raise GO passes by 50% will discourage employers from opting into this program.
52	5/11/17	The Go Pass should be offered for all residents, not just companies. If CalTrain can afford to give these rates to big corporations, then it should be affordable for all residents that make much less than these companies. I would pay \$285/year for the Go Pass in a heartbeat.
53	5/11/17	
54	5/11/17	
55	5/11/17	I think an increase of 50% is pretty outrageous to be perfectly blunt.
56	5/11/17	It already seems to be difficult enough to get employers to sign up for the program. Increasing the per-person cost is more reasonable than raising the employer minimum cost. Increasing the employer minimum cost by nearly 33% would make it even more of a challenge for medium businesses to implement, where they may already not see a ton of use for their individual employees.
57	5/11/17	Let employers cover some of the costs of rampant job growth with no attention to housing/transportation.
58	5/11/17	Agreed provided my employer does not pass the cost increase in to me.
59	5/11/17	
60	5/12/17	
61	5/12/17	
62	5/12/17	
63	5/12/17	
64	5/12/17	The employers will react to this appropriately
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	This is a crazy spike in our Go Pass fares. It is crazy unacceptable. Agree if Caltrain has an increase in fares but \$95 increase is outrageously insane.
70	5/12/17	
71	5/12/17	
72	5/12/17	
73	5/12/17	Employees have right to live within walking distance from work
74	5/13/17	
75	5/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	
46	5/10/17	
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	
52	5/11/17	The monthly pass is already too expensive for the average income resident, especially if you are traveling 3 zones on the train!
53	5/11/17	
54	5/11/17	
55	5/11/17	I'm not entirely sure what this changes. I would just ask that increases in fare not be so much that it forces us to decide if we even want to take public transit anymore. There should be incentive, not punishment. I pay \$3,000 a year to ride the CalTrain and I appreciate the ability to sit and not have to worry about crazy drivers, but \$3k is a lot of money.
56	5/11/17	Disagree with this only to ensure that Caltrain remains viable and competitive with other bay area pricing providers. If the increase is from 13 days to 15 days, this is not as bad as 10->15 days, but still represents nearly a 15% increase. That's much higher than other similar rate increases.
57	5/11/17	This is a ridiculous increase considering you are cutting weekend service (the biggest "free" benefit of the monthly pass). A service reduction coupled with a significant increase in price is just ridiculous. This is why people oppose federal funding, we know it will be wasted and you'll be clamoring to raise rates/cut service regardless of how much cash you get.
58	5/11/17	
59	5/11/17	This is a 50% increase. It is a very high increase in monthly pass prices. All at once? Seems very unfair honestly speaking. I myself and other people would start reconsider other options with this 50% increase. Driving daily would become cheaper.
60	5/12/17	
61	5/12/17	Stop increasing fares! Lower salaries of your executives! People who are using Caltrain to get to work do not have high salaries to support your increases!!!!!!!
62	5/12/17	
63	5/12/17	
64	5/12/17	
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	
70	5/12/17	The new prices are INSANE for someone paying to go from Gilroy to Palo Alto with zero bullet trains.
71	5/12/17	
72	5/12/17	
73	5/12/17	
74	5/13/17	
75	5/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	
46	5/10/17	
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	
52	5/11/17	You should offer an annual pass like the Go Pass, at the same rate that corporations get it , per employee, for all residents of the valley!
53	5/11/17	
54	5/11/17	
55	5/11/17	I really don't know what there ever was one.
56	5/11/17	This is kind of useless as it's currently implemented. It would be more beneficial to see similar pass systems to those used in other municipalities and countries. (i.e 1 day pass, 3 day pass, 7 day pass, etc.)
57	5/11/17	I will simply stop using Caltrain for my commute if you eliminate this. I get delayed and sit around for hours with no opportunity for a refund already, I am not paying more for my often delayed daily commute.
58	5/11/17	
59	5/11/17	I never used those so no clue.
60	5/12/17	
61	5/12/17	
62	5/12/17	
63	5/12/17	
64	5/12/17	The uncontrolled fare hike can't continue indefinitely. People will respond by not using the service
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	
70	5/12/17	
71	5/12/17	Why are we eliminating this?
72	5/12/17	
73	5/12/17	Strongly disagree. Punishing a daily commuter instead of a one-time ticket buyer is just not right. Eliminating this means it makes more sense to carpool rather than use Caltrain, even considering parking costs. Doesn't make sense again of Caltrain electrification being "about the environment" when at the same time shying away customers like this.
74	5/13/17	
75	5/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	It's a pretty steep increase especially given that the price just increased a few months ago
44	5/10/17	
45	5/10/17	If parking price increases. I will stop using Caltrain. It defeats my purpose to use caltrain. It will become more expensive for me. I would rather drive to work.
46	5/10/17	This is a huge increase and with the lack of enforcement or basic safety features I cannot justify paying such a huge increase to park at the train station.
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	I strongly disagree - raising monthly parking by over 50% is ridiculous. It is my understanding that we are trying to get cars off the road, this proposal is encouraging people to drive to work as it is cheaper than paying for parking.
52	5/11/17	There is rarely available spots, so most of the time you are paying and not able to find a spot. Do Not raise this fare.
53	5/11/17	
54	5/11/17	
55	5/11/17	Absolutely not. The last parking increase was only \$5. How in the hell do you justify the increase? There is plenty of parking across the street at SAP center.
56	5/11/17	A 33% increase is massive and may or may not solve the parking needs and issues of all areas. It would make more sense to regulate parking in a manner similar to BART, where parking rates are determined per station based on the needs and demand at each station. (i.e a lesser used station could remain at \$55 while SJD may increase to \$80)
57	5/11/17	Discourage people from driving is fine with me, there is never any parking anyway.
58	5/11/17	I strongly oppose this increase. Paying almost \$100/month for parking is exhorbitant especially when considering that purchasing a pass does not guarantee you a space. I would not continue to purchase monthly parking passes and would consider using alternate forms of transportation.
59	5/11/17	I don't use caltrain parking, but also a 50% increase is a large number. Not a joke or something insignificant that people will go with.
60	5/12/17	
61	5/12/17	Stop increasing fares! Lower salaries of your executives! People who are using Caltrain to get to work do not have high salaries to support your increases!!!!!!!
62	5/12/17	
63	5/12/17	
64	5/12/17	
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	\$33 spike is outrageous too. I guess caltrain doesn't believe in low % of spike and just slams the train rider with ridiculous high in fares.
70	5/12/17	
71	5/12/17	
72	5/12/17	
73	5/12/17	San Francisco area consumer price index is rising 2%/year, I just don't understand why you try to jack up 50%. If it is the first price increase since 1997, then it makes sense.
74	5/13/17	
75	5/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	
46	5/10/17	
47	5/10/17	It is already expensive to travel from one zone to one other zone, so increasing the pricing does not make sense.
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	
52	5/11/17	The cost of running the trains does not change depending on the distance that the passenger is traveling. There should not be a up-charge (even now) for taking the train from Milbrea to San Bruno. I say one blanket charge.
53	5/11/17	
54	5/11/17	
55	5/11/17	The increase is much too high. You will alienate riders and force them back into their cars. 3 in 5 CalTrain riders have cars and many of those people probably have car payments. I am on of these people. I have \$334 a month for my car and \$246 a month for CalTrain.
56	5/11/17	This is a reasonable increase given the circumstances.
57	5/11/17	You just increased in 2016. Service has been terrible lately, you are re-flooring SF (for no visible reason) and screwing with everyone's commute. Trains are overcrowded and break down often. Why should we pay more for this terrible service?
58	5/11/17	
59	5/11/17	Reasonable
60	5/12/17	
61	5/12/17	Fares are high enough as it is! People who work in SF are almost paying MORE to get to work then salaries
62	5/12/17	
63	5/12/17	
64	5/12/17	see above
65	5/12/17	
66	5/12/17	Fares have been increased yearly, but it doesn't look that Caltrain spent money wisely. Ex. the LED displays were installed at San Francisco and San Jose - money was spent on it, but this system doesn't provide any returns of investment. Caltrain should focus on optimizing efficiency instead of squeezing money from customers.
67	5/12/17	
68	5/12/17	
69	5/12/17	\$.25 is a minimal increase which makes sense.
70	5/12/17	
71	5/12/17	It's already a lot to upgrade a zone, please don't increase.
72	5/12/17	
73	5/12/17	This is normal course of inflation
74	5/13/17	
75	5/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	
46	5/10/17	
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	
52	5/11/17	Having cheaper fares for weekend and evening riders will promote economic growth between the valley and city residence since people will be more willing to travel to the city for cheaper rates.
53	5/11/17	
54	5/11/17	
55	5/11/17	I ride to work, so business hours are my ridership.
56	5/11/17	
57	5/11/17	Why should commuters subsidize weekend /evening riders who may be tourists? I ride to get to work, this comes out of my income. Let them pay for their vacation.
58	5/11/17	Would not apply to me as I receive a Go Pass from my employer. However, it seems like a poor idea considering you are increasing all other prices due to a lack of revenue.
59	5/11/17	
60	5/12/17	
61	5/12/17	
62	5/12/17	
63	5/12/17	
64	5/12/17	
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	I think this will encourage more riders during weekend
70	5/12/17	
71	5/12/17	Makes sense.
72	5/12/17	
73	5/12/17	
74	5/13/17	
75	5/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
39	5/10/17	
40	5/10/17	
41	5/10/17	
42	5/10/17	
43	5/10/17	
44	5/10/17	
45	5/10/17	
46	5/10/17	
47	5/10/17	
48	5/11/17	
49	5/11/17	
50	5/11/17	
51	5/11/17	
52	5/11/17	Offer residents of the Bay Area/Silicon Valley the option to buy the Go Pass, or an annual pass.
53	5/11/17	
54	5/11/17	
55	5/11/17	I really do not believe you should increase fares so significantly. Especially for your loyal riders. I have taken CalTrain to work for 5+ years. What's with the huge increase?
56	5/11/17	
57	5/11/17	
58	5/11/17	Consistent breakdowns and disruption of service will strongly affect public support for these increases. Why would anyone pay more for unreliable transportation? Also, what happened to all of the money from the measure passed during the Nov. 2016 election?
59	5/11/17	
60	5/12/17	
61	5/12/17	Let contractors who work full time at the company participate in Go Pass program! Stop discrimination! Why allow interns but not contractors????
62	5/12/17	
63	5/12/17	
64	5/12/17	Caltrain needs to get rid of zones, not 8-ride tickets. The fare should be distance-based, like BART of any other modern public transit.
65	5/12/17	
66	5/12/17	
67	5/12/17	
68	5/12/17	
69	5/12/17	
70	5/12/17	
71	5/12/17	
72	5/12/17	
73	5/12/17	Please raise prices for one-time tickets boylught in cash by 50%. The strategy of raising rates for current customers are exact same tactics of Comcast. Caltrain should do better than this.
74	5/13/17	
75	5/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
76	5/13/17		x				x				x				x				x			x				
77	5/13/17			x				x				x				x				x		6	x			1
78	5/14/17	x			3		x		6		x		4	x			2	x			1	x			5	
79	5/14/17		x		5		x		3	x			4		x		6	x			1	x			2	
80	5/15/17	x			2	x			6			x	1	x			3	x			5	x			4	
81	5/15/17	x			5		x		1		x				x				x			x			3	
82	5/15/17	x			1		x		6		x		5			x	4			x	3	x			2	
83	5/15/17			x	3		x		4			x	1		x		6	x			2			x	5	
84	5/15/17		x		6		x		2		x		1		x		5		x		3		x		4	
85	5/15/17		x				x				x				x				x			x				
86	5/15/17			x	1		x		5	x			2		x		6		x		4		x		3	
87	5/15/17			x			x				x				x		1		x					x		
88	5/15/17	x					x				x				x				x				x			
89	5/16/17			x	3		x		4			x	2		x		5		x		6		x		1	
90	5/16/17	x			2	x			4		x		6	x			5			x	3	x			1	
91	5/16/17		x				x				x					x				x			x			
92	5/16/17		x		5		x		4		x		3		x		6		x		2			x	1	
93	5/16/17		x		4		x		2		x		6		x		3		x		5	x			1	
94	5/16/17			x	3		x		6			x	1		x		5		x		2			x	4	
95	5/16/17			x	6		x		1			x	3		x		2			x	4			x	5	
96	5/16/17			x	4		x		3		x		5		x		2		x		1	x			6	
97	5/16/17		x		5		x		4		x		6		x		3	x			2	x			1	
98	5/16/17		x		4	x			5	x			3		x		6		x				x		1	
99	5/16/17			x			x		6		x				x				x				x			
100	5/16/17	x			2	x			4			x	6	x			1			x	3	x			5	
101	5/16/17			x	6		x		3		x		5			x	4	x			2	x			1	
102	5/16/17			x	3		x		5			x	1		x		6	x			2		x		4	
103	5/16/17			x	4		x		5			x	1		x		6	x			2		x		3	
104	5/16/17		x		4		x		3		x		5		x		6	x			2	x			1	
105	5/16/17		x		5		x		4			x	3		x		1		x		2	x			6	
106	5/16/17			x		x						x							x			x				
107	5/16/17	x			3		x		5		x		6			x	1	x			2			x	4	
108	5/16/17	x					x				x				x				x				x			
109	5/16/17		x		5		x		3			x	1	x			2		x		6	x			4	
110	5/16/17	x			2	x			1		x		6	x			3		x		5	x			4	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
76	5/13/17	
77	5/13/17	
78	5/14/17	
79	5/14/17	Nonsense change. Think about these persons who need caltrain every day working. Is it possible for them to have such salary jump?
80	5/15/17	
81	5/15/17	Tech companies in the area can do more to shoulder the cost of passes.
82	5/15/17	
83	5/15/17	
84	5/15/17	Why don't you enforce your ticket purchase policy instead of raising fees? I have had my pass checked once since April 1 (today is May 15). I have taken the train all but one business day in that span.
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares.
86	5/15/17	
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	
91	5/16/17	
92	5/16/17	Increasing fares by 50%. Outrageous!
93	5/16/17	
94	5/16/17	
95	5/16/17	
96	5/16/17	
97	5/16/17	In addition to being the steepest increase here, the higher minimum cost blocks out smaller employers from participating, making it only worthwhile for the tech giants. Lots of companies would participate at a lower minimum.
98	5/16/17	I wish I got a 50% increase. This is doubling someone's monthly out of pocket expenses.
99	5/16/17	Passing the fare increase to employers is better than passing it to the individual riders.
100	5/16/17	
101	5/16/17	
102	5/16/17	
103	5/16/17	
104	5/16/17	This increase will cause lots of hardship for riders. It is a huge increase at one time. You are not going to make up the shortfall by increasing fares this much as people will find alternative transportation.
105	5/16/17	
106	5/16/17	GoPass is probably under-priced and should be increased but how much? VTA has analyzed its program and has a policy-based explanation. Caltrain should also.
107	5/16/17	
108	5/16/17	
109	5/16/17	Can we raise fares only for high-income people so that low-income people can afford to ride Caltrain?
110	5/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
76	5/13/17	
77	5/13/17	
78	5/14/17	Think it makes more sense to increase the base fare for infrequent riders who are probably less price sensitive since they are usually taking the train to an event (e.g. ball game or concert) that they have paid significantly more for.
79	5/14/17	
80	5/15/17	
81	5/15/17	This a HUGE cost being put on riders. It's hard to justify paying this much when the conditions of trains have remained the same. Trains are still overcrowded (even with the new add-ons). We're paying exorbitant fees to stand in crowded sardine cans.
82	5/15/17	
83	5/15/17	No where to sit on Giants game days. Packed like sardines with obnoxious drunks!
84	5/15/17	check tickets 9(see above) Plus, improve your infrastructure. Have turnstiles or gates in order to enter the platform as opposed to anyone being able to walk on and get on the train. Have an additional conductor who can check tickets.
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares.
86	5/15/17	
87	5/15/17	Increased number of riders and didn't improve service. I don't see the value of 20% increased fare. It would be great to see, the increase fare improves which part. Most of public transportation system doesn't increase the fare, >10%. It is the reason why we call 'public' transportation.
88	5/15/17	
89	5/16/17	
90	5/16/17	
91	5/16/17	
92	5/16/17	You just raised the fares recently, now you want >12% more? Most people take the train 20 days per month. Your are hardly offering a discount!
93	5/16/17	I use the monthly pass during most months but this would have me reconsider. If I do not have a monthly pass, I would be less likely to ride Caltrain.
94	5/16/17	Caltrain is already very expensive and represents money out of the pocket for working class people. Raising the rates for monthly passes hits the people who rely on Caltrain the most the hardest.
95	5/16/17	
96	5/16/17	
97	5/16/17	It's already cutting it close to break-even for people who occasionally drive or work from home instead of commuting. This guarantees it'll be mostly worthless.
98	5/16/17	
99	5/16/17	It hurts regular commuters more than necessary. The service on Caltrain is never pleasant. It doesn't make sense to pay more for the poor service (conductors are bossy, trains are late frequently, train cars are low quality, etc).
100	5/16/17	
101	5/16/17	
102	5/16/17	
103	5/16/17	So much more riders than way before. One that rides every day for past 15+ years can tell the difference!
104	5/16/17	
105	5/16/17	
106	5/16/17	
107	5/16/17	Since zone fare is already going up, monthly pass rate is already increasing.
108	5/16/17	
109	5/16/17	
110	5/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
76	5/13/17	
77	5/13/17	
78	5/14/17	Think it makes more sense to increase the base fare for infrequent riders who are probably less price sensitive since they are usually taking the train to an event (e.g. ball game or concert) that they have paid significantly more for.
79	5/14/17	
80	5/15/17	
81	5/15/17	This a HUGE cost being put on riders. It's hard to justify paying this much when the conditions of trains have remained the same. Trains are still overcrowded (even with the new add-ons). We're paying exorbitant fees to stand in crowded sardine cans.
82	5/15/17	
83	5/15/17	
84	5/15/17	how is this hurting Caltrain? not expensive enough for you? Only hurts the rider
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares.
86	5/15/17	
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	This is a very often used form of ticket for me and a lot of people I know. It provides flexibility for when I transit into SF. There are times when I go to SF 15 times a month but there are lot of times when I go in 6-8 times only. If you take away this option, I will be paying for more rides than I can take.
91	5/16/17	
92	5/16/17	This is terrible. People use this ticket if they take the train only sometimes. Now they will just drive!
93	5/16/17	On months that I do not use the Monthly pass, I use 8 ride tickets. Not having this option would make my commute more expensive.
94	5/16/17	
95	5/16/17	
96	5/16/17	
97	5/16/17	Every reasonable commuter rail offers discounted multiride tickets. New York MTA does (10-ride pass), Chicago Metro does (same thing).
98	5/16/17	
99	5/16/17	8-ride is useful, and it doesn't make sense to discontinue. It should be valid for 30 days from the date of activation, not the date of purchase. Sometimes whole 8-ride expires without being used, and it is not easy to get a refund for unused products especially when commuter benefits are used. This is just another way for Caltrain to exploit its customers and charge for the services that they never used. Additionally, we sometimes have to pay twice for a service (Clipper takes days to fix issues with monthly pass, and it is required for us to buy another tickets, etc). Caltrain is not forgiving about those cases, and some conductors exploit their authority to punish the customers.
100	5/16/17	
101	5/16/17	
102	5/16/17	
103	5/16/17	
104	5/16/17	This is a very affordable alternative for riders that don't work a 40 hour week in the city
105	5/16/17	
106	5/16/17	
107	5/16/17	You need a frequent commuter option that bridges between the monthly pass and the full daily rate. Many commuters work from home periodically and the 8 pack works well for them.
108	5/16/17	
109	5/16/17	
110	5/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
76	5/13/17	
77	5/13/17	
78	5/14/17	
79	5/14/17	I remembered it was \$30 when I started taking caltrain. It does not make sense the dramatic increase.
80	5/15/17	
81	5/15/17	This a HUGE cost being put on riders. It's hard to justify paying this much when the conditions of trains have remained the same. Trains are still overcrowded (even with the new add-ons). We're paying exorbitant fees to stand in crowded sardine cans.
82	5/15/17	
83	5/15/17	This a ridiculous increase!!! All these price increases a person can just clog the roads and DRIVE for cheaper!!!
84	5/15/17	You already charge too much for parking. You don't enforce monthly or day permits in the lots. Why am I paying more when you are not doing your job of enforcement?
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares.
86	5/15/17	Every increase for parking is not fair!! Try to lessen the cars on the road! One might as well just drive to San Francisco because of the ever rising prices!
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	
91	5/16/17	
92	5/16/17	Increasing parking by 50% is outrageous. I can't even find a spot unless I go early.
93	5/16/17	
94	5/16/17	
95	5/16/17	
96	5/16/17	Given that it is now the NORM for Caltrain to be late it would be irresponsible and monopolistic to increase these these prices. FIRST be on time. THEN increase prices, and customers will pay willingly.
97	5/16/17	Same issue as monthly pass, too high to be worth it at that price point for anyone who doesn't Caltrain literally every day. 10->13 seems more reasonable.
98	5/16/17	Are you building more lots? Parking is already a nightmare, we have to get there SO early to even get a spot. If you increase spots perhaps, but this is a lot of money to pay for a month on top of the increase your pass. Plus we have to spend money to even drive to caltrain stations. This is an unfair price increase as you already raised it just this year. Stop the madness or start building more spots so we don't have to battle for the ones that are there.
99	5/16/17	50% increase cannot be justified if the amount and the quality stay the same.
100	5/16/17	
101	5/16/17	
102	5/16/17	So expensive just to park in lot Monday thru Friday this is NOT a fair increase in cost!
103	5/16/17	So much more riders and still increasing rates. Such a big increase that is totally unfair!!!
104	5/16/17	This is another huge one-time increase that will affect many rider. You are trying to implement too many increases at once!!
105	5/16/17	
106	5/16/17	Customize parking prices based on prevailing parking rate in city.
107	5/16/17	
108	5/16/17	
109	5/16/17	
110	5/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
76	5/13/17	
77	5/13/17	This would already make it more impossible for people to get anywhere due to the cost. Clipper card should be kept the same.
78	5/14/17	
79	5/14/17	
80	5/15/17	
81	5/15/17	
82	5/15/17	
83	5/15/17	
84	5/15/17	what am I paying for? Trains don't run on time. Trains are running less to my desired stop in the afternoon. You have given less options and now you want more money.
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares.
86	5/15/17	
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	
91	5/16/17	
92	5/16/17	You just raised the fares recently!
93	5/16/17	This would make my commute more expensive.
94	5/16/17	
95	5/16/17	
96	5/16/17	Given that it is now the NORM for Caltrain to be late it would be irresponsible and monopolistic to increase these these prices. FIRST be on time. THEN increase prices, and customers will pay willingly.
97	5/16/17	
98	5/16/17	You have the most ridership you have ever had. Which means more money coming in. Don't get greedy. When the next bubble hits you guys will be wishing for this steady stream of riders.
99	5/16/17	The service on Caltrain is never pleasant. It doesn't make sense to pay more for the poor service (conductors are bossy, trains are late frequently, train cars are low quality, etc).
100	5/16/17	
101	5/16/17	
102	5/16/17	
103	5/16/17	
104	5/16/17	
105	5/16/17	
106	5/16/17	After the last fare increase ridership went down. Continuing to increase fares risks decreasing ridership and return.
107	5/16/17	
108	5/16/17	
109	5/16/17	Can we raise fares only for high-income people so that low-income people can afford to ride Caltrain?
110	5/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
76	5/13/17	
77	5/13/17	
78	5/14/17	
79	5/14/17	
80	5/15/17	
81	5/15/17	
82	5/15/17	
83	5/15/17	
84	5/15/17	You can't manage what you have, why start something new?
85	5/15/17	
86	5/15/17	
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	
91	5/16/17	
92	5/16/17	
93	5/16/17	
94	5/16/17	
95	5/16/17	
96	5/16/17	
97	5/16/17	
98	5/16/17	So increase it for your loyal customers but give one time customers a break? I don't agree. Your loyalty customer should get the breaks.
99	5/16/17	Discounting weekend and evening riders would not help the commuters that is a majority of Caltrain users.
100	5/16/17	
101	5/16/17	
102	5/16/17	Who rides on weekends except for weekend workers! One rides Monday thru Friday to get to work...wouldn't take Caltrain with family to go city.
103	5/16/17	
104	5/16/17	
105	5/16/17	
106	5/16/17	
107	5/16/17	
108	5/16/17	
109	5/16/17	
110	5/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
76	5/13/17	
77	5/13/17	
78	5/14/17	
79	5/14/17	There are many ways to save and collect money, but not from these working class. We are working hard everyday and relied on public transportation.
80	5/15/17	
81	5/15/17	
82	5/15/17	
83	5/15/17	
84	5/15/17	that is a pointless question as each person will say the lowest priority is what will hurt them most.
85	5/15/17	Unless you are willing to provide better service to your bike riders in response to this fare increase, you should not increase fares. Your trains currently do not meet demand for your bike riding passengers, and increasing the price of a ticket without providing some improvement of service/capacity is not okay.
86	5/15/17	On Giants afternoon weekday games provide more trains for people that go and are NOT every day commuters! They are drunk loud fans!
87	5/15/17	
88	5/15/17	
89	5/16/17	
90	5/16/17	Plz do not eliminate the 8 ride ticket. The ticket prices are already high and the 8-ride ticket gives a way to buy only as much as needed. If you take this away - we will be paying a lot more on a monthly basis and not even using the rides we pay for.
91	5/16/17	
92	5/16/17	
93	5/16/17	
94	5/16/17	If Caltrain is losing money and needs a rate increase why is it being wasted on improving the FLOORS in the SF station? That is literally the lowest priority concern.
95	5/16/17	
96	5/16/17	Given that it is now the NORM for Caltrain to be late it would be irresponsible and monopolistic to increase these these prices. FIRST be on time. THEN increase prices, and customers will pay willingly.
97	5/16/17	
98	5/16/17	Please enforce that bikes should let everyone exit before they do. They should WAIT for everyone and then go down the ramps. People are getting hit with tires and they slow the process of getting off the train because we have to dodge them. Please enforce the rules that bikes exit last.
99	5/16/17	Caltrain really needs to step up and improve its services. Better train the conductors on customer services, be prompt about schedules, offer better schedules (more trains), use environment friendly cars.
100	5/16/17	
101	5/16/17	
102	5/16/17	2 Conductors and 1 Engineer and still need to increase rates...ridiculous!
103	5/16/17	
104	5/16/17	What about all the funds set aside for the electrification? Why can't some of these funds be use for Caltrain to maintain service and keep ridership costs reasonable?
105	5/16/17	
106	5/16/17	
107	5/16/17	Clipper needs to fix the delay between payment and credit on the card!!
108	5/16/17	
109	5/16/17	
110	5/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
111	5/16/17		x		6	x			4		x		5	x			3	x			2	x			1
112	5/16/17		x		5		x		6		x		4		x		1		x		3		x		2
113	5/16/17		x			x					x		5		x		6		x			x			1
114	5/16/17		x		2		x		5		x		3		x		4		x		6	x			1
115	5/16/17			x	1			x	2		x		6		x		3		x		5		x		4
116	5/16/17	x			1		x		6		x		4			x	3		x		5	x			2
117	5/16/17	x			4	x			5	x			3	x			2		x		6	x			1
118	5/16/17			x	1		x		5		x		3			x	2		x		4	x			6
119	5/16/17	x			2	x			3		x		6	x			1		x		5	x			4
120	5/17/17		x		2		x		5		x		3		x		1		x		4		x		6
121	5/17/17	x			5	x			2	x			6	x			1	x			3	x			4
122	5/17/17	x				x				x				x				x						x	
123	5/17/17		x		6	x			2		x		5		x		1		x		3	x			4
124	5/17/17			x	3		x		6		x		5		x		2	x			1			x	4
125	5/17/17		x		3		x		5	x			1		x		4		x		6	x			2
126	5/17/17		x		6		x		3		x		5		x		4		x		2		x		1
127	5/17/17		x		3		x		5	x			2		x		4	x			1			x	6
128	5/17/17	x			1	x			2	x			3		x		5		x		6	x			4
129	5/17/17		x				x				x				x				x			x			
130	5/17/17		x		6	x			3	x			1		x		5	x			2			x	4
131	5/17/17	x			1	x			4			x	6	x			5		x		3	x			2
132	5/17/17	x						x			x				x				x			x			1
133	5/17/17	x			2		x		6		x		5	x			4	x			3	x			1
134	5/17/17	x			2			x	5			x	4	x			3		x		6	x			1
135	5/17/17			x				x				x				x				x				x	
136	5/17/17	x			1		x				x				x				x		6		x		
137	5/17/17		x		6		x		3		x		5		x		4		x		2	x			1
138	5/17/17			x				x				x				x				x				x	
139	5/17/17			x	6		x		1		x		5		x		4		x		2	x			3
140	5/17/17		x		5			x	3		x		6	x			2		x		4	x			1
141	5/17/17		x		3		x		6		x		4		x		2		x		5		x		1
142	5/17/17	x			1		x		6			x	3		x		5		x		4			x	2
143	5/17/17		x				x				x				x				x			x			

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
111	5/16/17	It would be fine if it was available to low-income earners, 80% of whom commute by car because they can't afford transit.
112	5/16/17	
113	5/16/17	
114	5/16/17	
115	5/16/17	
116	5/16/17	Large employers should pay more for Go Passes. My employer does not provide any commuter benefits so I bare the burden of paying about \$1700 a year for Caltrain on top of Bart fares.
117	5/16/17	
118	5/16/17	
119	5/16/17	It's a steep hit, but the value to the employees is still quite high. Of course it might be tough for some large employers to absorb.
120	5/17/17	
121	5/17/17	
122	5/17/17	Please figure out a way to make Caltrain financially self sufficient and less reliant on government funding for operations.
123	5/17/17	
124	5/17/17	This option is not viable for my company at this time, but if it was this increase is excessive.
125	5/17/17	If a company could pay only for the employees who will use it, then the new prices would be fair--perhaps even low, but since an employer has to pay for all employees, even when only a fraction of them use Caltrain, it makes it unattractive to many employers.
126	5/17/17	
127	5/17/17	This one-time increase would be too steep and should be done over multiple steps, similar to the monthly passes.
128	5/17/17	
129	5/17/17	50% is too much of a hike, where's the comparable equivalent improvement to justify such a large increase? At that price, those employers could easily switch to buses as an alternative.
130	5/17/17	If this goes through, MANY employers will not eat the cost and either discontinue the GO Pass or pass the cost on to employees = more employees will begin driving and the traffic situation in the Bay area will get even WORSE!
131	5/17/17	
132	5/17/17	
133	5/17/17	I think these large employers should pay more.
134	5/17/17	
135	5/17/17	Out of all riders how many (percent) are GoPass?
136	5/17/17	GoPass providers need to pony up more; those of us without GoPass are underwriting the companies (not people, companies) that offer GoPass. Your budget has to come from somewhere. Companies should contribute; they can afford it far more than individuals
137	5/17/17	
138	5/17/17	When will more detailed GoPass data be available?
139	5/17/17	I don't really know what a Go Pass is
140	5/17/17	Keep fare costs as low as possible. Cut staff or reduce their wages. You have a requisition for a Director of IT I have applied for that is still open and I never even received an acknowledgement of having applied despite leaving voicemail for Penny. Penny clearly isn't doing her job, fire her. I can help reduce and eliminate Windows licensing expenses as well by using free and open source software alternatives with better security and reliability.
141	5/17/17	Again, Caltrain is already too expensive for most people except the rich to use on a regular basis. This is unfair.
142	5/17/17	
143	5/17/17	Need to get results of fare study before proposing increases

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
111	5/16/17	
112	5/16/17	
113	5/16/17	
114	5/16/17	
115	5/16/17	
116	5/16/17	I already pay a lot for Caltrain with earnings from after taxes. My employer does not provide pre tax commuter benefits. I will take a hit with another increase in prices.
117	5/16/17	
118	5/16/17	
119	5/16/17	The monthly pass is a generous discount. I often bought one even if I only expected to make 10 round trips in a month, because it capped my expense and included local travel on SamTrans and VTA.
120	5/17/17	
121	5/17/17	
122	5/17/17	
123	5/17/17	
124	5/17/17	I understand that costs go up, but this is a bit excessive. Once again, I will look to see if there are alternative ways for me to get to my office to avoid CalTrain. If the proposed increases were in the 5-8% range it would be easier to justify, based on cost of living and providing the services. But, CalTrain sites that they are facing a \$10M short fall for 2018 budget year. Sound to me like CalTrain should look to hiring people that can actually manage the budget as opposed to raising our rates so significantly.
125	5/17/17	Many people these days work non-traditional schedules, travel, work from home one or two days a week, etc., so are unlikely to save anything with the monthly pass. Caltrain needs to encourage loyalty to the regular (but not daily) riders. I take the train 1-2 days per week--with some incentives, I could ramp that up to 2-4 days per week.
126	5/17/17	
127	5/17/17	The proposed increase for a monthly pass would be more than 20% based on the current fare. This increase is too much and may deter a lot of riders making Caltrain less attractive. If an increase is necessary, it should be considered in two or three steps.
128	5/17/17	
129	5/17/17	Why would anyone agree to a yearly increase when there is no improvement to the quality of the service. There's less seats, frequent breakdowns, and no comparable increase in gas prices which is one of Caltrain's main competitors.
130	5/17/17	
131	5/17/17	
132	5/17/17	
133	5/17/17	This will make me less likely to commute by Caltrain, which is already more expensive than commuting by car, because it makes the monthly passes less of a good deal. I think that this fare increase is unacceptable!
134	5/17/17	
135	5/17/17	
136	5/17/17	Leave the fare price base alone!
137	5/17/17	
138	5/17/17	
139	5/17/17	It is already so expensive! I am unfortunately just at the edge of two zones (Lawrence & Redwood City) so my monthly pass for three zones is super expensive.
140	5/17/17	Months have 28 to 31 days in a Gregorian calendar and approximately 28 days in lunar calendars. Neither 13 nor 15 day month durations are congruent with Earth months and are unnecessarily confusing.
141	5/17/17	Again, Caltrain is already too expensive for most people except the rich to use on a regular basis. This is unfair.
142	5/17/17	Raising the fare for my monthly pass will make it more difficult for me to continue riding with Caltrain. As someone with no other option but to ride Caltrain to and from work each day, this increases the financial burden upon me.
143	5/17/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
111	5/16/17	For tourists
112	5/16/17	
113	5/16/17	
114	5/16/17	
115	5/16/17	The 8-ride ticket makes use of Caltrain much more attractive for my commute to work 2-days per week.
116	5/16/17	This also hurts people who work part time
117	5/16/17	
118	5/16/17	
119	5/16/17	I don't understand why you can't offer some benefit for people who ride often but not enough to justify a monthly.
120	5/17/17	
121	5/17/17	
122	5/17/17	
123	5/17/17	
124	5/17/17	I find the 8-ride ticket package useful when I am traveling for my company and will only need to ride CalTrain a handful of times during that month.
125	5/17/17	In the age of Clipper cards, the 8-ride seems outdated, BUT it would be nice to find a way to give a discount to those of us who are regular riders but not regular enough to buy a monthly pass. Could you offer something like BART's high value ticket?
126	5/17/17	
127	5/17/17	
128	5/17/17	
129	5/17/17	Does not achieve the goal of retaining/increasing ridership.
130	5/17/17	
131	5/17/17	
132	5/17/17	
133	5/17/17	I commute from San Jose to San Francisco everyday when I am in the bay and not traveling for business. On months where I will spend enough time in the area I use a monthly pass, but there are often months that I am not within the bay for enough days in a calendar month and I rely on the 8 ride tickets to make the journey more affordable.
134	5/17/17	
135	5/17/17	How long the 8-ride tickets are good for (do they expire on 10/1? What if you purchase them on 9/30?)
136	5/17/17	No! This option should be available to those who do not need a monthly pass but need to buy tickets for more than one ride.
137	5/17/17	With all of these measures, it seems like CalTrain is trying to decrease its ridership!
138	5/17/17	
139	5/17/17	
140	5/17/17	No. maintain all discounted incentive fare. Make Caltrain more economical than BART.
141	5/17/17	The 8-ride ticket is valuable for various people who may only need Caltrain two or three times a week. It should be valid for 60 days, not 30 days. Why discourage people from riding Caltrain regularly?
142	5/17/17	
143	5/17/17	It is useful to encourage transit use.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
111	5/16/17	
112	5/16/17	
113	5/16/17	
114	5/16/17	
115	5/16/17	Rising parking prices discourage use of Caltrain until last mile or first mile options to station are convenient.
116	5/16/17	
117	5/16/17	
118	5/16/17	
119	5/16/17	Parking has often felt very subsidized and those of us who never park at a station get no benefit from it.
120	5/17/17	
121	5/17/17	
122	5/17/17	
123	5/17/17	why the need to price gouge loyal customers. I've ridden the peninsula train since 1974 and have seen prices go up and service go DOWN
124	5/17/17	The proposed increase in parking fares will make this service very difficult to justify as it is increasing harder to be able to live month to month. I would find alternative ways to get to the station to avoid the parking fees.
125	5/17/17	
126	5/17/17	
127	5/17/17	The same than for monthly passes applies here. The one-time increase would be too much and should be staged over two or three times.
128	5/17/17	Too m any people are not paying for parking and parking on city street. Your parking program does not work like it should.
129	5/17/17	That's a 50% increase, I thought Caltrain was trying to increase/maintain ridership? How would making it cheaper to drive achieve that?
130	5/17/17	That price increase is way too much! If riders stop driving down to station and get rides - it will be MORE of a mess at Diridon! And the VTA takes WAY TOO long to consider using it instead of parking at station. Maybe increase parking by \$10 would be acceptable - not \$30 !
131	5/17/17	Increasing the incentives to not drive to Caltrain makes sense IF it shifts people to public transit, bikes or walking, and doesn't shift people away from Caltrain.
132	5/17/17	
133	5/17/17	
134	5/17/17	
135	5/17/17	
136	5/17/17	
137	5/17/17	
138	5/17/17	
139	5/17/17	
140	5/17/17	I am OK with increasing costs for car owners to fund rail.
141	5/17/17	Again, Caltrain is already too expensive for most people except the rich to use on a regular basis. This is unfair.
142	5/17/17	I highly disagree with this monthly parking increase. As someone with a 3 zone monthly pass and monthly parking passes, this increase will make Caltrain significantly more expensive than driving to and from work.
143	5/17/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
111	5/16/17	Except for low-income earners!!
112	5/16/17	I have multiple children who use the train to get to school and the Clipper Cards are already expensive.
113	5/16/17	
114	5/16/17	Caltrain is already too expensive.
115	5/16/17	The rising fare reduces my willingness to take Caltrain.
116	5/16/17	This hurts people who work part time
117	5/16/17	
118	5/16/17	
119	5/16/17	This is going to be a steep hit for some riders.
120	5/17/17	
121	5/17/17	
122	5/17/17	
123	5/17/17	
124	5/17/17	This proposed increase is nominal and I can understand the need.
125	5/17/17	Caltrain is already way more expensive than driving for me (\$24.70 roundtrip including parking from Zone 1 to 4 vs. \$6 rountrip for gas). I prefer the train since it is more relaxing and more green, but as prices keep going up, I find myself more conscious of the cost.
126	5/17/17	
127	5/17/17	
128	5/17/17	
129	5/17/17	Why would anyone agree to a yearly increase when there is no improvement to the quality of the service. There's less seats, frequent breakdowns, and no comparable increase in gas prices which is one of Caltrain's main competitors.
130	5/17/17	
131	5/17/17	Why not more of an increase, or less? Need data.
132	5/17/17	
133	5/17/17	
134	5/17/17	
135	5/17/17	
136	5/17/17	I travel zones 2 to 6 inclusive; that monthly pass is almost \$300 already and you are proposing to raise it a year early. What are you going to do next year? raise it again? It looks like you are subsidizing low income/GoPass with those of us locked into monthly passes. See comment above
137	5/17/17	
138	5/17/17	
139	5/17/17	
140	5/17/17	I think rail fares should be made as inexpensive as possible. Do not eliminate nor increase the discounted rate 8 ride and monthly passes. Encourage more to use Caltrain, keep passenger costs as low as possible or even free if subsidized somehow.
141	5/17/17	Caltrain is already too expensive for most people except the rich to use on a regular basis. This is unfair. It sounds like Caltrain is trying to reduce overcrowding by only serving the rich.
142	5/17/17	
143	5/17/17	Increases should await results of fare study

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
111	5/16/17	
112	5/16/17	
113	5/16/17	
114	5/16/17	Off-peak discount pricing just makes sense. The ultimate goal should be to reduce private vehicle dependency along the Caltrain corridor.
115	5/16/17	Trains are already full on weekends and evenings.
116	5/16/17	keeping it equitable
117	5/16/17	
118	5/16/17	
119	5/16/17	This is an interesting idea. I no longer ride enough to have a pass, but I appreciated that weekends included all zones as that was when I most often went end to end.
120	5/17/17	I'd rather not have a discount for weekend / evening riders and instead NOT increase monthly pass fares.
121	5/17/17	
122	5/17/17	
123	5/17/17	
124	5/17/17	I do not use CalTrain services at these times so this will not benefit me.
125	5/17/17	
126	5/17/17	
127	5/17/17	I don't think this will increase ridership on weekends and hence does not look important to me.
128	5/17/17	
129	5/17/17	
130	5/17/17	I don't feel like the problem here is evening or weekend riders. The real problem is commuting in the Bay Area. The Caltrain needs to be a better solution!
131	5/17/17	provided good data is acquired during the pilot.
132	5/17/17	Roudntrip from SJ to SF is \$20. This cost more than driving to the city...I would take caltrain more if it's cheaper.
133	5/17/17	I think this is a good idea to reduce congestion in peak hours.
134	5/17/17	
135	5/17/17	
136	5/17/17	The difference in cost has to come from somewhere; this would mean I subsidize these discounts with my fare increases. The buck has to stop somewhere; have these people pay their "fare" share like the rest of us instead of using us to underwrite the difference in fare collections
137	5/17/17	
138	5/17/17	
139	5/17/17	
140	5/17/17	More methods to provide passenger discounts seems worthwhile to increase riders.
141	5/17/17	Instead, Caltrain should save money by eliminating one of the "conductors" during lighter ridership times (if not, during all times).
142	5/17/17	
143	5/17/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
111	5/16/17	You need low-income passes and fares!!
112	5/16/17	
113	5/16/17	
114	5/16/17	
115	5/16/17	Better coordination of Caltrain and BART times at Millbrae should be a very high priority. As is, the transfer from Caltrain to BART is outrageous with BART trains leaving just as passengers get off Caltrain and run to catch BART with doors closing on BART just as runners arrive. Very frustrating & poor!
116	5/16/17	
117	5/16/17	
118	5/16/17	
119	5/16/17	Overall it is a steep increase coming on the heels of last year's increase. It feels like Caltrain riders are being asked to pay disproportionately for VTA's fiscal issues.
120	5/17/17	
121	5/17/17	
122	5/17/17	
123	5/17/17	
124	5/17/17	
125	5/17/17	
126	5/17/17	
127	5/17/17	I believe before Caltrain is considering a fare increase, it must look into improving it's current service. Trains are old and reaching their end of life soon. Also the current schedule is too infrequent and trains during peak hours are far too overcrowded. If there is a clear plan to address those issues I am sure that riders will be more willing to accept the frequent and rather steep fare increases.
128	5/17/17	
129	5/17/17	
130	5/17/17	I do not take the train to the city on the weekends as there is not enough bullet service. But driving is not a problem as there's so much less traffic. Caltrain (Bart and VTA) need to be solution to our traffic mess during weekday commutes. If I had to drive to work - I would not work at Stanford. There is no way I could commute by car and remain sane. Not to mention the problems in Palo Alto if people stop taking the train to work!
131	5/17/17	
132	5/17/17	
133	5/17/17	
134	5/17/17	Let multiple employers of low wage service workers join together to buy discount passes for their employers.
135	5/17/17	Is Caltrain considering an annual pass?
136	5/17/17	YOUR CHOICES IN THE TABLE ABOVE DON'T WORK!!!
137	5/17/17	
138	5/17/17	Will there be public outreach meetings in SF, SM and SJ? If so when and where?
139	5/17/17	
140	5/17/17	Run more frequent and extensive service on weekends. Currently Gilroy and areas south of San Jose are not well serviced at all even during the week and not at all on weekends. That is unacceptable. In civilized environments like Berlin, rail service is 24 hours on Friday and Saturdays to promote people taking trains and reduce the likelihood of drunk driving on weekends when most people are off work.
141	5/17/17	It seems like Caltrain is trying to reduce overcrowding by pushing away low- and middle-income people, instead of increasing the number of trains and the number of train cars.
142	5/17/17	
143	5/17/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
144	5/17/17			x	1		x		6			x	2		x		5		x		4			x	3
145	5/17/17		x		5		x		3	x			1		x		6		x		2	x			4
146	5/17/17																								
147	5/17/17		x				x				x		6		x				x		3		x		
148	5/17/17			x	5		x		6	x			2			x	3			x	4	x			1
149	5/17/17		x		5	x			1		x		3			x	6	x			2	x			4
150	5/17/17			x	1		x		6			x	4			x	2		x		5	x			3
151	5/17/17			x	2		x		4		x		5			x	3		x		6	x			1
152	5/18/17	x			1	x			2			x	4	x			3	x			5			x	6
153	5/18/17		x		5	x			4		x		6			x	2		x		3	x			1
154	5/18/17		x		3			x	2		x		5			x	4		x		6	x			1
155	5/18/17		x		5		x		6	x			3		x		4	x			1			x	2
156	5/18/17	x			4		x		5	x			1		x		6	x			2	x			3
157	5/18/17	x			1			x		x			2			x		x			3	x			
158	5/18/17	x			1	x			3			x	5	x			2	x			6	x			4
159	5/18/17			x	2		x		4		x					x	3		x		6	x			1
160	5/18/17			x				x				x				x				x				x	
161	5/18/17		x				x					x			x				x					x	
162	5/18/17			x				x				x				x				x		x			
163	5/18/17			x				x				x				x				x				x	
164	5/18/17			x				x				x				x				x				x	
165	5/18/17			x				x				x				x				x				x	
166	5/18/17		x				x					x			x				x					x	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
144	5/17/17	
145	5/17/17	Have you shared this proposal with the employers?, are they willing to pay it? 50% increase is really high.
146	5/17/17	
147	5/17/17	
148	5/17/17	
149	5/17/17	
150	5/17/17	
151	5/17/17	
152	5/18/17	CalTrain should do more to allow smaller businesses to participate, perhaps through some sort of aggregation groups.
153	5/18/17	I was trying to get my employer to sign up for this and this increase will be more difficult
154	5/18/17	This increase will guarantee less ridership.
155	5/18/17	
156	5/18/17	
157	5/18/17	
158	5/18/17	while this is a steep one time increase, it is both reasonable and necessary
159	5/18/17	
160	5/18/17	
161	5/18/17	
162	5/18/17	
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
144	5/17/17	
145	5/17/17	
146	5/17/17	
147	5/17/17	
148	5/17/17	A 20% fare increase here is quite steep. I would seriously consider working from home an extra day a week or carpooling with coworkers to get below 15 days per month if this were implemented.
149	5/17/17	
150	5/17/17	You should encourage more monthly passes and less use of e-cash on Clipper
151	5/17/17	Riders should get discounts for frequency, not penalized for it.
152	5/18/17	
153	5/18/17	
154	5/18/17	
155	5/18/17	This is an extremely large increase in price, one that seems frankly ridiculous. As someone who rides commutes via Caltrain approx. 5x per month I would likely be discouraged by this increase and would favor driving instead.
156	5/18/17	
157	5/18/17	
158	5/18/17	
159	5/18/17	Monthly passes are expensive enough as it is. It hasn't even been 2 years since the last increase!
160	5/18/17	
161	5/18/17	
162	5/18/17	
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
144	5/17/17	
145	5/17/17	
146	5/17/17	
147	5/17/17	
148	5/17/17	8 Ride was always a pain. I frequently had unused passes when I did 8 ride tickets.
149	5/17/17	
150	5/17/17	
151	5/17/17	Using the Clipper card is easier, although sometimes the readers don't work so the max fare is charged. Riders should have options, not be forced to purchase Clipper. Being forced to use Clipper is not fair to people visiting the bay area, and it doesn't take tourist transportation into consideration.
152	5/18/17	
153	5/18/17	I rarely make the required 15 rides for the monthly pass but to use the Caltrain regularly
154	5/18/17	There should be MORE incentives to ride, not taking away the limited incentives we have already.
155	5/18/17	
156	5/18/17	
157	5/18/17	confusing as all heck
158	5/18/17	
159	5/18/17	I buy two 8-ride tickets every month, because I don't have exactly the same commute every day.
160	5/18/17	
161	5/18/17	
162	5/18/17	
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
144	5/17/17	This would be highway robbery!! I can barely afford the one month train pass and the \$55 parking fee as it is!
145	5/17/17	This increase is huge!, what is the rational of the increase? The monthly pass fee will be increased and the parking fee as well, it is not affordable for everyone to pay these increases. Many people have to rely on the car to go to the train station, this increase is not an incentive to use the train, it won't contribute to take cars out of the streets.
146	5/17/17	
147	5/17/17	What about the stations where parking is free? Morgan Hill etc. all stations should pay for parking.
148	5/17/17	
149	5/17/17	
150	5/17/17	
151	5/17/17	
152	5/18/17	This will cause more riders to avoid parking by using street parking near the stations. This proposal implies that parking at SJ Diridon or Sunnysvale where the lots fill up quickly is of the same value as at Lawrence, where they are never full.
153	5/18/17	
154	5/18/17	
155	5/18/17	
156	5/18/17	big increase
157	5/18/17	
158	5/18/17	
159	5/18/17	
160	5/18/17	
161	5/18/17	
162	5/18/17	
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
144	5/17/17	I highly disagree with a fare increase. Why penalize the commuters who are doing our roads and an environment a favor? Raise the day, one-way passes, but not commuter fares!
145	5/17/17	
146	5/17/17	
147	5/17/17	Trains overcrowded most of the time you end up standing. Increasing rates people should have a seat rather than pay for standing.
148	5/17/17	
149	5/17/17	
150	5/17/17	Increase the paper ticket zone fare price only.
151	5/17/17	Most of the time, it is cheaper to drive rather than take the train. Raising fares will encourage me to drive more often.
152	5/18/17	
153	5/18/17	Increase the discount with it
154	5/18/17	There was a recent increase in fares not too long ago. What is the reason for this increase? There is already funding for the electrification of CalTrain...
155	5/18/17	
156	5/18/17	
157	5/18/17	
158	5/18/17	
159	5/18/17	Caltrain is expensive enough as it is. It hasn't even been 2 years since the last increase!
160	5/18/17	
161	5/18/17	
162	5/18/17	
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
144	5/17/17	
145	5/17/17	
146	5/17/17	
147	5/17/17	Ridership is heaviest during work week yet you want to give weekend & evening riders a discount? Not fair!!!
148	5/17/17	Weekend and evening service is slower, so it should be cheaper.
149	5/17/17	
150	5/17/17	
151	5/17/17	
152	5/18/17	
153	5/18/17	
154	5/18/17	There should be MORE incentives to ride Caltrain. Incentives guarantee more riders and therefore less pollution and traffic on the road.
155	5/18/17	
156	5/18/17	
157	5/18/17	strongly agree
158	5/18/17	great way to generate goodwill in ridership community at of-fpeak times
159	5/18/17	Try it. This could be a way to increase ridership, when you have unused capacity available.
160	5/18/17	
161	5/18/17	
162	5/18/17	This sounds good, especially more family train travel for weekends, if we can lower the cost, single tickets are expensive when added up. I use train for work, but cost too much for 5 members family travel, especially when u want more ridership at time when when family can do things togetger, WEEKENDS!!!!
163	5/18/17	
164	5/18/17	
165	5/18/17	
166	5/18/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
144	5/17/17	
145	5/17/17	Any change should be done in phases, you can not expect to increase all fares at the same time and riders to approve the change. We understand a good train service requires investment but the funding can't come directly from the riders. The cost of living in this area is already high, all the utilities are increasing as well, will the people be able to eat? Parking is a must in the stations and increasing the fares won't motivate anyone to continue to use the train. It will be great if you also engage with the employers, will they provide a subsidy for these fare changes? I do agree we can all contribute to the Caltrain but these increases are not affordable for everyone. Thanks!!
146	5/17/17	
147	5/17/17	
148	5/17/17	
149	5/17/17	
150	5/17/17	
151	5/17/17	
152	5/18/17	You should see about a levy on Giants game tickets -- their game traffic disrupts commuter access. Yesterday (5/17/17) the 258 left riders at the station at Palo Alto due to being over capacity.
153	5/18/17	
154	5/18/17	Public Transportation already costs more money than driving a personal car. It is also less convenient in most cases. Caltrain needs to use incentives, discounts and programs that will increase ridership by decreasing cost and increasing reliability and convenience.
155	5/18/17	I have been a vocal advocate of the Caltrain system and have supported you guys on the fight for Electrification Funding. These proposed fair increases seem like a slap in the face to riders.
156	5/18/17	- do the increase in phases - monthly pass and parking fee increases together will not work. big increase - review go pass - employers to pay more
157	5/18/17	monthly pass tagging is horrible please get rid of zones
158	5/18/17	
159	5/18/17	
160	5/18/17	Is there any way Caltrain could reduce prices by reducing the number of employees required to operate the trains? Many trains overseas automate fare collection, which lowers the per-ride operational cost. Fewer employees per train would help support a higher frequency of service (not sure if you have the train or track capacity for the latter). Have you modeled the expected passenger loss due to the higher fare? It's my understanding that ridership has decreased this past year. I'm OK with charging what's necessary for the service to operate but it would be good to know you have some sort of passenger model based on the fare price. I'm also worried that fewer passengers would translate to fewer trains - probably my #1 goal for Caltrain would be an increased service frequency during the day and at night
161	5/18/17	What? Pay more and keep the same slow service, obsolete trains, old and run-down uncomfortable cars, and crappy schedule? Wow, what a deal! When is Caltrain going to modernize? Lets answer that question first, and then I'll tell you whether you deserve to charge me higher fees across the board for anything.
162	5/18/17	
163	5/18/17	Caltrain's antiquated and insanely inequitable fixed zone-based fares are a holdover from the bad old days when station agents and train crews punched and sold paper tickets. Having only a few large fare zones made for a smaller set of easily-memorized cash fares. Currently, riding 1 station stop south from Redwood City costs \$5.75 — \$2 MORE than riding 8 station stops north to Millbrae ... and the SAME as riding 13 station stops north to SF! (Note: such fare inequities exist at all stations on or near fare zone boundaries.) All Caltrain ticket sales were switched to TVMs or Clipper for well over a decade now, so switching to an equitable distance-based fare matrix — as BART has always had — is a long overdue "no-brainer." Standard one-way fares would be composed of a base, say \$2, plus a distance-based component of say 15 cents per mile. All other ticket types would be based on a multiplier (e.g. 0.5x for senior/child/disabled, 8x for 7-day passes, 26x for 30-day passes). Depending on the base fare, distance charge and multipliers chosen, the switch to equitable distance-based fares could be made either revenue-neutral or revenue-increasing and reprogramming the existing TVMs and Clipper could easily accommodate this. BART posts station-specific charts showing the cost to ride to any other station, and has apps and online fare calculators easily accessible from anywhere: https://www.bart.gov/tickets/calculator Unlike BART's dumb TVMs, Caltrain's intelligent TVMs actually know and display fares prior to purchase ... so distance-based fares would be much easier for riders than on BART. Note that BART's is an approximation of a pure distance-based fares. As a careful study of the BART fare matrix shows, they still have some closely-spaced downtown stations which they chose to treat as one for fare purposes ... and they also have surcharges for use of certain special high-cost stations such as SFO (\$4) or OAK (\$6). Of course, Caltrain's intelligent TVMs and/or Clipper could easily handle all of this too. The existing zone-upgrade fare is also easily retained and implemented for monthly pass holders with distance based fares. Simply tag-on and -off, and the correct net mileage ridden outside the pre-paid segment covered by the monthly pass is automatically deducted from the stored (cash) value on the rider's Clipper card. "Easy peasy"!
164	5/18/17	If "Caltrain plans assume consideration of a fare increase every two years." then why is an increase being considered for October 2017? The fares were last increased in 2016, and that is one year.
165	5/18/17	Hello JPB Secretary, I have been a comitted rider since I graduated college in 2012 and moved back to the suburbs. I think the fare increase each two years is not fair to the community. Public transportation should be acessible and affordable. I would like to suggest the option for companies to have ad space on the trains or at each station not just SF. How much would Caltrain be able to charge each company? Could that help in decreasing costs for riders and bringing money to the budget? What government grants can Caltrain have? What if corporations also rent out trains off peak hours and fill them for e.g. a conference in SF from Google. A specific company rental from Mountain View to SF. Could Caltrain do a company transportation and make money?
166	5/18/17	Caltrain, Are you kidding me, raising parking costs by over 50%. Increasing the already expensive passes also. How about having conductors check tickets more often, catch the people riding for free. Check parking passes at stations where people park for free cause they know they can. I see conductors sitting in seats talking to people and not working. Eliminate the waste and make it affordable.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
167	5/18/17		x				x					x			x				x						x	
168	5/18/17		x				x					x			x				x						x	
169	5/18/17			x				x				x				x			x						x	
170	5/18/17		x				x					x			x				x						x	
171	5/18/17		x		2		x		6		x		4		x		5	x			3		x			1
172	5/19/17		x		4		x		6			x	3	x			1		x		5	x				2
173	5/19/17			x	3			x	4		x		6			x	5	x			1	x				2
174	5/19/17			x	6		x		2		x		3			x	5		x		4		x			1
175	5/19/17			x	6		x		5			x	2		x		4		x		3	x				1
176	5/19/17		x		6	x			3		x		5	x			1	x			2	x				4

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	
172	5/19/17	It seems fair to raise the rate but this huge percentage increase all at once doesn't seem fair. This seems like punishment for doing thr right thing (encouraging use of public transportation). Again, a bond or other secure funding source for Caltrain would have been a lot better solution.
173	5/19/17	
174	5/19/17	
175	5/19/17	
176	5/19/17	Increasing 10 percent is good. But 50 percent at time is too costly

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	This is a huge increase. I for one cannot afford to have my train pass increase by over \$55 per month. plus an increase on monthly parking... I wont be able to afford to go to work.
172	5/19/17	This will lead to fewer people taking Caltrain. People are working different schedules (working from home, longer schedules so they can get an extra day off, etc.) Today is a Friday and the train had a lot less passengers. This will discourage many people from buying a monthly pass since the discount won't be as meaningful.
173	5/19/17	
174	5/19/17	
175	5/19/17	
176	5/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	
172	5/19/17	
173	5/19/17	I have been going to SJSU for a year now, and the 8-ride has always been something I use a lot. It's cheaper than buying the monthly and/or single rides. My friends who also live around the peninsula and who go to school in SJ buy the 8-ride ticket. I think taking this option out is not a really good idea, esp. to students who commute like me. I would prefer to have an 8-ride fare increase rather than fully eliminating it. Thanks for hearing out my opinion.
174	5/19/17	
175	5/19/17	
176	5/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	I for one cannot afford having my parking pass increase by \$27.50 a month with an additional \$55 for my monthly pass. I won't be able to afford to go to work.
172	5/19/17	More should be done to increase the cost of parking. Monthly train tickets have a multiplier effect - the daily rate increases and the number of days charged increases. This is not the case with parking, where the daily rate is staying the same. Raise the daily rate. But also think bigger - think of better ways to use the parking lot land like doing long term land leases. Muni did that with land near the Embarcadero for a hotel. Look at that model. If done right, it would bring Caltrain more customers than the loss of a parking lot would lose.
173	5/19/17	
174	5/19/17	
175	5/19/17	
176	5/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	
172	5/19/17	There are other ways to deal with a funding shortage. BART just successfully passed a bond. Caltrain should have taken that route so the cost is spread to 101 users who also get huge benefits from having a well used Caltrain. This fare increase is almost 20% for monthly users and will scare many of them away from Caltrain.
173	5/19/17	
174	5/19/17	
175	5/19/17	
176	5/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
167	5/18/17	
168	5/18/17	
169	5/18/17	
170	5/18/17	
171	5/18/17	
172	5/19/17	
173	5/19/17	
174	5/19/17	Weekend travel is a luxury item whereas weekday travel/commute is a necessary expenditure. Please don't penalize the working folks who need to use the train for daily transportation.
175	5/19/17	
176	5/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
167	5/18/17	First, "proposed increase" is code for "we are doing this, so who cares what you have to say." Second, you are again holding a public meeting in the middle of the week at a time when most people are at work. People need to be at their jobs to pay for the outrageous increases you are proposing...how can they leave work early to attend the meeting? The fares will again be discussed in July, on a week day at 10am...when people are at work... How about a Saturday afternoon meeting? Or a weeknight at 7 or 7:30om when people can attend? I forgot, you don't want people to attend. I have filled out the survey but that is insufficient for me to eviscerate you in writing. Fare increase coming, the second in about two years: let's justify that decision, shall we? The trains run on time every day: negative When a train has an issue, the stoppage/delays are minimal and commuters are gently impacted if at all: negative Conductors check tickets on a regular basis, making sure everyone who is riding is paying: negative Conductors enforce rules on the train from cell phone usage to feet on the seats: negative Parking is regulated and enforced at all stations: negative On Giants game days, additional trains are run to ease the congestion and allow for a smaller impact on every day commuters: negative But with the fair increase, good things will happen, right? With the fair increase, Caltrain will be adding free wifi on all trains: negative With the fair increase, Caltrain will be upgrading its infrastructure to cut back on delays: negative With the fair increase, Caltrain will be running additional trains to give riders more flexibility and options: negative The head man gets a 50K bonus for his fine work: affirmative Caltrain is mismanaged: affirmative Perhaps the fair increase is needed to pay a 500K salary for a guy who is unable to manage his way out of a wet paper sack. I currently have a GoPass. I have no idea if my company will give in to extortion or if they will end the program. I understand that everyone's situation is different. Some will have no choice but to pay all that you demand because this is there only option for transportation. If my company leaves the GoPass program, I will discontinue riding Caltrain. Based on your "proposed" (certain) increase, my cost for riding Caltrain (2 zones) and a parking permit will total \$246.00/month. If I drive gas will cost be around \$100.00/month and I can pocket the remainder for car maintenance and still come out well ahead of what you want to charge. Thankfully, I am only 2 zones. Imagine how people in 3 or more zones are going to react. Ultimately, in the 4 years I have been riding Caltrain, Caltrain has never been accountable for their business. Parking enforcement is the sheriff department's issue. We don't get enough money from the state to improve infrastructure from rails to modern trains to whatever else...We don't have the money to put an extra conductor on trains to help check tickets and enforce rules.
168	5/18/17	I am writing to voice my concern for the proposed fare hikes, especially the PARKING increase from \$55 to \$82.50. This is a huge increase and I can't tell what new services you are offering. Do you plan on building more parking at busy locations such as San Jose Diridon? Are you building lots at other stations? If you are not then the price of a parking spot, which we already have to get to the station at an ungodly hour to even get, just got even more expensive. Do I need to start getting there at 5:30 just to park my car?? That is a substantial increase to commuters who are already spending money on gas to even get to your parking lots! The parking lots are NOT patrolled, they are dirty, they are crowded and the price should encourage people to want to ride Caltrain, not encourage them to get in their cars and avoid the hassle of high cost of train/parking and commuting. I live in Morgan Hill and commute to San Francisco. It's a long train ride but since Caltrain can't seem to run more than a few trains up and down a VERY populated corridor I drive up to Diridon to catch a bullet train. I really wish you would add more trains going down to Gilroy. Do you realize that you are missing out on a lot of commuters as most people who live in Morgan Hill, Gilroy, Hollister and even Salinas work in Silicon Valley. You guys are missing out on a huge influx of new ridership and money. But guess what, these communities aren't taking Caltrain; as you can see by the 101 traffic, they are driving because the train times are the worst. Unless you leave your job very early in the afternoon, you are not getting home until after 7:15pm if you live in Morgan Hill. What kind of life does that bode for your family. So instead people drive, and clog the roads early, but Caltrain is missing out on getting all of those commuters on board. You guys says "butts in the seats" would drive demand, but how long do you think people are going to sacrifice their life and time to prove to you that the service is needed. That saying, "if you build it, they will come" would run true if you guys added more trains. There are housing developments going up in Morgan Hill by the caltrain station to attract young people who work in silicon valley, but again, those people are not going to take the train if they can't get home at a decent time. It's a missed opportunity! Now you take a monthly pass from San Jose to SF and raise it, along with \$82 parking a month, what is the incentive for people to take the train? Its more than a CAR PAYMENT at this price point. Yes traffic isn't fun, but feeling ripped off every month as you guys increase parking and monthly passes every few months perhaps isn't worth the cost of sitting on a train for 3 hours after we have hit someone. Or standing up for an hour on our way home because a Giants game just let out.
169	5/18/17	Hello, I was planning to attend the meeting this afternoon, but regrettably, southbound train # 258, which I had hoped to board at 3:56 pm in Burlingame, was literally packed, with passengers even crowding the vestibule steps, so there was no way I could have brought my bike aboard. This was a result of today's Giants' game. I just completed the Caltrain fare increase survey, and I offer you my comments in lieu of appearing at today's meeting. •I object to a back-to-back fare increase. I think the current base fare should remain unchanged for at least one year. •The survey did not offer the option of an increase in the paper ticket fare, while leaving the Clipper fare unchanged. Currently, a paper ticket cost \$0.55 more than the equivalent Clipper cash, which is a low difference compared to other transit systems. For example, check out the difference in fare modes on the S.F.-Oakland ferry which I take monthly. Paper ticket: \$6.60 Clipper: \$5.00 Increasing the delta between TVM and Clipper fares on Caltrain would encourage the "occasional" passengers to purchase a Clipper card, which in turn would encourage users to try other transit modes, particularly the bus, and also eliminate queuing at the BART ticket machines at Millbrae. So I suggest you add this revenue-increasing measure to your options. Thanks for considering my views on this fare increase, and I hope you can plan better for ball game events so regular riders can still access trains.
170	5/18/17	I was unable to make the meeting on Wednesday afternoon regarding Caltrain fare increases and changes. I would like to take this opportunity to provide some feedback. For the record, I work in downtown Palo Alto and take Caltrain almost everyday. Downtown Palo Alto, like many cities along the Peninsula is blessed to have a Caltrain station in its midst. Yet there are hundreds of workers who still do not take use it to get there. It's a simple matter of economics. In many cases, it is still cheaper to drive a car with one occupant than to buy a GoPass or pay the daily rate. Raising fares will do nothing to convince potential new riders to switch modes. One way to convince those currently not on Caltrain to switch is to provide a mechanism to incentivize them to try it. Transportation Management Associations, for example, try by providing GoPasses to those who meet eligibility requirements. Currently Caltrain increase the price of GoPasses and is considering eliminating the 8 ride option and raising daily fares. This not only hampers the TMAs efforts but also makes it harder for companies who want to provide their employees with transit options to do so. This all seems counterintuitive. On one hand, cities and companies are trying to find ways to get people out of their cars and Caltrain is discussing ways to make it even harder for cities to achieve that noble goal. It is widely known that fare box revenue does not cover Caltrain expenses. So why adjust the fare box? Consider other ways of reducing expenses and improving efficiencies. (The public and the press have already pointed to some excesses that need trimming.) Do not raise fares, do not eliminate discounts, do offer more discounts to those working on your behalf to get people to take advantage of the service you offer. Do
171	5/18/17	
172	5/19/17	It is not fair that monthly passes are going up almost 20% and daily parking is remaining the same. Do something like raise parking and base monthly passes on 13 or 14 days.
173	5/19/17	
174	5/19/17	
175	5/19/17	
176	5/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
177	5/19/17			x	6	x			3		x		2		x		4		x		1		x		5
178	5/19/17			x			x				x				x				x			x			
179	5/19/17			x	3		x		4		x		6	x			5	x			2	x			1
180	5/19/17	x			2		x		6	x			1		x		5	x			3	x			4
181	5/19/17			x	2	x			4	x			1		x		6	x			5		x		3
182	5/19/17		x		6		x		4			x	3		x		5	x			1	x			2
183	5/19/17	x			2		x		4		x		5	x			1		x		6	x			3
184	5/19/17		x		6	x			4	x			5	x			1	x			3	x			2
185	5/19/17	x			1	x			3		x		6			x	5	x			2	x			4
186	5/20/17	x				x						x				x			x					x	
187	5/20/17	x			6		x		1		x		3			x	2		x		4	x			
188	5/20/17	x				x			4	x			3	x				x			5			x	2
189	5/21/17	x			1	x			2	x			4		x		6	x			3	x			5
190	5/21/17		x		4		x		1		x		2		x		6		x		5	x			3
191	5/21/17			x	3			x	4		x		6	x			1			x	5			x	2
192	5/22/17		x		5		x		2		x		4		x		3		x		6	x			1
193	5/22/17		x		2		x		6		x		3		x		4		x		5			x	1
194	5/22/17		x			x					x				x			x				x			
195	5/22/17	x			1		x		6	x			3		x		5	x			2	x			4
196	5/22/17			x			x				x					x			x				x		
197	5/22/17		x		6		x		3		x		5			x	4		x		2	x			1
198	5/22/17			x	3		x		6	x			4			x	1	x			5	x			2
199	5/22/17		x		6		x		1		x		5			x	2	x			3		x		4
200	5/22/17	x			1		x		4		x		6	x			2			x	3		x		5
201	5/22/17	x			4	x			3			x	5	x			2		x		6	x			1
202	5/22/17	x			2	x			6		x		3			x	5	x			1	x			4
203	5/23/17			x	3		x		6			x	1			x	2		x		5		x		4
204	5/23/17	x			1		x		6	x			3			x	4			x	2		x		5
205	5/23/17		x		5			x	2		x		6			x	3		x		4	x			1
206	5/23/17	x			1		x		6		x		4		x		2		x		5		x		3
207	5/23/17		x				x				x				x				x			x			
208	5/23/17	x			1			x	4		x		6	x			3	x			2		x		5
209	5/23/17		x		5		x		6			x	4			x	2			x	3	x			1
210	5/23/17	x			3			x	4			x	2		x		6	x			1		x		5

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
177	5/19/17	
178	5/19/17	
179	5/19/17	
180	5/19/17	
181	5/19/17	
182	5/19/17	I strongly disagree with the disproportionally higher cost increase of Go Passes compared to other fares. Employees don't have control over their employers' decision to participate in the program, but will bare all of the costs should the company stop. I think this change will just lead to many employers dropping this benefit, much less than the projected revenue increase, and higher costs for employees
183	5/19/17	Yes. Techies can afford it.
184	5/19/17	
185	5/19/17	Honestly, this is still a ridiculous low price for the year that a employer pays for it's employees. Tech companies have given us a lot of luxuries, life would be harder without Google. But honestly the amount of money some of these companies is sickening. There are many people in the Bay that work multiple jobs, and can hardly live. And that is an understatement. This should definitely go up.
186	5/20/17	
187	5/20/17	
188	5/20/17	Reluctantly, but only if small employers, and possibly individuals, are able to benefit from this program in some way.
189	5/21/17	
190	5/21/17	
191	5/21/17	
192	5/22/17	
193	5/22/17	
194	5/22/17	
195	5/22/17	Go Pass fare prices have not appropriately increased compared to monthly prices, particularly when considering that these are annual fees. An increase would be highly appropriate even up to \$750 per employee. Considering that a monthly pass commuter spends \$2,000+ annually, a higher price for Go Pass users would be reasonable. However, the minimum should be maintained at \$15,000 to encourage smaller companies (w/ 20+ employees) to sign up for the program.
196	5/22/17	
197	5/22/17	The CalTrain is already cost prohibitive - this MASSIVE increase will be exclusionary and will fly in the face of incentivizing public transit.
198	5/22/17	
199	5/22/17	
200	5/22/17	
201	5/22/17	
202	5/22/17	
203	5/23/17	
204	5/23/17	
205	5/23/17	
206	5/23/17	
207	5/23/17	
208	5/23/17	not sure the amount of increase is reasonable for everyone. maybe have some price flexibility for some smaller employers and non-profits?
209	5/23/17	This will discourage companies from signing up. Only the wealthy companies will be able to afford this benefit.
210	5/23/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
177	5/19/17	
178	5/19/17	
179	5/19/17	
180	5/19/17	- I (and many others may be) commute only on weekdays, and on an average 16-20 days a month. This change would take away all the discounts from monthly pass, discouraging its use. - May be caltrain should introduce a <u>weekday only pass if this is going to</u>
181	5/19/17	
182	5/19/17	This should be implemented at the base fair level, not the monthly pass level
183	5/19/17	
184	5/19/17	
185	5/19/17	I use caltrain everyday during the week when I am working and usually at least one way when I work on the weekend. The new monthly rate still saves me money compared to paying for a single ride each way during the month <u>with the current price.</u>
186	5/20/17	
187	5/20/17	
188	5/20/17	
189	5/21/17	
190	5/21/17	
191	5/21/17	
192	5/22/17	
193	5/22/17	
194	5/22/17	
195	5/22/17	For monthly pass users, the expense of using Caltrain is already high, and an increase would cause substantive financial harm to this critical Caltrain customer base.
196	5/22/17	This is a SIGNIFICANT price increase. My monthly pass would increase by 21.5%! This is a drastic change for regular riders. Other options should be considered, and weekend and evening riders should not receive discounts if <u>regular riders are paying so much more.</u>
197	5/22/17	
198	5/22/17	
199	5/22/17	
200	5/22/17	
201	5/22/17	
202	5/22/17	
203	5/23/17	If this change were to be made, it would no longer make sense for me to purchase a monthly pass. I work from home one day per month (a somewhat common arrangement) so the monthly pass would approximately be a wash. If I no longer had a monthly pass and just used a clipper card to tag on and tag off: 1. I would drive more often. I used to drive from San Mateo (Hillsdale) to SF. Right now, I rarely am able to get a seat as it is on these trains so driving is nearly as convenient. The lack of "lock in" from no longer having a monthly pass would make me consider this. 2. Being then forced to tag on and off every day would increase the burden of using Caltrain (the clipper tag on/tag off paradigm is painful: easy to forget, high cost if you forget to tag off, even higher if you forget to tag on). It's an experience that would again disenfranchise me with Caltrain.
204	5/23/17	This is a double fare increase on monthly riders. Why is Caltrain choosing to favor infrequent riders over dedicated riders?
205	5/23/17	
206	5/23/17	<u>would only be more acceptable if trains ride on time more often.</u>
207	5/23/17	
208	5/23/17	
209	5/23/17	It doesn't make sense to charge the people that use the system the most a huge increase. When it becoming less economically intelligent, we will move on.
210	5/23/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
177	5/19/17	need to give riders options
178	5/19/17	
179	5/19/17	
180	5/19/17	
181	5/19/17	
182	5/19/17	
183	5/19/17	No. You should reward passengers who pay their own way, as opposed to using employee passes. Monthly passes are not useful to many part-time workers.
184	5/19/17	
185	5/19/17	I don't use this, but I definitely would if I wasn't going to working a whole month. For example, if I go on vacation for two weeks. Why get rid of it?
186	5/20/17	
187	5/20/17	
188	5/20/17	
189	5/21/17	
190	5/21/17	
191	5/21/17	I use Caltrain 2x/wk to get to work. With this travel schedule, it does not make sense for me to get a monthly pass. It is helpful to me to get discounted fares, however. Please keep the 8-ride ticket!
192	5/22/17	
193	5/22/17	
194	5/22/17	its either a day pass or month pass. not really fair to those of us who use it frequently, but don't need a month pass
195	5/22/17	The 8-ride discount ticket is limited in use as most regular commuters will purchase a monthly pass and infrequent commuters will either load Clipper or buy individual tickets.
196	5/22/17	I am a regular Caltrain commuter, and my employer does not cover a Go Pass. Caltrain comes out of my pocket. I usually get 2 8-ride passes per month. There should be something between a monthly pass (which only provides value for people using Caltrain daily) and paying per ride for people who ride Caltrain 2-3 times per week.
197	5/22/17	During periods of intense travel, this option offers an affordable solution. Please keep it discounted!
198	5/22/17	
199	5/22/17	
200	5/22/17	
201	5/22/17	
202	5/22/17	
203	5/23/17	
204	5/23/17	I don't use this, and find it to be unnecessarily complicated.
205	5/23/17	
206	5/23/17	
207	5/23/17	
208	5/23/17	why are you doing this?
209	5/23/17	
210	5/23/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
177	5/19/17	
178	5/19/17	
179	5/19/17	
180	5/19/17	- Takes away the advantage for average commuter using caltrain for work like me who travels 16-20 days a week. - Introduce a weekday only pass if this is going to go forward.
181	5/19/17	The new parking lot is closed off for construction workers. I observed them parking in the Caltrain lot and NOT paying. Park in the street for free when it says limited to 2 hours. Before the parking lot was done, construction workers were parking in the Caltrain lot now since closed off parking again at Caltrain!
182	5/19/17	Monthly parking should only increase proportionally to the daily parking rate. This seems like a good way to discourage ridership. People paying for a monthly pass already have a car available to them and may just choose not to ride the train at all when there's a large jump in the parking fees along with the fare changes.
183	5/19/17	Yes. Increase fees for people who drive to Caltrain before you increase fees for people who take transit or walk to Caltrain.
184	5/19/17	
185	5/19/17	I do not park a car. I ride my bike or walk to the caltrain station.
186	5/20/17	
187	5/20/17	
188	5/20/17	People who drive to stations alone, rather than finding alternatives, should be penalized, not subsidized.
189	5/21/17	Too much additional expense with fare increases to middle income people. Middle class always takes the brunt of every thing since the low income people get discounts and subsidies.
190	5/21/17	
191	5/21/17	
192	5/22/17	
193	5/22/17	
194	5/22/17	Waaaaay too much of an increase; especially with all of the other increases.
195	5/22/17	A more appropriate and affordable cost increase would be based on 12 days/month at \$66. Due to poor public transit options within commuter cities outside of SF, driving is often the only viable option to reach a Caltrain station. An increase of \$27.50/month would have a substantial financial impact on many commuters.
196	5/22/17	
197	5/22/17	
198	5/22/17	
199	5/22/17	
200	5/22/17	
201	5/22/17	
202	5/22/17	
203	5/23/17	
204	5/23/17	
205	5/23/17	
206	5/23/17	
207	5/23/17	
208	5/23/17	isn't this the same per day rate?
209	5/23/17	
210	5/23/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
177	5/19/17	If you can service your riders better, I might consider the increase. Better would mean: 1) riders can get a seat on the train; 2) no mechanical problems; 3) trains on time so we can get to work and home on time
178	5/19/17	
179	5/19/17	
180	5/19/17	
181	5/19/17	
182	5/19/17	
183	5/19/17	
184	5/19/17	
185	5/19/17	25 cents adds up. Let's do it.
186	5/20/17	
187	5/20/17	
188	5/20/17	Reluctantly.
189	5/21/17	
190	5/21/17	
191	5/21/17	
192	5/22/17	
193	5/22/17	
194	5/22/17	
195	5/22/17	A slight increase in costs for occasional commuters would not cause substantive financial harm or disincentive to use Caltrain.
196	5/22/17	
197	5/22/17	
198	5/22/17	
199	5/22/17	
200	5/22/17	
201	5/22/17	On a fully amortized per-mile basis, CalTrain now costs more than driving.
202	5/22/17	
203	5/23/17	Caltrain is already approximately a wash with driving for me. Any increase would potentially push it in favor of me driving which is a) faster be b) more convenient (more times, my car runs after midnight)
204	5/23/17	Caltrain has to increase funding
205	5/23/17	
206	5/23/17	Given that commuting by train is a more sustainable way of traveling than by car, more should be done to receive state fundings.
207	5/23/17	
208	5/23/17	
209	5/23/17	
210	5/23/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
177	5/19/17	Weekday riders should be considered more so than weekend riders we are the majority.
178	5/19/17	
179	5/19/17	
180	5/19/17	
181	5/19/17	Weekend and evening riders isn't going to benefit people who work weekdays! Who goes to city on weekends when you go 5 days a week already! And certainly wouldn't be riding and paying fare for a family of 4 on the train on weekends.
182	5/19/17	
183	5/19/17	Yes. Weekend and mid-day service is terribly infrequent. Not fair to charge charge the same rates when service is worse.
184	5/19/17	
185	5/19/17	I am all for this. I work on the weekends, and sometimes I don't leave work until way later.
186	5/20/17	
187	5/20/17	
188	5/20/17	Only if that would increase Off-peak ridership.
189	5/21/17	I think weekend and night riders are more guided by convenience than price. But a pilot test is good idea.
190	5/21/17	
191	5/21/17	
192	5/22/17	
193	5/22/17	
194	5/22/17	won't really affect most people who use the train; which are work day commuters
195	5/22/17	This option could relieve crowding on rush-hour trains and could encourage more ridership at off-peak times. Caltrain should, however, carefully study whether this has the desired impact to ridership after 6 months (and cancel the program if it doesn't achieve any financial benefit).
196	5/22/17	I'm not opposed to the idea of peak and off-peak pricing. However, I am against raising prices for regular commuters and eliminating the 8-ride pass while giving weekend and evening riders a discount. Already evening trains are packed, and I often do not get a seat on Giants game days. Increase trains and seating during peak times if you want to justify higher prices for peak time riders.
197	5/22/17	
198	5/22/17	Would like to know more about this.
199	5/22/17	
200	5/22/17	
201	5/22/17	
202	5/22/17	
203	5/23/17	I don't believe we should subsidize weekend travel with commuters who decrease congestion and car emissions by using public transit every day. If anything, the reverse should be true.
204	5/23/17	If this encourages people to ride who would not otherwise ride, this is great. If it just becomes a subsidy to sports fans and does not raise additional funds then it's a huge mistake...
205	5/23/17	
206	5/23/17	
207	5/23/17	
208	5/23/17	if ridership is so low on weekends, maybe we just need to keep it that way. don't subsidize however elects to ride on weekends and evenings!
209	5/23/17	
210	5/23/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
177	5/19/17	
178	5/19/17	
179	5/19/17	I never like an increased fare, but if a fare increase means we will get electrification, I am all for it!
180	5/19/17	
181	5/19/17	
182	5/19/17	
183	5/19/17	Please increase service to the California Ave station
184	5/19/17	
185	5/19/17	I think Caltrain is awesome. I grew up in the East Bay and have used BART the majority of my life. Caltrain is sooooo much better.
186	5/20/17	
187	5/20/17	
188	5/20/17	
189	5/21/17	
190	5/21/17	We should figure out how to cut costs before deciding to implement any proposed fare increases.
191	5/21/17	
192	5/22/17	Why are you putting in new floors in the SF station when they don't need it? You should have used that money to NOT increase fares.
193	5/22/17	
194	5/22/17	
195	5/22/17	
196	5/22/17	
197	5/22/17	
198	5/22/17	
199	5/22/17	
200	5/22/17	These are very, very aggressive changes.
201	5/22/17	
202	5/22/17	
203	5/23/17	
204	5/23/17	With the new monthly rate, I will be unable to purchase my pass with my transit FSA because it will exceed the maximum allowed payment per month (\$255). Caltrain should coordinate with Clipper to make it possible to split the payment across multiple debit and credit cards, before instuting the change.
205	5/23/17	Adding wifi to trains would be priority one for me
206	5/23/17	
207	5/23/17	Your survey structure is biased and unfair. The last question forces the respondent to prioritize a change they may not have agreed with in turn creating a false sense of agreement with the changes. Respondent shouldn't have to answer that question if they disagree.
208	5/23/17	
209	5/23/17	PLEASE add wifi to your trains.
210	5/23/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
211	5/23/17			x	2	x			4		x		6	x			3	x			1		x			5
212	5/23/17			x	6		x		1			x	4			x				x	3			x		5
213	5/23/17	x			1		x		6		x		4	x			2		x		5		x			3
214	5/23/17		x		5		x		4		x		6		x		3		x		2		x			1
215	5/23/17	x			2		x		6		x		5	x			3	x			1	x				4
216	5/23/17						x									x			x							
217	5/23/17		x		5			x	4			x	2			x	3		x		6	x				1
218	5/24/17			x		x					x				x				x			x				
219	5/24/17		x					x			x				x				x			x				
220	5/24/17	x			1		x		6		x		5		x				x					x		3
221	5/24/17			x	4			x	3	x			6		x		5	x			2	x				1
222	5/24/17	x			1		x		6		x				x				x		4			x		3
223	5/24/17			x			x					x				x			x			x				
224	5/24/17		x		4		x		6		x		1		x		3		x		5	x				2
225	5/24/17		x		3		x		6	x			2		x		4		x		5	x				1
226	5/24/17			x	5	x			2	x			4	x			3	x			6	x				1
227	5/24/17		x		4		x				x				x				x		6	x				1
228	5/24/17			x	5	x			4	x			6	x			1	x			2	x				3
229	5/24/17			x				x				x			x					x				x		
230	5/24/17		x				x					x				x				x				x		
231	5/24/17		x		4		x		5			x	1		x		6			x	3			x		2
232	5/24/17		x		5		x		6			x	3		x		1	x			4			x		2
233	5/24/17	x			1		x		3			x	5		x		2		x		6			x		
234	5/24/17	x			4		x		6	x				x			2	x			3	x				1
235	5/24/17	x				x			6			x	4	x			1		x			x				
236	5/24/17	x			1		x		6	x			4	x			2	x			3			x		5
237	5/25/17			x	5	x			1			x	3		x		6	x			2			x		4
238	5/25/17			x				x				x				x				x				x		
239	5/25/17			x	1		x		5		x		4		x		6			x	2			x		3

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
211	5/23/17	
212	5/23/17	
213	5/23/17	Not all companies qualified for this special promotion and should bring the cost up to close to monthly pass cost or eliminate all together to increase revenue.
214	5/23/17	
215	5/23/17	Cost covered by employers is likely to be inelastic compared to employee covered costs
216	5/23/17	
217	5/23/17	This is pure greed on Caltrain's part.
218	5/24/17	
219	5/24/17	
220	5/24/17	
221	5/24/17	
222	5/24/17	
223	5/24/17	
224	5/24/17	My employer already does not offer this option due to costs.
225	5/24/17	
226	5/24/17	I'm not familiar with this program
227	5/24/17	
228	5/24/17	It depends on how many employers would exit from the program as a result of the price increase.
229	5/24/17	
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	I would rather have large companies shoulder the burden of the fare increase rather than pushing it on riders that have to pay for this out of pocket.
234	5/24/17	
235	5/24/17	
236	5/24/17	
237	5/25/17	
238	5/25/17	
239	5/25/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
211	5/23/17	A month has a minimum of 20 business days. Basing the pass on 15 days seems reasonable.
212	5/23/17	Really - a 20% (50 dollar) increase is outrageous....I can guarantee that I will start taking BART if this increase is approved. I am willing to take a 5 to 10 dollar increase for the pass - but not a 50 dollar increase. You will go from a small increase to losing a customer if this is approved - and I am sure I wont be the only one.
213	5/23/17	Changing fare prices based on 15 days instead of 13 days is more than 15% increase while national salary increase is less than 3%. This is a significant financial burden to those who commute every month.
214	5/23/17	
215	5/23/17	This will likely force many price sensitive monthly riders and those with schedules that don't allow everyday riding back into cars.
216	5/23/17	It's already incredibly expensive for a commuter train, are you kidding me?
217	5/23/17	
218	5/24/17	
219	5/24/17	
220	5/24/17	Increase in monthly pass price makes Caltrain less affordable for all.
221	5/24/17	
222	5/24/17	Please enforce ticket purchases by checking passenger tickets on-board the train.
223	5/24/17	
224	5/24/17	Public transportation is already expensive enough.
225	5/24/17	
226	5/24/17	This gives more flexibility for occasional riders like myself, 15 days is an easy number to work with.
227	5/24/17	
228	5/24/17	
229	5/24/17	
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	To encourage people to take public transportation, it should be far less expensive than taking a car.
234	5/24/17	
235	5/24/17	Parking should be the only increase as cars driving to the train station still emit hazardous green house gases and do not conform the idea behind having a public transportation system.
236	5/24/17	
237	5/25/17	
238	5/25/17	
239	5/25/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
211	5/23/17	Elimination of the 8-ride pass will make using CalTrain financially impossible for me and force me to start driving again. I only work 3 days a week and so the monthly pass and daily passes will be too expensive to utilize.
212	5/23/17	
213	5/23/17	Caltrain is the only means of transportation for commuters traveling from south to north and vice versa. Some people work 4 days a week and can benefit from the 8 ride pass. Eliminating it will force those commuters to buy a monthly pass which may results in days left unused. This will significantly increase the financial burden to some riders who rely on Caltrain to get to the city for work.
214	5/23/17	Would dramatically increase costs for people who do not ride the train as frequently.
215	5/23/17	Useful tool for occasional riders who may become monthly ridees
216	5/23/17	
217	5/23/17	
218	5/24/17	
219	5/24/17	
220	5/24/17	
221	5/24/17	
222	5/24/17	
223	5/24/17	
224	5/24/17	I don't use it, but I don't understand the benefit to riders for removing it.
225	5/24/17	
226	5/24/17	Let's streamline the fare offerings
227	5/24/17	
228	5/24/17	This is a minor discount, so elimination won't cost passengers much extra.
229	5/24/17	
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	
234	5/24/17	
235	5/24/17	
236	5/24/17	
237	5/25/17	
238	5/25/17	
239	5/25/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
211	5/23/17	
212	5/23/17	
213	5/23/17	
214	5/23/17	
215	5/23/17	
216	5/23/17	
217	5/23/17	
218	5/24/17	Parking fees are too high now. Especially the daily rate. Usually drive to avoid parking rate.
219	5/24/17	
220	5/24/17	Increase in Monthly parking price makes Caltrain less affordable for all of us trying to make it here in the Bay Area.
221	5/24/17	
222	5/24/17	This increase will make parking for Caltrain more expensive than BART parking at some stations.
223	5/24/17	
224	5/24/17	
225	5/24/17	
226	5/24/17	We can't keep building new parking lots
227	5/24/17	
228	5/24/17	I hear parking fills up early at most stations. Prices should increase to match demand with supply.
229	5/24/17	Thank you for raising the rates at Caltrain parking. Please also eliminate the monthly option, just make it weekly or daily.
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	I still believe that the cost of public transportation are out of control. This should be a viable inexpensive option for people to use and to alleviate roadways.
234	5/24/17	
235	5/24/17	
236	5/24/17	
237	5/25/17	Already pay more for monthly pass and this would make me look for alternative place to park so you wouldn't make any money on parking
238	5/25/17	
239	5/25/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
211	5/23/17	Reasonable adjustment
212	5/23/17	
213	5/23/17	Agree increasing \$0.25 zone fare for day pass and one way ticket only because Caltrain should give more incentive to riders who commute every day every year for the entire year after year and not get penalized. Day riders should have less incentive as they might only ride one time in a year.
214	5/23/17	
215	5/23/17	Base and zone fares are likely the most inelastic.
216	5/23/17	Caltrain is already incredibly expensive.
217	5/23/17	
218	5/24/17	
219	5/24/17	
220	5/24/17	
221	5/24/17	
222	5/24/17	
223	5/24/17	
224	5/24/17	Monthly passes should are already expensive enough. Higher and it will be cheaper for me to drive to sf and skip the train altogether.
225	5/24/17	
226	5/24/17	I am looking forward to electrification, we need to pay for it
227	5/24/17	The public transportation in the Bay Area is already very expensive (taking public transportation to work costs me as much as driving to work, including parking). CalTrain pays ridiculous salaries to its senior management people (CEO is in 1% of the earners in the US), maybe cutting salaries and pension benefits (which for CEO alone will probably cost tax payers 10 million dollars over his live time) it's better way to look for money than asking regular taxpayers (who are not in 1% of earners for more funding).
228	5/24/17	Such small increases are expected every couple years
229	5/24/17	
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	I have been taking Caltrain to work every day for over 10 years. I watched Caltrain increase fares during the gas crunch in the early 2000s to cover the cost of gas and increase fares during the Recession to cover the lack of riders. Personally, I don't understand why your expenses are outpacing your revenue considering your ridership is at a record level. Gas is relatively inexpensive and the trains are packed. PACKED. Uncomfortably packed.
234	5/24/17	
235	5/24/17	If the cost of zone fare increases by more than 10 cents, it will be absolutely pointless to take the train to work. It will be much more cost effective to drive 30 miles each way to work than to take Cal Train. This increase in fare will reduce the passenger loads on Cal Train and decrease revenue for Cal Train significantly. Train fare are already on the high end compared to most transit system of America. Also, an increase in motor traffic will put strain on the freeway systems in the bay area and increase carbon dioxide usage. Only if gas prices rise significantly do I believe Cal Train should rise their prices.
236	5/24/17	
237	5/25/17	
238	5/25/17	
239	5/25/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
211	5/23/17	People don't need CalTrain for this - people need it for commuting. Make it affordable for the people who need it.
212	5/23/17	
213	5/23/17	Weekend have less ridership regardless a discount is given. To increase revenue, non-commuters should pay for regular price instead of giving extra discounts.
214	5/23/17	
215	5/23/17	
216	5/23/17	
217	5/23/17	
218	5/24/17	
219	5/24/17	
220	5/24/17	
221	5/24/17	
222	5/24/17	
223	5/24/17	
224	5/24/17	
225	5/24/17	
226	5/24/17	I often travel off peak, we can get more people on the trains during these times.
227	5/24/17	
228	5/24/17	This could help reduce crowding during peak commute times. It could help even more if faster trains were added during off-peak hours.
229	5/24/17	
230	5/24/17	
231	5/24/17	
232	5/24/17	
233	5/24/17	
234	5/24/17	
235	5/24/17	
236	5/24/17	
237	5/25/17	
238	5/25/17	
239	5/25/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
211	5/23/17	
212	5/23/17	
213	5/23/17	
214	5/23/17	
215	5/23/17	
216	5/23/17	
217	5/23/17	
218	5/24/17	
219	5/24/17	
220	5/24/17	
221	5/24/17	
222	5/24/17	
223	5/24/17	
224	5/24/17	Last question doesn't make sense. If I dont want to support fare increases, does that mean I should rank it 1 or 6. It's the most important to me, but in the opposition. Bad design.
225	5/24/17	
226	5/24/17	
227	5/24/17	
228	5/24/17	To compensate for the increased monthly pass prices, which could be a burden to some passengers, a discounted monthly pass valid on off-peak trains only could be a good idea.
229	5/24/17	
230	5/24/17	Hello- I am writing to protest the proposed fare changes for Caltrain. As a Caltrain commuter for the last five years (3 Zone Monthly Pass holder during this time) the monthly cost is already quiet high and I cannot accept that another fare increase is necessary for the following reasons. -Ridership has increased and continues to increase. Revenue should be more positive. -Partnering agencies/municipalities benefit from caltrain and should contribute to close funding gaps. -Public/Private partnerships should be considered to help close funding gaps. Increased living costs are already substantially higher than average. I believe that Caltrain can solve the funding gaps by other means besides additional fare increases to what is already an expensive fare. As a huge supporter of affordable public transportation- thank you for your consideration.
231	5/24/17	
232	5/24/17	
233	5/24/17	I don't know if you're focusing on the right things to increase revenue: * Shore up lost revenue by having conductors check tickets and not just walking around the train car. Do this for Giants games. Please, do this for Giants games. We all know that there are a large percentage of young drunk people not paying. * Run more express trains so the train doesn't expend an inordinate amount of gas starting from a complete stop.
234	5/24/17	Please teach your conductors some manners.
235	5/24/17	
236	5/24/17	
237	5/25/17	A lot of drunk people enter train in later hours and nobody monitors the train letting them make a mess and disturb other passengers
238	5/25/17	
239	5/25/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
240	5/25/17			x	1		x		6		x		4		x		5		x		3		x		2
241	5/25/17			x				x				x				x				x				x	
242	5/25/17			x				x				x				x				x				x	
243	5/25/17		x				x		6			x			x		3	x					x		1
244	5/25/17	x			1		x		5		x		6	x			3		x		4	x			2
245	5/25/17		x			x						x			x			x						x	
246	5/25/17		x			x						x			x				x			x			1
247	5/25/17			x		x						x				x			x					x	
248	5/25/17		x				x					x				x			x			x			
249	5/25/17			x				x				x			x					x		x			
250	5/25/17	x			2	x			6	x			1		x		5		x		4	x			3
251	5/25/17			x			x				x					x			x				x		
252	5/26/17	x			1		x		6			x	3		x		5	x			2			x	4
253	5/26/17			x			x					x			x				x					x	
254	5/26/17		x		6		x		5			x	3			x	1		x		4			x	2
255	5/26/17																								
256	5/26/17		x		5			x	4			x	3			x	2		x		6	x			1
257	5/26/17		x				x					x			x				x				x		
258	5/26/17			x	6			x	2			x	5		x		1			x	3			x	4
259	5/26/17			x	2		x		3			x	5		x		4	x			1	x			6
260	5/26/17		x		4		x		5			x	6			x	2	x			1	x			3
261	5/27/17			x	6			x	4	x			5			x	3		x		1			x	2
262	5/29/17		x		2		x		4			x	5		x		3		x		6	x			1
263	5/29/17	x			1		x		6			x	5	x			3	x			4	x			2
264	5/29/17	x			1		x		6			x		x			2			x	4	x			3
265	5/30/17			x	3			x	4			x	6		x		2	x			1	x			5
266	5/30/17		x		1		x		4			x	6		x		5		x		3			x	2
267	5/30/17	x			2		x		5			x	6			x	4	x			1	x			3

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
240	5/25/17	
241	5/25/17	The proposed fare and parking increase would amount to a 30% increase to my commute cost, this does not even factor in the upcoming muni-fare increase. Additionally, rents in this area will also substantially increase. My salary will not be increasing in any way, shape or form to meet this increase in my cost of living raise. I am using my case, not to be self-centered, but know that my situation is very common for the typical working class in this area who are trying to just hang on to living in this area and not being run out by the cost of living increases that seem to never end and have no limit.
242	5/25/17	
243	5/25/17	50% is incredibly high increase,
244	5/25/17	
245	5/25/17	50% is far too brutal
246	5/25/17	
247	5/25/17	
248	5/25/17	
249	5/25/17	I would be concerned that this might discourage employers from offering this benefit.
250	5/25/17	
251	5/25/17	
252	5/26/17	Well yeah. Why were these so heavily discounted in the first place? Why do people who work for the "right" companies get a free ride, anywhere, for a YEAR, for the same cost I pay for a single month through 3 zones?
253	5/26/17	I do wonder this impact on smaller businesses and if this will decrease ridership.
254	5/26/17	SF Caltrain fare is already top 1 expensive in the world. should not increase any more, and 50%? NO way.
255	5/26/17	
256	5/26/17	
257	5/26/17	This is a ridiculous increase
258	5/26/17	
259	5/26/17	
260	5/26/17	I operate a small business and have employees that live along the Caltrain corridor. We would love to join the Go Pass program, however pricing is already unattainable for small businesses or startups like mine. We don't have a large enough employee base such that spending the minimum entry fee makes the Go Pass equivalent ticket prices a reasonable per-employee cost -- even if we were to split those costs between the business and the employee. This plan should be revisited and pricing tiered for the size of the business instead of a one-size-fits-none model as it has been since its introduction.
261	5/27/17	
262	5/29/17	
263	5/29/17	
264	5/29/17	
265	5/30/17	
266	5/30/17	This is just being greedy, out right.
267	5/30/17	Create a small business option.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
240	5/25/17	I buy a monthly pass - this is almost a 30% increase. You will lose riders and you will lose me as a 25 yr rider! I get NOTHING in return for this increase. I get over-crowded old cars, lousy service, TERRIBLE MUNI CONNECTIONS from the SF STATION, and parking lots full of broken glass & trash! THIS IS ENOUGH! I will drive to Millbrae and take BART!
241	5/25/17	
242	5/25/17	
243	5/25/17	I understand a \$1-\$5 increase but this is not fair to your customers
244	5/25/17	
245	5/25/17	most commuters don't travel on weekends
246	5/25/17	
247	5/25/17	
248	5/25/17	
249	5/25/17	
250	5/25/17	
251	5/25/17	
252	5/26/17	The monthly pass is already quite expensive, and the brunt is borne by people who need to take Caltrain for work but aren't lucky enough for employer subsidies.
253	5/26/17	It makes much more sense to provide a weekday commuter pass at a discounted rate and have it not be valid on the weekends.
254	5/26/17	Monthly means all time user, not based on days. Especially works for people working full time to use it. it's not right prices on days.
255	5/26/17	
256	5/26/17	
257	5/26/17	This is insane. I currently pay \$243 per month for my monthly pass and \$55 for parking (\$3600 per year). Based on your proposed increase I would be spending an additional \$1000+ per year. People who take public transit are not rich and I know a lot of people (including myself) who will just take Bart instead of dealing with these price gouges. I am already paying \$3600 per year to Caltrain when you factor in my monthly pass and parking. You will lose my business if these price changes are implemented and I will encourage all of my coworkers to stop using Caltrain also.
258	5/26/17	
259	5/26/17	
260	5/26/17	
261	5/27/17	
262	5/29/17	
263	5/29/17	This is hurting the most loyal Caltrain riders. The monthly pass must be economical for 4-day a week customers, this proposal kills that. Caltrain should introduce a 7-day pass, good for 7 days after first use. I would oppose entire fare proposal as long as this item is included.
264	5/29/17	Decreases the discount/value of buying a monthly pass, which is already pretty expensive
265	5/30/17	
266	5/30/17	Driving becomes cheaper.
267	5/30/17	Not helpful for part-time commuters

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
240	5/25/17	You are not giving teleworkers and others who don't commute 5 days a week any options other than more expensive day pass or monthly pass. You will lose riders.
241	5/25/17	
242	5/25/17	
243	5/25/17	
244	5/25/17	
245	5/25/17	
246	5/25/17	
247	5/25/17	8 rides save a lot
248	5/25/17	
249	5/25/17	
250	5/25/17	
251	5/25/17	
252	5/26/17	This was always too much of a hassle to be useful anyway, in my opinion.
253	5/26/17	This is a huge saver for those that may work from home or travel often during a specific month, so the monthly pass does not financially make sense. I
254	5/26/17	flexibility
255	5/26/17	
256	5/26/17	
257	5/26/17	Stop gouging your riders because you did not properly manage your budget
258	5/26/17	
259	5/26/17	This will case me to drive more often.
260	5/26/17	I could not more strongly disagree with the removal of this pass type. My use of Caltrain falls between the occasional rider (where the one-off tickets make the most sense) and the monthly rider pass (where it is financially sensible if you ride 13 or more days per week). For those of us in this regular-but-not-daily ridership class, the proposal to remove the 8-ride ticket is somewhat a penalty to loyal riders that would otherwise happily provide these regular spikes of 8-ride passes in exchange for a slightly discounted fare. Please do not remove the 8-ride pass -- the other option to increase the fare by a quarter per ride would be preferable to the removal of this discounted ride book
261	5/27/17	
262	5/29/17	Horrible idea. I and many other students only use Caltrain about 6-8 times a month, and the discounted ticket is much more cost-effective for us.
263	5/29/17	It should be a 10 ride and be usable by a group of riders.
264	5/29/17	
265	5/30/17	This is THE ONLY discount option available for those who ride only one way. If they take this option off the table, then a one way (north or southbound) monthly pass at 1/2 the price of a two-way pass should be explored. This is an average of 25% increase in the cost for those of us who do not utilize the monthly pass, much greater than any of the other options. I understand you must increase the price, but you should keep the 8-ride discounted ticket.
266	5/30/17	This is just being greedy, again.
267	5/30/17	Strongly disagree. I ride 2x per week sf-mt view. 8-trip is perfect for me.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
240	5/25/17	This is insane - an almost 30% increase. Parking is not covered by my transit subsidy. What do I get in return? Increased fares, lousy service, crowded trains and a parking lot that always has broken glass & trash in it! This is far enough - I will drive to Millbrae and take BART.
241	5/25/17	
242	5/25/17	
243	5/25/17	big increase
244	5/25/17	need more parking space
245	5/25/17	this plus the pass increase is just too much
246	5/25/17	
247	5/25/17	
248	5/25/17	
249	5/25/17	If you did this, I would probably stop buying the monthly pass, which would probably mean less money for Caltrain overall.
250	5/25/17	
251	5/25/17	
252	5/26/17	Again, the parking pass is already expensive, and parking at Caltrain is painful enough. We have to GET to the train somehow. This + the month plan increase is upwards of \$70/month extra commuting costs for your large number of South Bay commuters.
253	5/26/17	This is a huge increase. Almost 35%!! It makes me evaluate whether I should just start driving to work, which will bring down ridership and also further hurt our earth with more pollution.
254	5/26/17	
255	5/26/17	
256	5/26/17	
257	5/26/17	This is absolutely ridiculous. \$55 is already a lot of money. Why do you think that it is acceptable to almost double the cost to your riders? I would stop riding Caltrain if this happened.
258	5/26/17	That's quite a jump for ppl who park monthly! Will daily parking be consistent and cost \$8.25 a day??? What's the justification of raising monthly parking so high?!?
259	5/26/17	
260	5/26/17	
261	5/27/17	
262	5/29/17	It's a ripoff. A lot of people are taking Caltrain because they can't spend the gas money, don't make it worse for them.
263	5/29/17	
264	5/29/17	
265	5/30/17	This is a very large increase, especially for people who only park on the weekdays. There should be separate parking rates for those who will use it on the weekdays and those who will use it on the weekend. The proposed change would offer no benefits over purchasing the pass day by day, especially since parking is sometimes not available for pass users.
266	5/30/17	This would be a deal breaker for me and many of my colleagues. Raising the parking rates equals making Caltrain unaffordable and does not make sense to take Caltrain anymore. Driving becomes cheaper.
267	5/30/17	X

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
240	5/25/17	
241	5/25/17	
242	5/25/17	
243	5/25/17	
244	5/25/17	
245	5/25/17	
246	5/25/17	
247	5/25/17	
248	5/25/17	No it's to much as it is
249	5/25/17	
250	5/25/17	
251	5/25/17	It's too much. In just a few years, fares have doubled.
252	5/26/17	This is reasonable and can be absorbed by most riders.
253	5/26/17	This is a 20% increase in less that a year and a half after the last fare change. Again it make may more sense for me to start driving to work.
254	5/26/17	
255	5/26/17	
256	5/26/17	
257	5/26/17	
258	5/26/17	
259	5/26/17	
260	5/26/17	This one is closely tied to the proposal to remove the 8-ride book. Between the two proposals, I would find this slightly more agreeable.
261	5/27/17	I completely disagree with this. Why are biker passangers not paying more for their fares. The cost should be passed on to them. They take up twice to three times as much, taking into account the space taken by their bikes. I'm tried that I pay the same as them and then have to stand on the train because 2 cars are dedicated towards bikes. It is only fair that they pay a larger fare and the other paying customers pay the same fair. At this point, we should pass any cost increases to bike customers. Airlines charge for checked bags. why are we all paying the same fare?
262	5/29/17	You've raised the fare previously in the last year or two. Either decide on a fare that will be constant for the coming five years, or, better yet, don't raise the fare.
263	5/29/17	
264	5/29/17	
265	5/30/17	
266	5/30/17	
267	5/30/17	Seems fair.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
240	5/25/17	
241	5/25/17	
242	5/25/17	
243	5/25/17	not fair to your faithful commuters
244	5/25/17	
245	5/25/17	
246	5/25/17	
247	5/25/17	
248	5/25/17	Please it's to expensive to ride from San Jose to sf as a student
249	5/25/17	
250	5/25/17	
251	5/25/17	I'm a regular rider. Why increase fares for me, when giving discounts to occasional riders.
252	5/26/17	Not sure what "evening" means in this context, but I'm assuming it means after the service level drops around 7:30. Rather than decrease fares, night and weekends need better service. I would absolutely take Caltrain to SF or Palo Alto on weekends if it wasn't so inconvenient to get there and back.
253	5/26/17	
254	5/26/17	
255	5/26/17	
256	5/26/17	
257	5/26/17	
258	5/26/17	
259	5/26/17	
260	5/26/17	If fares must be increased, then I would disagree with this proposal, however discounts are always appreciated :D
261	5/27/17	
262	5/29/17	This is actually helpful to people.
263	5/29/17	
264	5/29/17	
265	5/30/17	
266	5/30/17	
267	5/30/17	X

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
240	5/25/17	I have been a 25 yr rider. During that time I have endured more fare increases while the quality of service has severely decreased e.g. cars are old & severely crowded, conductors are more rude and less customer service oriented, schedule changes that have forced me to arrive later & later at my office in the morning, and connecting MUNI service from the SF station in the early AM that is absolutely terrible! I've stayed with CalTrain because the chiential is better than with BART and because I don't have to drive that far to my CalTrain station. However, with these increases, I have reached my limit and I will change to driving to Millbrae and taking BART.
241	5/25/17	Enforce Fares to Casual Riders: I suspect that many of the riders going to the ballgames and events in this area are not paying full fare/if any fare. Why? Because I have heard them say they ride for free, because no one will check their tickets. We rarely see commuters caught without a valid fare, which is why we probably are the best targets for rate increases, but it is not really fair to take advantage of gouging those that are guaranteed to pay, when there is revenue that is being missed due to the inefficient methods currently used to insure ALL riders are paying fare. The commuters should not have to foot the bill for this inadequacy in the system, where there is no intent to remedy, other than continue driving costs up to support a "voluntary" pay system to casual riders. More Parking and Enforcement: Many of the CalTrain lots are full by 8:00 AM, so more parking would be of benefit. There are some side street areas around some of the stations that could be used to expand parking, if enforcement was possible. Also, it does not appear that parking is enforced by anyone. Therefore, once again, those who are honest enough to pay are the ones picking up the tab for lack of enforcement. It would be interesting to see how much revenue CalTrain can generate by simply enforcing the fare and parking payments. I would suggest that be looked at and enforced before causing additional hardship those who rely on them to go to work and reliably pay their fair share already. We are the low hanging fruit, I know, but we are also the ones that will be hurt the most without any real solution to the elephant in the room, which is, CalTrain's inability to effectively enforce and collect fares and parking fees from all patrons.
242	5/25/17	Monthly proposed change from \$137.80/mo (2-zone) to \$163.50/mo is a \$25.70/mo increase (18.65%). The 2016 increase was already a hardship and now this...My income does not go up the same to compensate. Who gets the 'Eligible Discount' shown on the proposed fare chart? Who gets to vote down the increase?
243	5/25/17	increases are high
244	5/25/17	need to enforce no feet/shoes on seat. and no smoking
245	5/25/17	
246	5/25/17	
247	5/25/17	
248	5/25/17	
249	5/25/17	
250	5/25/17	Need timely service
251	5/25/17	
252	5/26/17	Look, I value Caltrain. It's my lifeline to get to work. But it's also a huge pain. The trains are packed, the Clipper system is archaic and annoying, and it seems like every week there's SOME kind of service issue. And it's already an expensive system. Being asked to shoulder yet another increased cost in a very high cost-of-living area, knowing service is unlikely to improve, is frustrating. At the same time, I understand that Caltrain's budget realities are unfavorable and you're going to have to do SOMETHING riders won't like.
253	5/26/17	
254	5/26/17	
255	5/26/17	
256	5/26/17	
257	5/26/17	Horrible idea. I will never ride Caltrain again if these changes take effect and I will encourage everyone I know to never ride Caltrain either. Such a shame that Caltrain is so greedy! I hope that you decide to Not make these changes because many people will no longer use Caltrain.
258	5/26/17	Service isn't an better to justify fare changes!
259	5/26/17	
260	5/26/17	
261	5/27/17	As noted above, the Caltrain fair system is completely unfair. Bike customers should be paying a greater fair because their bikes take up so much more space. Any future fair increases should be passed along to bike customers until their are paying their fair share of fees, taking into account the space taken by their bikes. Why am I stuck standing on a train bc bikers take up three times as much space? The fare system needs to take into account the amount of space taken up by bikers.
262	5/29/17	
263	5/29/17	Caltrain needs to consider station to station distance fares rather than current zones. Caltrain has not even completed the current fare study. Caltrain should strongly go after state or other local funding to cover deficit. Caltrain should introduce a 7-day pass (weekly), especially if you eliminate the 8-ride.
264	5/29/17	
265	5/30/17	
266	5/30/17	DON'T FORGET ABOUT YOUR LOYAL CUSTOMERS THROUGHOUT THE YEARS (Caltrain "highs, and MANY "LOWS"). Just because you can, doesn't mean you should.
267	5/30/17	Crowding is an issue since the April schedule change, especially the 7:03 SF/22 departure. Can you add a car per train?

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
268	5/30/17			x	5		x		6			x	4			x	3		x		1			x	2
269	5/31/17		x				x					x	1			x	2		x				x		
270	5/31/17		x		4	x			5		x		3		x		2		x		6		x		1
271	5/31/17	x			1	x			2		x		5	x			4		x		6	x			3
272	5/31/17	x			5	x			6	x			1	x			2	x			3	x			4
273	5/31/17		x		6	x			3			x	1	x			4			x	5	x			2
274	5/31/17			x				x				x				x			x					x	
275	5/31/17		x		6	x			2		x		4		x		5	x			1		x		3
276	5/31/17			x	4		x		6			x	3			x	2		x		5	x			1
277	5/31/17		x		4		x		5	x			1		x		6			x	3	x			2
278	5/31/17		x		6	x			3		x		2			x	4		x		5	x			1
279	5/31/17		x		6		x		5	x			3		x		4		x		2	x			1
280	5/31/17		x		6		x		5		x		3		x		4	x			1		x		2
281	6/1/17		x		5			x	2		x		6			x	3		x		4	x			1
282	5/31/17			x	1			x	3	x			2			x	4	x			5	x			6
283	5/31/17		x		3		x		6			x	2		x		5		x		4			x	1
284	5/31/17			x	2		x		6		x		4			x	3		x		5			x	1
285	5/31/17	x			2	x			5	x			3	x			1	x			4		x		6
286	5/31/17		x					x			x			x					x				x		
287	5/31/17			x	4			x	5			x	3			x	6	x			2	x			1
288	5/31/17	x			1	x			4			x	2			x	3	x			6			x	5
289	5/31/17			x	1	x			3		x		6			x	4		x		2		x		5
290	5/31/17	x			3	x			4		x		6	x			1	x			2	x			5
291	5/31/17		x		2		x		3	x			1		x		6		x		4		x		5
292	5/31/17		x		4	x			5			x	1		x		6		x		3	x			2
293	5/31/17	x			1		x		6		x		2			x	4		x		5		x		3
294	5/31/17		x				x				x				x				x				x		
295	5/31/17		x		6		x		5	x			1	x			3	x			4	x			2
296	5/31/17			x	2			x	4		x		6			x	1			x	3		x		5
297	5/31/17		x		1	x			6	x			3	x			4	x			2		x		5
298	5/31/17			x	3		x		4		x		5			x	2		x		6			x	1
299	5/31/17	x			3			x	2	x			4			x	6			x	5	x			1
300	5/31/17	x			5		x		3		x		6		x		4		x		2	x			1
301	5/31/17		x		5	x			3			x	4		x		2		x		6	x			1
302	5/31/17			x	2			x	3			x	6			x	5			x	1			x	4
303	5/31/17		x		6		x		5	x			2			x	4		x		3	x			1
304	5/31/17	x			4	x			3		x		6			x	5	x			2	x			1

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
268	5/30/17	
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	A 50% increase? What a joke.
278	5/31/17	
279	5/31/17	That would make taking the train cost prohibitive.
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	Agree Go Pass rates should be increased. I'm not certain if this increase is too much and will reduce Go Pass holders to the point where revenue from the Go Pass decreases.
291	5/31/17	
292	5/31/17	MOST people buy their own pass. Most employers do not provide GOPASSES. If you want to get more money from Stanford, negotiate with them directly, but don't make the common person suffer! This is too much for a person...it's another car payment just to take the train!
293	5/31/17	
294	5/31/17	
295	5/31/17	Increasing the costs of the Go Pass might make companies less likely to provide the pass to their employees and will increase the cost to the workers. The point is to make it easier for people to take caltrain to work and not harder. 285 a month might knock me off of taking the train to work and i may drive because of it
296	5/31/17	
297	5/31/17	
298	5/31/17	
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	I would be OK with this if there was a maximum cost. Or remove the requirement that an employer has to get this for ALL of their employees.
304	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
268	5/30/17	Many commuters only travel 4 days per week or 16 days per month, this provides no discount incentive and increases total cost nearly 20% from current levels
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	Guess I'll drive to work instead.
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	
291	5/31/17	
292	5/31/17	
293	5/31/17	
294	5/31/17	
295	5/31/17	So there would no longer be a discount for buying a monthly pass?
296	5/31/17	
297	5/31/17	
298	5/31/17	I don't understand what this means
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
268	5/30/17	
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	Doesn't seem like it would cost much and provides a solution for monthly card holders who are gone for most of a month.
291	5/31/17	
292	5/31/17	
293	5/31/17	
294	5/31/17	
295	5/31/17	
296	5/31/17	Should be 10 rides anyway (two trips per day, Monday to Friday).
297	5/31/17	
298	5/31/17	It was a terrible idea to reduce the 8-ride to 30 days. Now that it's worthless, I don't use it anymore, so no impact to me by eliminating it.
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
268	5/30/17	
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	
291	5/31/17	
292	5/31/17	This is a substantial raise in costs and MOST people park everyday, not 10 or 15 days. Most of your parking sales are for the entire month, not just 5 extra days. The increase is absurd, especially as there are no plans to increase parking. We fight for the ones that are there, and if you don't take the train before 6:30 am you can't find parking. Now the cost is going up! STOP, just STOP taking advantage of us!! Please, we try and do the right thing by taking public transportation and yet you make it more expensive in a month than a car payment. PLEASE STOP WITH THE INCREASES! this is too much of an increase!
293	5/31/17	
294	5/31/17	
295	5/31/17	
296	5/31/17	
297	5/31/17	
298	5/31/17	
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
268	5/30/17	
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	With ridership at all-time highs there should be no reason to need a fair increase. Surely ridership is higher that forecasted a few years ago!
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	Why has Caltrain avoided advertising inside of the cars as a means of income generation? We are already advertising on the outside.
291	5/31/17	
292	5/31/17	You JUST increased! Please stop increasing year after year. You have the highest ridership EVER, these yearly increases are out of control.
293	5/31/17	Fares have increased without any improvements to the cars or service
294	5/31/17	
295	5/31/17	
296	5/31/17	
297	5/31/17	
298	5/31/17	Haven't made the basic service improvements I would expect if you're coming back for more money.
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
268	5/30/17	
269	5/31/17	Why should a rush rider pay more? We are all taking the same train.
270	5/31/17	Can't provide an opinion without details
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	
283	5/31/17	
284	5/31/17	
285	5/31/17	
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	
290	5/31/17	
291	5/31/17	
292	5/31/17	
293	5/31/17	
294	5/31/17	
295	5/31/17	
296	5/31/17	What's the point? Surely ridership on evenings and weekends would cost greatly more to run due to limited ridership.
297	5/31/17	
298	5/31/17	
299	5/31/17	
300	5/31/17	
301	5/31/17	
302	5/31/17	Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
268	5/30/17	
269	5/31/17	
270	5/31/17	
271	5/31/17	
272	5/31/17	
273	5/31/17	
274	5/31/17	
275	5/31/17	
276	5/31/17	
277	5/31/17	
278	5/31/17	
279	5/31/17	
280	5/31/17	
281	6/1/17	
282	5/31/17	Super excited about converting to electric!!
283	5/31/17	
284	5/31/17	
285	5/31/17	Parking is super cheap at caltrain for how crowded some lots are, especially mountain view.
286	5/31/17	
287	5/31/17	
288	5/31/17	
289	5/31/17	There should be a student discount instead of a weekend and/or evening discount.
290	5/31/17	Again, I think Caltrain should explore selling advertising inside of the trains. This seems to be standard in other parts of the world.
291	5/31/17	
292	5/31/17	There need to be more ways for people to get a hold of a conductor when something unsafe is happening on board. For instance a racist rant started and potential fight and I didn't know where to find the conductor or how? By the time I found him the incident could have escalated. Please tell BIKES to let passengers disembark before getting off. Bikes should be last!
293	5/31/17	When is caltrain getting up to date on technology, informing riders on the platform of train status, it is so outdated
294	5/31/17	
295	5/31/17	
296	5/31/17	
297	5/31/17	
298	5/31/17	General comment: Caltrain customer service remains atrocious. Rona Rios and her team just don't get it. They are constantly in CYA mode and insult customers.
299	5/31/17	
300	5/31/17	
301	5/31/17	I would be interested in doing some volunteering for CalTrain to offset some of my ticket price. I am pretty much only a zone 1 to 1 rider. Have a great day friends.
302	5/31/17	The ranking I specified above is arbitrary and should be excluded from any statistical analysis of your survey results. I have no opinion on the proposed fare hikes. =-=-=-=- Why do you want to increase the price? And how do you seriously expect me to form a reasonable opinion on this? If you ask me in a vacuum if I want things to be more expensive -- literally ANY things -- then my answer is going to be no. But if you show me why why you think you need to increase the fare, then I may grudgingly accept the reality of the situation and acknowledge that a price hike is necessary. Or if the reason is simply because you want to make more money off of me and my employer, then I probably won't agree. But at least then I'd have formed an opinion based on relevant information and not simply because I just don't want to pay more for things. I have to say: Caltrain is WAY nicer and more reliable than NJ Transit. I definitely do not want my commute to turn into the madness I've seen with a commute between Trenton and NYC. And if a fare hike will help avoid that, OK.
303	5/31/17	
304	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
305	5/31/17		x		6	x			5			x	3	x			1	x			4			x	2
306	5/31/17		x		5		x		4		x		3	x			2		x		6	x			1
307	5/31/17		x		3		x		2			x	5		x		4		x		6	x			1
308	5/31/17			x		x				x						x		x				x			
309	5/31/17			x	5	x			1	x			4	x			6	x			3	x			2
310	5/31/17	x			2			x	6	x			3	x			1			x	5		x		4
311	5/31/17		x				x					x	1			x	2			x	3		x		
312	5/31/17			x	6	x			2	x			3		x		5	x			1		x		4
313	5/31/17	x			3		x		6		x		5	x			4	x			1	x			2
314	5/31/17			x				x				x				x			x					x	
315	5/31/17			x			x					x	1		x				x			x			
316	5/31/17		x		6	x			3	x			1		x		4		x		5	x			2
317	5/31/17	x			1		x		5		x		6		x		4			x	3	x			2
318	5/31/17		x		5	x			3		x		2		x		4		x		6	x			1
319	5/31/17		x		4		x		5		x		3		x		6	x			1			x	2
320	5/31/17		x			x			3	x			2	x			4		x			x			1
321	5/31/17		x		5		x		6			x	3		x		4			x	1			x	2
322	5/31/17	x			1		x		5		x		6	x			4	x			3			x	2
323	5/31/17	x			3	x			5			x	4	x			1	x			2			x	6
324	5/31/17		x		5	x			3	x			2		x		4		x		1		x		6
325	5/31/17	x			3	x			2	x			4		x		6	x			1	x			5
326	5/31/17			x	3	x					x		6	x			2	x				x			1
327	5/31/17		x		3		x		1			x	6		x		2		x		4			x	5
328	5/31/17		x		5			x	4		x		2			x	3		x		6	x			1
329	5/31/17			x				x			x					x				x		x			
330	5/31/17		x				x					x	5			x	1		x				x		6
331	5/31/17			x	5			x	4			x	2	x			3		x		1		x		6
332	5/31/17		x		6		x		4			x	1		x		2		x		3			x	5
333	5/31/17			x	3			x	4			x	2			x	5		x		6	x			1
334	5/31/17			x			x				x			x			2		x			x			1
335	5/31/17	x			6	x			4	x			2	x			1	x			3		x		5
336	5/31/17	x			1		x		6		x		5			x	3			x	4	x			2
337	5/31/17			x	6		x		2			x	3			x	4	x			1			x	5
338	5/31/17			x	4		x		5		x		3			x	2		x		6	x			1

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
305	5/31/17	
306	5/31/17	Increasing the cost will make the GoPass much less competitive for companies and very possibly lead to many companies to abandon the program. I would be very unlikely to ride CalTrain frequently if my company left the GoPass program.
307	5/31/17	
308	5/31/17	
309	5/31/17	
310	5/31/17	There should be a way for employers to provide Go Passes to just employees in the Caltrain service area. A company in SF should not have to pay for Go Passes for people who live in Oakland.
311	5/31/17	Don't penalize smaller groups for going green!
312	5/31/17	This is a great program to get companies supporting transit and enough employees taking trains to get shuttle busses to offices from the train stations in the south bay.
313	5/31/17	
314	5/31/17	
315	5/31/17	
316	5/31/17	
317	5/31/17	Still a deal for these companies vs corporate shuttles.
318	5/31/17	Why do you keep increasing it you make a lot of money anyways and don't sell passes on the train
319	5/31/17	A rate jump this extreme exemplifies poor planning and not in touch with the commuters.
320	5/31/17	
321	5/31/17	I'm not certain what effect this may have on my employer but I have no doubt they will weigh the benefit and look at alternatives to the program such as telecommuting, etc.
322	5/31/17	190 per person for a year is same as a monthly 3 zone pass which doesnt make sense, and so go pass cost should be increased.
323	5/31/17	
324	5/31/17	
325	5/31/17	Agree provided my employer does not pass on the increased costs to me.
326	5/31/17	
327	5/31/17	
328	5/31/17	I would like to see employers throw their weight behind Caltrain and other public transit systems, rather than resort to private alternatives. Raising Go Pass fares by 50% only encourages employers to write off public transit altogether and encourage employees to take private transportation. That would contribute to inequality and take the wind out of the sails of progress in public transit. The Go Pass is an important option for keeping even wealthy companies engaged with a healthy public transit system.
329	5/31/17	
330	5/31/17	Most expensive train I have ever commuted on and the slowest, then again I've only lived in Chicago, Stockholm, Berlin and Mumbai. Increasing Go Pass prices makes it less accessible to smaller companies who value public transportation and the electrification of the CalTrain for their employees.
331	5/31/17	
332	5/31/17	50% increase... for public transportation... good job.
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	
337	5/31/17	
338	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
305	5/31/17	
306	5/31/17	
307	5/31/17	
308	5/31/17	
309	5/31/17	
310	5/31/17	
311	5/31/17	
312	5/31/17	Seems reasonable.
313	5/31/17	
314	5/31/17	
315	5/31/17	
316	5/31/17	
317	5/31/17	Why impact monthly pass riders with both a fare and parking increase?
318	5/31/17	
319	5/31/17	
320	5/31/17	
321	5/31/17	Including this in with the proposed substantial increase to the monthly pass will effectively make driving to work much closer to a neutrally cost effective option that I will have to give greater consideration to using. My commute is effectively a push between driving and Caltrain currently, so given price equality and the flexibility of leaving at different times that driving affords, I will likely discontinue being a customer.
322	5/31/17	Most of the riders use monthly pass for 22 days a month excluding holidays / vacations / work from home which is common for caltrain riders. At 15-day fare, you are likely to lose revenue as, personally, i will just move from monthly pass to other options.
323	5/31/17	
324	5/31/17	
325	5/31/17	This seems reasonable.
326	5/31/17	
327	5/31/17	
328	5/31/17	
329	5/31/17	
330	5/31/17	An unlimited pass should be unlimited at all times and in all zones.
331	5/31/17	
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	
337	5/31/17	
338	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
305	5/31/17	
306	5/31/17	
307	5/31/17	
308	5/31/17	
309	5/31/17	
310	5/31/17	It is confusing and not as useful for occasional rides as it used to be since it expires faster now.
311	5/31/17	
312	5/31/17	8 ride is silly anyway, why not a 10-ride like every other major city and then it's good for a week!
313	5/31/17	
314	5/31/17	It's a good and flexible option
315	5/31/17	
316	5/31/17	
317	5/31/17	Commute into SF 2 days a week. 8-rides are perfect for me.
318	5/31/17	
319	5/31/17	
320	5/31/17	
321	5/31/17	
322	5/31/17	Im likely to ditch caltrain if 8-ride pass goes away.
323	5/31/17	
324	5/31/17	
325	5/31/17	Never used this option. A weekly pass might be a better option for tourists and other visitors.
326	5/31/17	
327	5/31/17	
328	5/31/17	While confusing, I can imagine use cases where this can be valuable.
329	5/31/17	
330	5/31/17	
331	5/31/17	
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	If you increase the price of monthly passes and get rid of the 8-pass, you'll have to ride Caltrain too much to benefit from a bulk discount, so people may drive more.
337	5/31/17	
338	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
305	5/31/17	
306	5/31/17	
307	5/31/17	
308	5/31/17	
309	5/31/17	
310	5/31/17	
311	5/31/17	
312	5/31/17	We should do everything we can to get cars off the road and people into trains!
313	5/31/17	
314	5/31/17	
315	5/31/17	
316	5/31/17	
317	5/31/17	
318	5/31/17	You make enough money and your parking lots are never ever full
319	5/31/17	
320	5/31/17	
321	5/31/17	Including this in with the proposed substantial increase to the monthly pass will effectively make driving to work a more cost effective means for me and I would likely no longer remain a passenger of the train.
322	5/31/17	Reasonable enough
323	5/31/17	
324	5/31/17	
325	5/31/17	This is a completely outrageous and unacceptable increase. I will not pay almost \$100/month for parking, especially when I'm not guaranteed a space. It will be cheaper to purchase a parking pass from my employer and drive to work. If this increase passes I will stop using Caltrain.
326	5/31/17	
327	5/31/17	
328	5/31/17	
329	5/31/17	
330	5/31/17	
331	5/31/17	
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	
337	5/31/17	
338	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
305	5/31/17	
306	5/31/17	The increase should not be so steep. CalTrain is already one of the most expensive transit agencies in the Bay Area. Costs must stay competitive with driving.
307	5/31/17	
308	5/31/17	I understand that it is inevitable that fares will increase to ensure Caltrain remains viable. It is essential that you share with the riding public your justification for this increase. Present the projected budget with and without the increase. Explain what results you expect from the increase in fares and how the riding public will benefit from the fare increase. Included in this explanation should be the expected loss in ridership because of the fare increase. <u>Will people begin driving because it makes better financial sense for them?</u>
309	5/31/17	
310	5/31/17	
311	5/31/17	
312	5/31/17	Seems reasonable.
313	5/31/17	
314	5/31/17	It's already expensive to commute :o
315	5/31/17	
316	5/31/17	Problem - Caltrain not making money because too few people take it. So you increase the price. That makes even fewer people take it, and you lose more money! The solution is to increase frequency of trains - at least one every 15 minutes, 5 minutes for peak - so that it is actually practical for everybody who wants to take it, to take it!
317	5/31/17	
318	5/31/17	
319	5/31/17	
320	5/31/17	
321	5/31/17	
322	5/31/17	
323	5/31/17	
324	5/31/17	
325	5/31/17	This seems reasonable.
326	5/31/17	
327	5/31/17	
328	5/31/17	I would like to see Caltrain (and others) resort less to fare increases for revenue. It's public transportation and should be as publicly accessible as possible. Caltrain is by default a monopolist, and should not abuse that position, especially because it's not supposed to be a market competitor in the normal sense.
329	5/31/17	
330	5/31/17	Most expensive train I have ever commuted on and the slowest, then again I've only lived in Chicago, Stockholm, Berlin and Mumbai.
331	5/31/17	Instead of wasting money on the beautification project of the 4th & King station that was a major pain ...
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	
337	5/31/17	
338	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
305	5/31/17	
306	5/31/17	
307	5/31/17	Add Discounts for those fans and/or workers at A T & T Park during games and special events like concerts or Fan Fest.
308	5/31/17	
309	5/31/17	
310	5/31/17	
311	5/31/17	Commuters are your bread and butter, and taking more from them to subsidize occasional riders is cutting your nose to spite your face. I already come close to capping my monthly pre-tax commuter benefit, if you push me over it I will stop using Caltrain.
312	5/31/17	Why have discounts when you're raising other prices. Makes no sense!
313	5/31/17	
314	5/31/17	
315	5/31/17	
316	5/31/17	
317	5/31/17	
318	5/31/17	
319	5/31/17	
320	5/31/17	
321	5/31/17	
322	5/31/17	
323	5/31/17	
324	5/31/17	
325	5/31/17	However, if money is an issue, why not charge the same for tickets on nights ans weekends. The trains appear to have decent ridership at those times.
326	5/31/17	
327	5/31/17	
328	5/31/17	This would match many other railroads' use of "off-peak" fares. Commuters with monthly passes won't care, but students, visitors, and others will benefit.
329	5/31/17	
330	5/31/17	Shouldn't the opposite be happening? Those of us who ride every day shouldn't be paying more as we are loyal customers and non tourists who would be at a huge loss if we could no longer afford to take it.
331	5/31/17	
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	
337	5/31/17	
338	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
305	5/31/17	
306	5/31/17	
307	5/31/17	Add free shuttle service from South San Francisco BART & San Bruno BART to respective Caltrain stations. Add an 11pm departure from SF station? Why 10:40p and 12midnight, but no 11pm service?
308	5/31/17	
309	5/31/17	
310	5/31/17	Caltrain needs a dedicated funding source, or at least better agreements with VTA/SamTrans/SFMTA that does not lead to one agency single-handedly ruining Caltrain's budget.
311	5/31/17	
312	5/31/17	Fare changes are great if they can help get us high speed rail and electric trains faster, as well as a connection to the transbay terminal.
313	5/31/17	
314	5/31/17	
315	5/31/17	
316	5/31/17	INCREASE FREQUENCY OF THE TRAINS! I CAN'T TAKE TRAINS IF I HAVE TO WAIT 1 HOUR FOR IT!
317	5/31/17	Would pay increased fare for WiFi.
318	5/31/17	
319	5/31/17	Drastic rate increases, as currently proposed, would result in many commuters driving cars and stop taking Caltrain.
320	5/31/17	
321	5/31/17	
322	5/31/17	
323	5/31/17	
324	5/31/17	Discounting evening/weekend fares and increasing fares for commuters sends a message that you are holding those of us hostage that need to take Caltrain to work. Infrequent Giants fans and weekend SF visitors will be less impacted by paying full price.
325	5/31/17	Extremely disappointed by the proposed parking pass increase. This is an obvious cash grab and is going to be cost prohibitive for many of your riders. You cannot justify the proposal citing lack of funds after the measure passed in Nov. 2016 and after you received the promised federal funds. It is an egregious abuse of power that will alienate most of your loyal riders.
326	5/31/17	
327	5/31/17	
328	5/31/17	
329	5/31/17	It should be possible to get zone upgrades automatically by tagging on/off. i.e. if I have a zone 2-zone 2 monthly pass and I tag on in zone 2 and tag off in zone 3 it should know I have a monthly pass plus charge me the zone upgrade fee, instead of the full cost of a one-way ride. I first requested this feature something like 4 years ago. It's 2017, and this is not rocket science...
330	5/31/17	The CalTrain has made my commute possible only because my employer can afford to pay for the GoPass. I am over the moon about the electrification of the CalTrain but I find these proposed fare changes unfair and limiting. The CalTrain should be for all pay grades - to be completely honest, I am not one of the pay grades CalTrain caters to. The current monthly price would require me to tap into my savings. No, I'm not spending a billion dollars on a high-end condo; low income housing and a full-time job still barely get me by. So what about people who make a small fraction less than I do and have to pay the monthly fare as is? I'm on CalTrain's team but I'd like a new game plan on fares
331	5/31/17	
332	5/31/17	
333	5/31/17	
334	5/31/17	
335	5/31/17	
336	5/31/17	Caltrain should consider raising prices but also offering a discount to low-income families - we subjugate poor people to taking much slower buses because they're so much cheaper. Also, to state the obvious, Caltrain should get a dedicated source of funding, or legally bind MUNI/SamTrans/VTA to a certain amount of funding each year.
337	5/31/17	
338	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
339	5/31/17	x			1	x			4		x		6	x			2	x			5	x			3
340	5/31/17		x				x				x				x				x			x			
341	5/31/17		x		4			x	2			x	6			x	5	x			3	x			1
342	5/31/17		x		6			x	5			x	4			x	2	x			3	x			1
343	5/31/17	x			3	x			1	x			5	x			4		x		6		x		2
344	5/31/17	x					x			x					x			x			x				
345	5/31/17		x		6		x		4		x		5			x	1	x			3	x			2
346	5/31/17		x		4	x			2		x		5		x		3		x		6	x			1
347	5/31/17	x			4			x	6		x		1			x				x				2	
348	5/31/17		x				x					x				x			x					x	
349	5/31/17		x		5		x		6	x			1		x		4	x			3	x			2
350	5/31/17		x			x					x			x				x				x			
351	5/31/17	x			1		x		5		x		6		x		4	x			3	x			2
352	5/31/17			x	2		x		4			x	1			x	3	x			5	x			6
353	5/31/17	x			3			x	4		x		6	x			1	x			2	x			5
354	5/31/17	x			1		x		5	x			3	x			2	x			6		x		4
355	5/31/17		x		6	x			3		x		5	x			2	x			4	x			1
356	5/31/17	x				x			1			x		x						x		x			
357	5/31/17	x			1			x	2		x		5			x	6		x		3	x			4
358	5/31/17	x			1		x		6		x		4	x			2		x		5	x			3
359	5/31/17	x					x				x					x		x				x			
360	5/31/17		x		5			x	4		x		6	x			1			x	3	x			2
361	5/31/17	x			1	x			2		x			x			3			x			x		
362	5/31/17			x	5		x		6			x	3			x	4	x			1	x			2
363	5/31/17		x			x					x			x			2			x		x			1
364	5/31/17	x			4			x	5			x	1	x			3		x		6	x			2
365	5/31/17	x			5	x			3	x			6		x		2	x			4		x		1
366	5/31/17		x		5	x			2		x		6	x			3	x			4	x			1
367	5/31/17	x			1	x			3	x			5	x			2	x			4	x			6
368	5/31/17	x			5	x			4	x			2	x			3	x			6	x			1
369	5/31/17			x	2	x			1			x	6	x			4	x			3			x	5
370	5/31/17	x						x	1	x						x			x			x			
371	5/31/17			x	5	x			3	x			2			x	6	x			1			x	4
372	5/31/17	x			1		x		5		x		3			x	6			x	4			x	2
373	5/31/17	x			1	x			3			x	5	x			2		x		6	x			4
374	5/31/17		x			x					x					x			x			x			1
375	5/31/17		x				x					x				x				x				x	
376	5/31/17	x			4		x		6	x			3	x			1	x			5	x			2
377	5/31/17	x				x					x			x				x				x			

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	
353	5/31/17	
354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	Seems very high but I do not use this program
363	5/31/17	Increase much higher than inflation
364	5/31/17	Make facebook pay tbh tbh
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	Yes! Please do this! Large companies and their employees can afford this increase and they have not been paying their fair share of the costs (but have been contributing significantly to the overcrowding during commute hours). But I should really be increased much much more. Why should these people get a whole year of caltrain passes for less than others pay for just 2 months.
373	5/31/17	Groups of smaller employers or downtown transportation management agencies should be allowed to purchase Go Passes.
374	5/31/17	Too much of price hiking. Not accepavle
375	5/31/17	
376	5/31/17	
377	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	
353	5/31/17	
354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	Wow! As who one has used Caltrain for my daily commute for over 14 years, the proposed Monthly Pass increase is onerous and, based on discussions I had with fellow passengers this morning, could encourage people to seek alternative solutions to their commute.
363	5/31/17	
364	5/31/17	
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	Monthly passes are expensive enough. If there is need for more revenue, increase the prices if the go passes purchased by big companies for their employees. Those passes are sold at a huge discount to companies who could afford to pay much more and given for free or little cost to highly paid employees. The commute trains are extremely crowded and it is unfair to put all financial burden in the other riders who use caltrain to get to work but receive less generous pay and benefits from their employers.
373	5/31/17	
374	5/31/17	
375	5/31/17	
376	5/31/17	
377	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	Really helps people who have to commute one day a week. I am a college student and I have classes in SF one day in a week. It is really helpful for me as i do not want to buy monthly pass and daily ticket is too expensive.
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	
353	5/31/17	My work has two different locations, one I need Caltrain to get to. It makes no sense for me to buy a monthly pass, but I am a regular Caltrain user. It would be nice to have some discount for reliable users in my situation.
354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	I'm a regular 8-ride ticket user -- I commute on CalTrain often enough that it's a great way to save, but not often enough that the monthly pass makes economic sense. Good to continue incentivizing people like me.
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	
363	5/31/17	Affects flexibility
364	5/31/17	
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	The 8 ride ticket is a necessary option for people who commute regularly, but less than 5 days a week.
373	5/31/17	
374	5/31/17	Should be more than 30 days so the commuter can use it anytime
375	5/31/17	
376	5/31/17	
377	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	
353	5/31/17	
354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	Parking cost is not an issue with me as I walk to the station. However, people who park at the stations may think this is a steep increase.
363	5/31/17	
364	5/31/17	
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	Thus is way too big if an increase to do all at once. An increase of this size should be phased in gradually over several years. Some parking lots are way under capacity (such as Redwood City even though it is one of the most used stations) and a parking fee increase if this size would push people put out of the lots and into street parking. This will be a nuisance for the neighborhoods and will prevent caltrain from actually taking in significantly more parking revenue. This would also make it more expensive than bart parking which is only \$3 per day at peninsula stations.
373	5/31/17	
374	5/31/17	Increasing Parking fee charges is too much. Its already way too high..
375	5/31/17	
376	5/31/17	
377	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	I don't like it but do what you have to do to keep the trains running.
353	5/31/17	
354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	CalTrain ridership is at record highs -- what's the justification for the increase?
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	Seems fair.
363	5/31/17	Understand increase in operational cost. However, still a burden to working class.
364	5/31/17	Is there any way to make it 25 or 50 cents higher for the people who buy tickets on the platform versus clipper card/monthly pass holders etc? That way commuters won't get screwed v drunk ppl getting to the giants games
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	
373	5/31/17	
374	5/31/17	Increasing fare price every year is making impossible to ride a caltrain
375	5/31/17	Caltrain already way too expensive as if is for the service it provides
376	5/31/17	
377	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
339	5/31/17	
340	5/31/17	
341	5/31/17	
342	5/31/17	
343	5/31/17	
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	
353	5/31/17	
354	5/31/17	
355	5/31/17	
356	5/31/17	
357	5/31/17	
358	5/31/17	
359	5/31/17	
360	5/31/17	
361	5/31/17	
362	5/31/17	Just as long as the all zone unlimited weekend rides by monthly pass holders is affected by the pilot program.
363	5/31/17	Sounds effective in utilizing trains and divert some demand to non peak hours
364	5/31/17	
365	5/31/17	
366	5/31/17	
367	5/31/17	
368	5/31/17	
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	
373	5/31/17	
374	5/31/17	
375	5/31/17	
376	5/31/17	
377	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
339	5/31/17	GO Pass fares should be equivalent to monthly pass fares for zones 1-4. Those companies who provide go passes already provide heavy benefits to their employees and can afford the extra expense.
340	5/31/17	
341	5/31/17	Add a premium for fare for extra bullet services (late night southbound bullet 12:30AM)
342	5/31/17	
343	5/31/17	As a commuter, it's really heart broken to see the fare will be increase and this totally discourage commuter take the public transportation.
344	5/31/17	
345	5/31/17	
346	5/31/17	
347	5/31/17	
348	5/31/17	
349	5/31/17	
350	5/31/17	
351	5/31/17	
352	5/31/17	
353	5/31/17	
354	5/31/17	
355	5/31/17	
356	5/31/17	There needs to be more clipper card machines to add value. The SF station has only had one working machine for months. Machine should also be at more stations.
357	5/31/17	
358	5/31/17	
359	5/31/17	It would be really useful if this survey had *context* around these changes, since in the absence of rationale, who's going to vote to make their costs higher?
360	5/31/17	
361	5/31/17	
362	5/31/17	
363	5/31/17	
364	5/31/17	Love y'all, sorry you don't have actual funding but you're doing your best and we appreciate it
365	5/31/17	Please don't change the current schedule.
366	5/31/17	
367	5/31/17	
368	5/31/17	What's the reason behind the fare increase?
369	5/31/17	
370	5/31/17	
371	5/31/17	
372	5/31/17	
373	5/31/17	
374	5/31/17	
375	5/31/17	
376	5/31/17	
377	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
378	5/31/17		x					x			x				x			x						x	
379	5/31/17		x		6	x			3			x	2	x			1	x			4	x			5
380	5/31/17			x	5	x			1		x		3			x	6		x		4	x			2
381	5/31/17		x				x					x				x		x				x			
382	5/31/17		x			x					x			x			x					x			
383	5/31/17		x		4		x		5			x	2			x	3		x		6			x	1
384	5/31/17		x					x			x					x			x			x			
385	5/31/17		x		3		x		6			x	1			x	5		x		4	x			2
386	5/31/17		x		6	x			5		x		4	x			3	x			2	x			1
387	5/31/17			x	2		x		4		x		6		x		5		x		3	x			1
388	5/31/17		x		3		x		6		x		4	x			1		x		5		x		2
389	5/31/17	x			1		x		6			x	2			x	3			x	4			x	5
390	5/31/17			x	2	x			1		x		6			x	3		x		5			x	4
391	5/31/17			x	5		x		6			x	2		x		1		x		4	x			3
392	5/31/17		x				x				x				x				x			x			1
393	5/31/17			x		x					x				x		x		x			x			
394	5/31/17	x			1		x		6		x		3			x	2			x	5			x	4
395	5/31/17		x		6	x			3		x		4	x			2	x			1		x		5
396	5/31/17		x					x			x				x				x					x	
397	5/31/17			x	4		x		2			x	6			x	5		x		1	x			3
398	5/31/17		x		6			x	3			x	5			x	2			x	4	x			1
399	5/31/17		x		6	x			1	x			5	x			2	x			3	x			4
400	5/31/17			x	6		x		4		x		5	x			3	x			1	x			2
401	5/31/17		x		4		x		2		x		5		x		3		x		6	x			1
402	5/31/17		x		6	x			3	x			2	x			4		x		5		x		1
403	5/31/17			x	4		x		6			x	5	x			1	x			2			x	3
404	5/31/17		x		6		x		4		x		5		x		3	x			2	x			1
405	5/31/17	x			4		x		5	x			3	x			2		x		6	x			1
406	5/31/17	x			1	x			4			x	6		x		5	x			3	x			2
407	5/31/17			x	4	x			3	x			1		x		5	x			2	x			6
408	5/31/17		x		6	x			2		x		3		x		4		x		5	x			1
409	5/31/17		x		5	x			1		x		6	x			2		x		3		x		4
410	5/31/17		x		4		x		3		x		5		x		1	x			2		x		6
411	5/31/17	x			4	x			5		x		6	x			1	x			3	x			2
412	5/31/17		x					x			x				x				x			x			
413	5/31/17			x		x					x				x			x				x			
414	5/31/17	x				x				x				x				x				x			1
415	5/31/17			x		x					x				x			x						x	
416	5/31/17			x	4		x		6	x			2		x		5	x			1			x	3
417	5/31/17		x				x			x					x				x			x			1
418	5/31/17		x				x				x				x				x					x	
419	5/31/17			x			x					x			x					x				x	4

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
378	5/31/17	Are you insane??? If you want to offer public transit, please do so. If you want to over charge people for a broken system that is barely holding it together (recalling the morning I was asked to stay away from train doors because train lost power and concerned staff didn't want anyone getting hurt or killed if the doors fly open), then sure, continue this absurdity. My hats off to Caltrain staff who make do with what they have. Now would our government please give them reasonable funding to help them get everyone where they need to go safely?!?!?!?
379	5/31/17	
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	if it goes up this much, employers will stop funding it
384	5/31/17	
385	5/31/17	Wtf
386	5/31/17	
387	5/31/17	
388	5/31/17	
389	5/31/17	\$285 approaches the current pricing for a monthly pass for all zones. There is no reason that large companies should be paying less for these passes than individuals.
390	5/31/17	
391	5/31/17	
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	
398	5/31/17	My main concern would be the incentive for employers/pass providers to discontinue the program given the steep cost increase. A smaller increase might be justified.
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	But only because it's tech companies paying the money. Milk em Caltrain!!!
406	5/31/17	That's Stanford's dime, not mine, so, sure!
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	Are you insane?
413	5/31/17	
414	5/31/17	
415	5/31/17	
416	5/31/17	
417	5/31/17	
418	5/31/17	
419	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
378	5/31/17	
379	5/31/17	
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	There was a fare increase a year ago, and we were promised an increase every two years
384	5/31/17	
385	5/31/17	This would increase the price, and of course I don't want that.
386	5/31/17	
387	5/31/17	It's already a lot of money!
388	5/31/17	Completely disagree: 15 days is ridiculous. One vacation week and it's not worth it. Work gone one day per week and it's at best a wash. 13 is already too high.
389	5/31/17	Many employers provide a pre-tax deduction to purchase public transit benefits, however this maxes out at \$255/month, so a 4-zone pass would exceed this amount if the price increase occurs.
390	5/31/17	
391	5/31/17	
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	
398	5/31/17	Go Pass holder
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	Not good.
406	5/31/17	I ride, on avg, 20 days per mo (but use gopass).
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	
413	5/31/17	
414	5/31/17	
415	5/31/17	Why don't you make it based on 32 days?
416	5/31/17	Then it would be much more expensive than driving to work and lose all value
417	5/31/17	
418	5/31/17	
419	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
378	5/31/17	Who do you think youre helping? This is how people get to work!
379	5/31/17	
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	
384	5/31/17	
385	5/31/17	
386	5/31/17	
387	5/31/17	I love this one!
388	5/31/17	Theres barely a discount as is: eliminate expiration date and allow zone upgrades via clipper
389	5/31/17	
390	5/31/17	I commute a few times a week, but not enough for a monthly pass. An 8 ride ticket is already more expensive than driving from San Mateo to Sunnyvale. Removing it leaves me no incentive to travel by Caltrain
391	5/31/17	
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	
398	5/31/17	
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	But only if u discount all clipper!
406	5/31/17	
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	Your Social Media Manager is a tool
411	5/31/17	Why not just increase the price of the 8-ride ticket? I don't personally use it, but it seems like a good option for those that ride more than occasionally but not enough to justify the monthly pass.
412	5/31/17	
413	5/31/17	
414	5/31/17	
415	5/31/17	You should eliminate zones, not 8-ride ticket. The fare should be based on distance traveled, not the number of uneven zones.
416	5/31/17	Personally, I don't see the value of the 8 ride. I tried to purchase it for months when I would be away for a week or more, but it still ended up cheaper to get a monthly pass even with all the days I would be missing
417	5/31/17	
418	5/31/17	
419	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
378	5/31/17	
379	5/31/17	
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	I don't pay for Caltrain parking, so no opinion on this
384	5/31/17	
385	5/31/17	
386	5/31/17	
387	5/31/17	Parking is expensive enough!
388	5/31/17	
389	5/31/17	
390	5/31/17	
391	5/31/17	
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	Have the option of lower usage being more expensive, don't penalize us full time workers who ride every weekday.
397	5/31/17	
398	5/31/17	I walk to the station...
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	Don't own a car lol
406	5/31/17	In principle, I see your point, but that's a steep hike. Admit I park on avg 20 days per month at SJ. On the plus side, it might free up parking.
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	
413	5/31/17	
414	5/31/17	
415	5/31/17	
416	5/31/17	
417	5/31/17	
418	5/31/17	
419	5/31/17	I think the increase is too high.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
378	5/31/17	See last comment.
379	5/31/17	
380	5/31/17	It is already very expensive and little discount is provided
381	5/31/17	
382	5/31/17	
383	5/31/17	There was a fare increase a year ago, and we were promised an increase every two years
384	5/31/17	
385	5/31/17	Of course Disagree. Why would I want to spend more money? Are people agreeing?
386	5/31/17	
387	5/31/17	
388	5/31/17	Caltrain is already too expensive for the service level: higher prices increase driving.
389	5/31/17	
390	5/31/17	If this change happens, I will no longer be riding the train
391	5/31/17	Obviously, I would prefer lower fares. If this increase pays for maintenance or infrastructure improvements, I would understand.
392	5/31/17	Enough with the fare increase. It's gotten to the point where riding Caltrain is more expensive than driving to work. That is not the purpose of public transit agency
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	Ugh
398	5/31/17	\$0.25 seems reasonable to me but (as a Go Pass holder) it doesn't directly affect me...
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	Clipper deserve discounts!!
406	5/31/17	
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	The zone system is already completely ridiculous. If you're unlucky enough to need to travel from the last stop of one zone to the first stop of the second zone you pay an inordinate fee. Moreover, the irregularity with which Caltrain runs does not justify the current rates, let alone an increase. For instance I am currently sitting at the Caltrain platform in Redwood City, simply trying to get to Palo Alto, and the train is 20 minutes late. And I'm supposed to pay more soon? This is ridiculous.
413	5/31/17	
414	5/31/17	
415	5/31/17	Implement fare based on distance traveled. This should be not a problem with Clipper and requirement to tag on / off. BART does it, as do many other agencies around the world
416	5/31/17	
417	5/31/17	
418	5/31/17	
419	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
378	5/31/17	Sigh.
379	5/31/17	
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	
384	5/31/17	
385	5/31/17	
386	5/31/17	
387	5/31/17	
388	5/31/17	Increase service instead.
389	5/31/17	
390	5/31/17	
391	5/31/17	I wouldn't use this myself, but, on the assumption that off-peak use improves the overall financial stability of caltrain, I support this measure.
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	About time
398	5/31/17	This would partially make up for the frustrating decrease in weekend service this summer
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	
403	5/31/17	
404	5/31/17	
405	5/31/17	Love it!
406	5/31/17	This would help me use with my family more, for leisure, instead of just my work commute.
407	5/31/17	
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	This would be fine but absolutely not at the cost of increasing other fares and not with the current awful evening schedule.
413	5/31/17	
414	5/31/17	
415	5/31/17	
416	5/31/17	
417	5/31/17	
418	5/31/17	
419	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
378	5/31/17	I dont understand what youre trying to accomplish. If you think I enjoy constantly being late and smashed into a train that smells like a portapotty for 1 hour each way every day so I can get to my nightmare job where I'm treated like shit but keep because its the only thing that will pay my college loans AND insane rent (my place is small).. Then you're insane. Or a sadistic f*ck. I'm already paying a lot. I cannot afford any more.
379	5/31/17	The system Needs many more machines to clip on and off at all stations especially at Millbrae. It's very frustrating to wait in line to touch Clipper card when trying to catch BART and/or connecting bus and shuttle. Buy more and put in stations as high priority please!!
380	5/31/17	
381	5/31/17	
382	5/31/17	
383	5/31/17	fix the funding issue. Obviously if one agency can't pay its bill, it hurts in triplicate--this can't be allowed to continue.
384	5/31/17	
385	5/31/17	
386	5/31/17	
387	5/31/17	
388	5/31/17	Increase weekend service: it's too poor for reliable use. Earlier in AM, baby bullets all day
389	5/31/17	
390	5/31/17	The ranking question is hugely confusing
391	5/31/17	Any change that makes caltrain more like bart would be great. Ideally, the two systems would merge, and bart would run the unified system. (The monthly pass is an exception, but that's something I use, so I'm a hypocrite on that issue.)
392	5/31/17	
393	5/31/17	
394	5/31/17	
395	5/31/17	
396	5/31/17	
397	5/31/17	
398	5/31/17	
399	5/31/17	
400	5/31/17	
401	5/31/17	
402	5/31/17	how about fares by station rather than zones
403	5/31/17	
404	5/31/17	
405	5/31/17	GIVE MEH CLIPPER DISCOUNTZ!!! 🙏
406	5/31/17	
407	5/31/17	... Didn't you just get 700 million dollars?
408	5/31/17	
409	5/31/17	
410	5/31/17	
411	5/31/17	
412	5/31/17	I understand the need to increase revenue. I would love an improved system and much more frequent evening schedule, and these cost money. Surely the goal should be to increase ridership and thereby increase revenue, rather than increase rates and drive down ridership.
413	5/31/17	
414	5/31/17	
415	5/31/17	
416	5/31/17	
417	5/31/17	
418	5/31/17	
419	5/31/17	I think if the increase is not too high it would have been ok if it was gradual increase

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
420	5/31/17			x	2	x			4	x			1			x	3		x		6	x			5
421	5/31/17		x		5		x		4		x		6			x	3		x		1	x			2
422	5/31/17	x			1	x			5	x			3		x		6		x		2	x			4
423	5/31/17			x	5			x	2			x	4			x	3		x		6	x			1
424	5/31/17	x			3		x		6	x			4	x			2		x		5	x			1
425	5/31/17	x				x						x				x		x				x			
426	5/31/17			x	3		x		5			x	4	x			1		x		6	x			2
427	5/31/17			x	4		x		6			x	2	x			1		x		5			x	3
428	5/31/17	x			2		x		3		x		5			x	1		x		4			x	6
429	5/31/17		x		4		x		1		x				x				x			x			6
430	5/31/17		x			x			2		x				x				x			x			1
431	5/31/17		x				x				x		1	x					x				x		2
432	5/31/17	x			1		x		6		x		3		x		5		x		2		x		4
433	5/31/17	x			5	x			4			x	6			x	2		x		3	x			1
434	5/31/17		x		4		x		2			x	5		x		6		x		3	x			1
435	5/31/17	x			3	x			4			x	5	x			2		x		6	x			1
436	5/31/17			x	1		x		4		x		6		x		3		x		5	x			2
437	5/31/17	x			2			x	3		x		6		x		5		x		1	x			4
438	5/31/17	x			2		x		4		x		3		x		5		x		6	x			1
439	5/31/17		x				x					x			x				x				x		
440	5/31/17		x		6		x		5		x		2		x		4		x		3		x		1
441	5/31/17		x		2		x		6		x		4		x		3		x		5	x			1
442	5/31/17		x		6	x			4	x			3			x	2		x		5	x			1
443	5/31/17		x					x			x				x				x			x			
444	5/31/17			x	3		x		5			x	2			x	4		x		1		x		6
445	5/31/17		x				x				x				x				x		1	x			
446	5/31/17	x			1	x			4		x		6	x			3		x		5	x			2
447	5/31/17			x	4		x		5			x	2		x		6		x		1	x			3
448	5/31/17			x	1	x			2			x	6			x	3		x		4			x	5
449	5/31/17	x			4	x			3			x	2		x		6		x		1		x		5
450	5/31/17	x			1		x		6	x			3	x			2		x		5		x		4
451	5/31/17			x		x					x				x				x			x			
452	5/31/17		x		6	x					x				x				x				x		
453	5/31/17		x		6			x	4		x		5	x			1		x		2	x			3
454	5/31/17		x					x				x			x				x			x			
455	5/31/17		x		6		x		5		x		4	x			1		x		2	x			3
456	5/31/17	x			6		x		2		x		3		x		1		x		4	x			5
457	5/31/17			x	1	x			2	x			4	x			3		x		6		x		5
458	5/31/17		x		4	x			3	x			2		x		5		x		1		x		6
459	5/31/17			x	1		x		6		x		5			x	3		x		2	x			4

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
420	5/31/17	I don't use this either
421	5/31/17	
422	5/31/17	
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	
433	5/31/17	It is currently less expensive than an SF<->SJ monthly pass. It should not be.
434	5/31/17	
435	5/31/17	
436	5/31/17	
437	5/31/17	
438	5/31/17	
439	5/31/17	This is far too drastic of an increase. What is the reasoning for such an increase?
440	5/31/17	
441	5/31/17	A 50% increase is unacceptable. It's disgusting that you would even request that. If you increase this no employers are going to use this program anymore. That is far too much of an increase. It should not increase at all.
442	5/31/17	
443	5/31/17	
444	5/31/17	
445	5/31/17	
446	5/31/17	Not like I can convince my employer to participate anyways, even if we are right next to San Jose Diridon.
447	5/31/17	
448	5/31/17	
449	5/31/17	
450	5/31/17	
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	Cost of goods and services should go down over time in a free-market economy, especially with economies of scale when there are more customers. Not a free-market economy (ie, because of government subsidy)? Consider making it one by taking the government's coercive incentive-perversion out of the picture.
455	5/31/17	This will push employers or employees to other transit means such as BART, carpool apps or shuttles. If Caltrain wants to increase ridership to help pay for the electrification making this program more expensive will hurt.
456	5/31/17	
457	5/31/17	
458	5/31/17	The Go Pass is already quite expensive. I fear that companies will pull out with such a large increase.
459	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
420	5/31/17	Seems like it makes more sense
421	5/31/17	
422	5/31/17	Should be the same as parking which is 15 days and should stay the same. ALSO another reason the parking pass price should NOT change
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	Monthly passes are already too expensive for those who want to use caltrain for their commute, but whose companies do not buy them go passes.
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	You've increased my commute time with this new schedule so it doesn't make sense to increase the price 15% for an inferior product.
433	5/31/17	15 days is half a month, not 13, so this makes sense.
434	5/31/17	
435	5/31/17	
436	5/31/17	
437	5/31/17	
438	5/31/17	
439	5/31/17	
440	5/31/17	
441	5/31/17	ABSOLUTELY NOT. CalTrain should not increase ANY fare charges. Staff is rude, trains are dirty, trains are late, trains do not run on an efficient schedule, trains are over crowded and you cannot get a seat, etc. The current price is not justifiable due to these and more issues. With this many problems, CalTrain has no business even suggesting that fares should be increased.
442	5/31/17	
443	5/31/17	
444	5/31/17	This increase added to the per zone increase will create a very big increase around 25% of total cost.
445	5/31/17	
446	5/31/17	
447	5/31/17	See prior comment
448	5/31/17	
449	5/31/17	
450	5/31/17	Any cost increase on regular commuters will lose rides. It's already very expensive if you're a regular.
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	
455	5/31/17	With BART extending to South Bay increasing costs of monthly users could push them to switch.
456	5/31/17	
457	5/31/17	
458	5/31/17	Only if there are no compounding charges that make this even higher.
459	5/31/17	Wow, it's now passed the threshold where I have to just buy daily tickets instead of a monthly pass. Thanks for adding to the inconvenience by having me tag on and tag off as well.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
420	5/31/17	It does not seem like such a useful option to me.
421	5/31/17	
422	5/31/17	
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	Instead, implement a system that automatically applies discounts for clipper card riders (like 8-ride and monthly) as you ride, instead of forcing riders to decide at the beginning of the month!
427	5/31/17	
428	5/31/17	I am a heavy 8 ride user and I strongly disagree with this.
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	
433	5/31/17	I think that this is a great way to give people who visit residents of the Bay Area a way to temporarily get around very easily. For example, my brother is coming on June 5th for 5 days from Washington D.C. The 8 day pass would let me discount his Caltrain costs from San JosÃ© to San Francisco. If this pass is removed I recommend replacement with something that still does a similar goal: discounted rides for visitors / tourists to encourage transit use
434	5/31/17	
435	5/31/17	
436	5/31/17	What's the point of this? I love the 8-ride pass.
437	5/31/17	Some mthings baths I travel a lot so it's not good value to buy a monthly pass
438	5/31/17	
439	5/31/17	Again, why is this a question? Does it cost money to maintain it? Will it cost more to eliminate it? Where is the info from which an opinion could be created?
440	5/31/17	
441	5/31/17	Some people depend on this type of ticket. For some people, this is all they can afford because your ticket prices are so overpriced. You cannot get rid of this ticket type.
442	5/31/17	
443	5/31/17	
444	5/31/17	
445	5/31/17	
446	5/31/17	
447	5/31/17	
448	5/31/17	
449	5/31/17	
450	5/31/17	
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	
455	5/31/17	I work part time in SF and SV. I use this pass. I wouldn't go to monthly so instead I would just use BART or shuttle
456	5/31/17	
457	5/31/17	
458	5/31/17	Many other agencies do not offer this
459	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
420	5/31/17	I don't use monthly parking. :)
421	5/31/17	
422	5/31/17	Absolutely not!! It's based on a reasonable 15 days our of 20 work days per month. This is just another way to gouge riders.
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	I hear it's too difficult to get a caltrain parking spot, so increasing prices seems reasonable.
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	
433	5/31/17	
434	5/31/17	
435	5/31/17	
436	5/31/17	
437	5/31/17	being able to park at a reasonable cost is crucial to using Caltrain
438	5/31/17	Parking is already too expensive and hard to find a place as it is.
439	5/31/17	
440	5/31/17	
441	5/31/17	If you increase parking people are not going to park in your lots, they will find a cheaper lot or just drive to work instead to be more cost-effective. This fee should not be increased. People currently park in your lots for days without paying. If you are looking for revenue, go ticket some of those cars before you increase rates.
442	5/31/17	
443	5/31/17	
444	5/31/17	
445	5/31/17	
446	5/31/17	
447	5/31/17	I believe it is too big of an increase. I understand the need for profit, but I was thinking \$70, at most.
448	5/31/17	
449	5/31/17	What parking? There's not enough parking, at any station, and I would be furious paying MORE for a "chance" at finding a spot in the lot.
450	5/31/17	
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	Cost of goods and services should go down over time in a free-market economy, especially with economies of scale when there are more customers. Not a free-market economy (ie, because of government subsidy)? Consider making it one by taking the government's coercive incentive-perversion out of the picture.
455	5/31/17	Will keep people from buying parking pass when they don't need them for full month opening up space for others.
456	5/31/17	
457	5/31/17	
458	5/31/17	This is a huge increase and penalizes people like myself that do not park every day.
459	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
420	5/31/17	Totally surprising opinion, I know. Caltrain is already pretty expensive compared to other city transit though (I'm thinking Chicago Metra)
421	5/31/17	
422	5/31/17	
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	The zone fare system is outdated. A system should be implemented to offer discounts to clipper card riders not riding the full width of their zones. Furthermore, caltrain fares are already too high. They need to be made more competitive with driving costs, not less.
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	
433	5/31/17	I have no issue with it and if it helps Caltrain run smoother I'm for it. 25 cents is nothing.
434	5/31/17	
435	5/31/17	
436	5/31/17	
437	5/31/17	
438	5/31/17	
439	5/31/17	There's no info provided about why this needs to be done. How can you expect this to be effective without this information?
440	5/31/17	
441	5/31/17	The zone fare charge is already GROSSLY OVERPRICED. \$2 per zone is far too much. It should be \$2 PERIOD, you should be able to ride to any zone and only have to pay \$2 for your zone upgrade.
442	5/31/17	
443	5/31/17	
444	5/31/17	
445	5/31/17	
446	5/31/17	
447	5/31/17	I would be ok with this
448	5/31/17	
449	5/31/17	
450	5/31/17	.25 adds up quickly and puts the largest burden on the people who travel the farthest-- ie the people we least want to choose to drive instead. Better to increase the 1 zone or 2 zone fare by .50-1.00 than increase the burden on the longest commutes.
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	Cost of goods and services should go down over time in a free-market economy, especially with economies of scale when there are more customers. Not a free-market economy (ie, because of government subsidy)? Consider making it one by taking the government's coercive incentive-perversion out of the picture.
455	5/31/17	
456	5/31/17	
457	5/31/17	Fares were just raised with no increase in service or reliability
458	5/31/17	
459	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
420	5/31/17	Sounds like a good way to encourage off-peak riders.
421	5/31/17	
422	5/31/17	Love this!
423	5/31/17	
424	5/31/17	
425	5/31/17	
426	5/31/17	Weekend trains are running under capacity. Discounts might help!
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	
433	5/31/17	It's an interesting idea. I'd like to know why it's considered, how they will budget for the reduced revenue, and what the goals are.
434	5/31/17	
435	5/31/17	
436	5/31/17	
437	5/31/17	
438	5/31/17	
439	5/31/17	It seems that the infrequent riders such as those that ride on the weekends would be more willing to pay a higher price than those who ride everyday. Why give them discounts?
440	5/31/17	
441	5/31/17	Agree only if this does not increase the fare for weekday and daytime riders.
442	5/31/17	
443	5/31/17	
444	5/31/17	
445	5/31/17	
446	5/31/17	
447	5/31/17	
448	5/31/17	
449	5/31/17	
450	5/31/17	No non-regular says "I'd use caltrain if it was cheaper." They say "I'd use Caltrain if it was convenient." The the people who can use caltrain will. Giving them discounts will just increase costs not ridership.
451	5/31/17	
452	5/31/17	
453	5/31/17	
454	5/31/17	
455	5/31/17	
456	5/31/17	
457	5/31/17	
458	5/31/17	
459	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
420	5/31/17	Looking forward to electrification upgrades! Not looking forward to associated service interruptions. :)
421	5/31/17	
422	5/31/17	Have the 215 leave from Tamien in the morning so there's a Tamien to San carlos route prior to 8am
423	5/31/17	Please add a student discount.
424	5/31/17	
425	5/31/17	
426	5/31/17	
427	5/31/17	
428	5/31/17	
429	5/31/17	
430	5/31/17	
431	5/31/17	
432	5/31/17	The new schedule is horrible.
433	5/31/17	Please be vocal about what these increases will result in, in terms of service improvement
434	5/31/17	
435	5/31/17	
436	5/31/17	How about have conductors enforce that riders are paying fares? What is your estimate of how many riders don't pay?
437	5/31/17	
438	5/31/17	
439	5/31/17	This survey needs to be revised. There is no info give to provide context to the reader about why there is discussion around a fare increase. Also, how can you ask respondents to rank fare changes if they don't think any of them should be instituted?
440	5/31/17	
441	5/31/17	Train your staff to be more customer service friendly, they are currently so rude its borderline discrimination. Clean your trains, they are filthy. Do something so trains are not over-crowded and passengers can actually get seats.
442	5/31/17	Is there any opposition to selling electronic tickets (so no cash is involved) on board? I find it hard to believe the proof-of-payment system is good for revenue, and a fare hike seems unnecessary if everyone just paid for a ticket. <u>The fare increase disproportionately affects riders who tag on or buy tickets in good faith rather than the riders who roll the dice that they won't get checked for a ticket.</u>
443	5/31/17	
444	5/31/17	I can support some increases but adding 2 days tithe monthly pass is to much for most people to burden. I could however support an additional day
445	5/31/17	
446	5/31/17	
447	5/31/17	
448	5/31/17	
449	5/31/17	THERE IS NOT ENOUGH PARKING AT ANY OF THE STATIONS. I ALREADY LIVE TOO FAR FROM A STATION TO BIKE OR TAKE A BUS. If you buy a parking pass, a spot in the lot should be guaranteed.
450	5/31/17	Charge cities an impact fee for their ridership use if they don't meet their Regional Housing Needs Assessment imposed under state law. Cities boast about CalTrain and it's benefits while refusing to find it. They rely on Caltrain rather than building housing. Make them pay their fair share rather than burdening riders for Palo Alto's or Burlingame's or Belmont's unwillingness to build more homes to reduce commutes.
451	5/31/17	
452	5/31/17	Disagree with ALL of the proposed fare changes .. Fares now are extremely costly for both train and parking...Increases will force me back into driving my car. It will be less expensive.
453	5/31/17	
454	5/31/17	
455	5/31/17	
456	5/31/17	
457	5/31/17	
458	5/31/17	
459	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
460	5/31/17		x			x					x				x				x			x			
461	5/31/17	x				x					x				x				x			x			
462	5/31/17		x				x				x				x				x			x			
463	5/31/17			x	3		x				x			x			1		x					x	2
464	5/31/17		x		5		x		6		x		2		x		4		x		1	x			3
465	5/31/17		x		5			x	4		x		6	x			3	x			2	x			1
466	5/31/17		x		5			x	3		x		6		x		4		x		2	x			1
467	5/31/17		x				x				x				x				x			x			
468	5/31/17		x		5		x		6			x	3		x		4	x			1	x			2
469	5/31/17	x			1	x			2		x		4		x		5		x		6	x			3
470	5/31/17		x		6		x		3		x		5	x			2	x			4	x			1
471	5/31/17		x		6			x	2			x	5	x			3			x	4	x			1
472	5/31/17		x		5	x			3			x	4		x		6	x			1	x			2
473	5/31/17	x			1		x		5		x		4		x		6		x		3		x		2
474	5/31/17		x			x					x				x				x			x			
475	5/31/17			x	5			x	4		x		2			x	6		x		3	x			1
476	5/31/17		x			x					x				x					x			x		
477	5/31/17		x		1			x	5		x		6		x		3		x		4	x			2
478	5/31/17			x	2	x			4			x	1		x		6			x	5	x			3
479	5/31/17		x		5		x		4		x		2		x		3		x		6	x			1
480	5/31/17		x				x				x				x				x			x			
481	5/31/17		x				x				x				x			x				x			
482	5/31/17			x				x				x			x				x					x	
483	5/31/17			x	5	x			3		x		6			x	2	x			4	x			1
484	5/31/17		x		6			x	3			x	1			x	4		x		5			x	2
485	5/31/17		x		6			x	3			x	4		x		5	x			1			x	2
486	5/31/17		x		1	x			6		x		3		x		5		x		2	x			4
487	5/31/17		x			x					x				x			x				x			
488	5/31/17	x				x						x		x				x				x			
489	5/31/17		x				x				x				x				x			x			1

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	
464	5/31/17	Trains are packed and there have been no updates to the cable cars. The chances are high there will be a delay due to mechanical issues just as often as there are delays due to accidents.
465	5/31/17	
466	5/31/17	
467	5/31/17	
468	5/31/17	By increasing the cost by 50% I doubt my employer would offer this in the future
469	5/31/17	
470	5/31/17	
471	5/31/17	This is a huge increase and will probably cause my employer to reconsider paying for the Go Pass.
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	Makes public transport much less affordable for people
477	5/31/17	Feels like gouging
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	Get more subsidization from the government or stop buying fancy trains and crossing guards. Don't raise the prices.
464	5/31/17	
465	5/31/17	I don't understand the functional impact of this change. More days sounds good.
466	5/31/17	
467	5/31/17	
468	5/31/17	Service has improved but I am a commuter and don't really want to ride unlimited on the weekends.
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	
477	5/31/17	
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	This option is a crucial in between from using Clipper Cash value and the monthly pass. Why the hell would you consider getting rid of this?
464	5/31/17	
465	5/31/17	What's the point? Clipper is onerous to manage and this would reduce rider's options.
466	5/31/17	
467	5/31/17	
468	5/31/17	There does need to be a flexible rider ticket that could be used for 1 week
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	Purchasing in bulk should get a discount.
477	5/31/17	I use this and don't see any benefit in eliminating it for you
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	
464	5/31/17	The lots are often dirty, pot hole ridden and with no parking lines drawn and no cameras for safety late at night. Make some upgrades to show where the fare increases are going.
465	5/31/17	Agree IF it matches # of days on the monthly pass. Looks like it currently does not, which is, well, stupid.
466	5/31/17	
467	5/31/17	
468	5/31/17	Parking is crowded and expensive. I choose to park elsewhere
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	There is often not enough parking, so I've had to look for alternative times and locations. No, Disagree with the parking increase.
475	5/31/17	
476	5/31/17	That's too much of a hike
477	5/31/17	That's a huge increase for no additional service
478	5/31/17	Quite a steep increase. Huge incentive for park-and-ride passengers to seek alternative transportation.
479	5/31/17	
480	5/31/17	Caltrain parking is already ridiculously expensive and (if you don't have a monthly pass) inconvenient.
481	5/31/17	
482	5/31/17	I am a daily rider and driver to my local Caltrain station. Put simply, I would stop taking Caltrain due to this change. It changes economics in favor of car-based commuting. I also believe it to be a discriminatory price increase -- though not to any federally-recognized groups. In terms of constituencies, should Caltrain be thought of as a service available to everyone on the Peninsula, or only those in walking/biking distance to stations? As a young homebuyer, real estate near stations is unaffordable, which has pushed many of us to less desirable driving-dependent neighborhoods. The proposed parking increase adds to the trend of further enriching near-station residents with additional public services while restricting availability to those who can not join that tribe. Near-station peninsula real estate demographics are quickly moving towards 3 exclusive groups: (1) older residents who bought homes before recent rapid real estate price increases and now are paper millionaires, often non-working; (2) extremely wealthy individuals of all ages who can afford to buy multi-million dollar single family homes near train stations (usually requiring an equity liquidity event, as opposed to even 2 full time professional incomes); or (3) young people without families who can live in small apartments or condos already in-place or being developed near stations. To this last point, the proposed parking increase, second within the year, exacerbates the difficulty of young people on the peninsula being able to form families, as the last generation did, while still participating in public-oriented activities such as taking transit. As a young person trying to establish a family in the Bay Area today, I increasingly hear that in order to have a "socially-correct" lifestyle I should (a) not form a family (i.e., just live in small luxury condo near station) or that (b) I need to create a tech IPO to live a "normal" life. This is a sad narrative. In any case, the point is not to ask for some new subsidy to address this, but to simply point out that the proposed parking move furthers an existing, and unfair redistribution of access and wealth in the peninsula by limiting Caltrain's constituency during a time when it is increasingly asking for public funding to support its modernization. Recognizing the funding imperatives that Caltrain faces, does the board have any plan to mitigate the dynamic described here, or is it viewed as acceptable collateral damage? Is there a role for local governments to partner with Caltrain on this issue? Basically, I want to feel like Caltrain is on my side as both a daily rider and taxpayer, but this proposal, as part of a trend in actions and in rhetoric against non-geographically-endowed peninsula residents, makes me feel like Caltrain only wants me as a taxpayer.
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	Parking should not be prohibitively expensive.
487	5/31/17	
488	5/31/17	
489	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	Zones are already unfair, you should refine the pricing to be stop by stop like Bart does (at least do this for clipper card users, I understand zones make it easier to check paper tickets). Also fares are already high, I will stop scabning my clipper card when J think I can get away with it if you increase the fares.
464	5/31/17	
465	5/31/17	\$0.25 seems a reasonable increase.
466	5/31/17	
467	5/31/17	
468	5/31/17	It's fair
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	I work at Stanford and the fare is free.
477	5/31/17	The fares are already high for working folks.
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	
464	5/31/17	
465	5/31/17	
466	5/31/17	
467	5/31/17	
468	5/31/17	Seems like it could help get ridership up at slower times.
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	Not as important in my opinion
477	5/31/17	
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
460	5/31/17	
461	5/31/17	
462	5/31/17	
463	5/31/17	Air fresheners in bathrooms. I've seen entire cars clear out. Also make Southbound baby bullets have a bullet stop at Sunnyvale. So effing annoying you go from Mt. View to Diridon.
464	5/31/17	
465	5/31/17	Trains are more crowded than ever, riders are RUDER than ever, and our rates keep increasing without improving services or quality. DISSATISFIED
466	5/31/17	
467	5/31/17	
468	5/31/17	Please provide better bullet options. I would like to see some options for Lawrence and improved ones for Sunnyvale
469	5/31/17	
470	5/31/17	
471	5/31/17	
472	5/31/17	
473	5/31/17	
474	5/31/17	
475	5/31/17	
476	5/31/17	
477	5/31/17	
478	5/31/17	
479	5/31/17	
480	5/31/17	
481	5/31/17	
482	5/31/17	
483	5/31/17	
484	5/31/17	
485	5/31/17	
486	5/31/17	
487	5/31/17	
488	5/31/17	
489	5/31/17	Able to add cash to your clipper card at all ticket Machine at train stations

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
490	5/31/17		x		6	x			2			x	3		x		5			x	1	x			4
491	5/31/17		x		6		x		4		x		2		x		5		x		3		x		1
492	5/31/17		x		6	x			2		x		3			x	1			x	4	x			5
493	5/31/17		x		6	x			3		x		4		x		5		x		2	x			1
494	5/31/17		x		6			x	3			x	2			x	4			x	5			x	1
495	5/31/17			x	6		x		3			x	5		x		1	x			4	x			2
496	5/31/17		x				x					x			x				x			x			
497	5/31/17			x	6		x		2		x		4		x		5		x		3	x			1
498	5/31/17	x					x				x				x			x				x			
499	5/31/17		x		5		x		4		x		3		x		2		x		6	x			1
500	5/31/17		x		5		x		3		x		2		x		6		x		4			x	1
501	5/31/17	x			3		x		5		x		4		x		6			x	2	x			1
502	5/31/17			x			x				x					x				x		x			
503	5/31/17											x												x	
504	5/31/17		x		5			x	6		x		2		x		4		x		3	x			1
505	5/31/17		x		6	x					x				x		1	x			2			x	
506	5/31/17		x		3			x	4		x		6		x		5		x		2	x			1
507	5/31/17			x	5	x			3		x		6		x		2			x	4	x			1
508	5/31/17			x	3		x		6		x		5		x		4	x			2	x			1
509	5/31/17			x	4			x	2	x			1		x		6			x	3			x	5
510	5/31/17		x		6	x			3		x		5		x		4	x			2	x			1
511	5/31/17		x		2			x	4			x	6		x		5	x			3	x			1
512	5/31/17			x	4		x		6			x	3		x		5	x			2	x			1
513	5/31/17		x		6	x			3	x			4		x		2	x			1	x			5
514	5/31/17																		x			x			
515	5/31/17	x			5			x	4		x		6	x			2	x			1			x	3
516	5/31/17		x		6	x			2		x		4			x	3		x		5	x			1
517	5/31/17		x		6	x			2			x	3		x		5			x	4	x			1
518	5/31/17		x					x	6			x	3		x					x			x		5
519	5/31/17		x		2	x			3		x		6		x		1	x			4	x			5
520	5/31/17	x			1		x		6		x		4	x			2		x		5			x	3
521	5/31/17		x		6		x		5		x		2		x		3		x		4	x			1
522	5/31/17	x			3		x		6			x	2		x		5		x		4	x			1
523	5/31/17		x		6	x			2	x			1	x			4		x		5		x		3
524	5/31/17		x		6	x			1		x		4	x			2		x		5			x	3
525	5/31/17	x			6		x		3		x		1		x		4		x		5	x			2

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
490	5/31/17	I think it's important to be able to justify any fare increases with the studies that have been mentioned with the last fare increase, but that haven't occurred yet.
491	5/31/17	
492	5/31/17	This is a big increase to make in one change; consider 20-25% instead.
493	5/31/17	This is a very steep increase and, counterintuitively, would result in more people NOT taking the Caltrain, in favor of other transportation options.
494	5/31/17	The Go-Pass is something I use on a regular basis - I fear that if this fare is increased by that much my employer won't continue to offer it.
495	5/31/17	
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	
503	5/31/17	
504	5/31/17	What might happen with this 50% price increase for the go pass is that the companies/universities offering it, might decide not to do it anymore. Then, I am pretty sure, Caltrain would see a definite decrease in ridership. Is that what you want?
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	
509	5/31/17	
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	ridiculous! why is it necessary to increase this by 50%? Why don't you check tickets on ballgame night to get extra income...there are some many that do not purchase tickets that night!
514	5/31/17	
515	5/31/17	
516	5/31/17	
517	5/31/17	This seems like a huge hike. Without knowing the reason necessary I cannot agree to this.
518	5/31/17	
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	strongly disagree
525	5/31/17	I would like to see all fares go down, including Go Pass fares, but would be willing to see Go Pass cost increase in order to keep individual costs low.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
490	5/31/17	
491	5/31/17	
492	5/31/17	
493	5/31/17	
494	5/31/17	
495	5/31/17	Increased fare costs make monthly pass unaffordable.
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	This would also be a huge hit to people in my non profit (based in Palo Alto). It would mean I would face a 21.5% increase, which is HUGE, especially considering just how expensive it is to commute in the first place. I also think that these changes (this and elimination of the 8-ride) would definitely incentivize more people to drive or stop using your service as much because it is incredibly financially unsustainable. This is a service that is supposed to serve the public. Instead, it is rendering use of public transit more and more expensive and punishing people who don't make as much money. Please don't make living in the Bay Area that much more unrealistic for peopleâI already can't afford to live where I work (same as many people)
503	5/31/17	
504	5/31/17	
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	Would need to balance with extra perks to justify the increase, maybe further discounting parking at stations or discounts at stores or restaurants close to Caltrain stations
509	5/31/17	Given the more uncomfortably crowded trains I've had to bear lately hard to see paying more to be miserable. OK if somewhat comfortable on most rides.
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	
514	5/31/17	
515	5/31/17	
516	5/31/17	
517	5/31/17	
518	5/31/17	
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
490	5/31/17	
491	5/31/17	
492	5/31/17	
493	5/31/17	
494	5/31/17	
495	5/31/17	
496	5/31/17	
497	5/31/17	you should keep this and reduce from 8 ride to 5 ride bundle
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	I am unclear why this would be eliminated. It's a pretty essential product for those working at my organization and I don't understand why it would have to be eliminated. This would eliminate any possibility for people to receive any discount if they don't go every day of the week. I work at a non-profit and this would be a very big hit for us. Caltrain is already so expensive. Why penalize people for only commuting a few days a week?
503	5/31/17	
504	5/31/17	Why? what compelled the thought of this elimination? What's wrong with people wanting to save some money by buying the 8-ride ticket, why shouldn't they have that choice? Yes, let us have that choice. If we don't use it, it is up to us to waste that money. Right?
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	Good for those that use Caltrain frequently but not daily, could lose a lot of riders
509	5/31/17	Only four round trips. Doesn't make a lot of sense. It's not like you can buy eight rides times a particular number.
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	This is a great deal for people who can't use the train for an entire month.
514	5/31/17	
515	5/31/17	
516	5/31/17	
517	5/31/17	
518	5/31/17	
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
490	5/31/17	Parking fares should not go up. \$5.50 per day or \$55 per month feels like a market rate, especially for those paying for a monthly pass for riding the train or a go pass.
491	5/31/17	
492	5/31/17	May be a disadvantage for people who do not work a five-day schedule and/or carpool as an alternate.
493	5/31/17	
494	5/31/17	
495	5/31/17	
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	
503	5/31/17	
504	5/31/17	My comment is pretty much a repeat of the above. If in addition to increasing the train fare, Caltrain management will also increase the monthly parking and clipper cards, people will get discouraged and start driving again.
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	Will make commuting by train more expensive than driving for most daily riders
509	5/31/17	Not necessarily a savings for the average commuter and parking not guaranteed at all locations.
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	I think I don't like this! I buy mine in conjunction with the Go Pass, and I believe it is for the entire month...no 10 or 15 days. What I am hearing is that many people do not pay for parking and they wait to get caught. If you need more income for parking, have a patrol go out each day and ticket the non-payers...don't punish us that do pay.
514	5/31/17	
515	5/31/17	Please dedicate some spaces for monthly parking holder like what Bart is doing so we can secure a space without having to fight with daily user
516	5/31/17	
517	5/31/17	
518	5/31/17	WTF
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
490	5/31/17	I think it's important to be able to justify any fare increases with the studies that have been mentioned with the last fare increase, but that haven't occurred yet.
491	5/31/17	
492	5/31/17	
493	5/31/17	
494	5/31/17	
495	5/31/17	
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	
503	5/31/17	
504	5/31/17	As it is, Caltrain seems to be getting more riders on a daily basis. Increasing ghe zone fare by 25 cents, even though it does not look like a lot, it turns out that IT IS A LOT, and most likely will affect those with the least resources; in addition, I think it will discourage people from riding the train and push them to get on their cars and drive. Question: do the people at Caltrain who decide on this fare hikes ride the train?
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	Seems the most fair if you are going to increase prices somewhere
509	5/31/17	
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	
514	5/31/17	
515	5/31/17	
516	5/31/17	
517	5/31/17	
518	5/31/17	
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
490	5/31/17	
491	5/31/17	
492	5/31/17	If this makes better use of non-peak hour equipment
493	5/31/17	
494	5/31/17	
495	5/31/17	
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	
501	5/31/17	
502	5/31/17	
503	5/31/17	
504	5/31/17	Discounts for weekend and evening riders will be good. They might increase the number of riders. I'd think
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	
509	5/31/17	
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	
514	5/31/17	
515	5/31/17	
516	5/31/17	
517	5/31/17	
518	5/31/17	With all of the crowds, why change the fares?
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
490	5/31/17	I think it's important to be able to justify any fare increases with the studies that have been mentioned with the last fare increase but that haven't taken place yet or been analyzed. Be more transparent in general written communications about the need for fare increases.
491	5/31/17	
492	5/31/17	
493	5/31/17	
494	5/31/17	
495	5/31/17	
496	5/31/17	
497	5/31/17	
498	5/31/17	
499	5/31/17	
500	5/31/17	If Caltrain wants to increase fees for everything, they should also have more frequent trains, better mechanisms in place when trains are delayed (informing passengers more promptly with accurate time estimates). Incorporating a real-time train location technology.
501	5/31/17	
502	5/31/17	I'm personally not a huge fan of the recent schedule changes - definitely makes commuting harder for everyone I talked to. Fewer morning express trains and options in general...not sure the reasoning behind the move.
503	5/31/17	
504	5/31/17	Refer to all my previous comments
505	5/31/17	
506	5/31/17	
507	5/31/17	
508	5/31/17	Need faster and more trains through SSF with so many new companies starting out moving there
509	5/31/17	I have been riding Caltrain for 2.5 years. Seems only recently trains are sometimes obscenely crowded. Hard to be paying for the equivalent of torture at times.
510	5/31/17	
511	5/31/17	
512	5/31/17	
513	5/31/17	
514	5/31/17	
515	5/31/17	Please also give some thoughts around parking spaces, especially at the super busy station like Diridon or Sunnyvale
516	5/31/17	
517	5/31/17	
518	5/31/17	Too greedy
519	5/31/17	
520	5/31/17	
521	5/31/17	
522	5/31/17	
523	5/31/17	
524	5/31/17	
525	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
526	5/31/17			x	2	x			3		x		6	x			1			x	4			x	5
527	5/31/17		x		1		x		2		x		4		x		3		x		6	x			5
528	5/31/17		x				x			x					x			x				x			
529	5/31/17		x		3	x			4		x		6		x		5	x			2	x			1
530	5/31/17		x					x				x				x			x			x			
531	5/31/17	x			1		x		6	x			2	x			4		x		5	x			3
532	5/31/17		x		5			x	4		x		2		x		3		x		6	x			1
533	5/31/17		x		6	x			3		x		5	x			4	x			1	x			2
534	5/31/17			x			x				x				x				x			x			
535	5/31/17		x			x						x		x					x			x			
536	5/31/17		x				x			x					x					x	4	x			3
537	5/31/17		x		6	x			2	x			5	x			1		x		3	x			4
538	5/31/17		x					x				x				x				x		x			1
539	5/31/17		x		6		x		5			x	4	x			2			x	3	x			1
540	5/31/17		x		5			x	4			x	2			x	3		x		6	x			1
541	5/31/17		x		1			x	2		x		6		x		3			x	5	x			4
542	5/31/17		x			x			5			x			x		3	x						x	4
543	5/31/17		x			x						x		x					x			x			
544	5/31/17		x		2		x		5		x		6		x		3		x		4	x			1
545	5/31/17	x						x			x				x			x				x			
546	5/31/17		x		4		x		6		x		2		x		3		x		5	x			1
547	5/31/17		x					x			x					x		x				x			
548	5/31/17		x		6			x	4			x	2			x	3		x		5	x			1
549	5/31/17	x				x					x			x				x				x			
550	5/31/17		x		6	x			5		x		2		x		4	x			1	x			3
551	5/31/17			x		x				x					x				x			x			
552	5/31/17		x		1		x		6			x	2		x		5		x		4		x		3
553	5/31/17		x		6		x		5		x		4		x		3	x			2	x			1
554	5/31/17		x					x			x					x			x					x	
555	5/31/17		x		4		x		5		x		6		x		3		x		2	x			1
556	5/31/17			x			x				x				x				x				x		
557	5/31/17		x		3		x		6		x		5		x		4			x	1			x	2

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	That seems like a large increase, and I fear it could prevent some employers from keeping the benefit for their employees.
534	5/31/17	
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	GoPass use needs to be commensurate with business size so that it's not only benefitting giant corporations. Also, as a GoPass user, it's phenomenal. This is a gigantic fare increase that will almost certainly cause some corporations to back out and reduce ridership, which is not what I want!
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	Not all employers will go for this. Make a 5 day pass instead of 7 days. It's a WASTE! I don't always ride - I drive and work from home a few days a week.
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	raise daily fares more than you raise go pass. We want TMAs/Biz etc to buy more go passes
548	5/31/17	
549	5/31/17	
550	5/31/17	Too much! I will drive if this fair schedule is implemented.
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	I do not have a go pass.
557	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	
534	5/31/17	This results in my yearly travel costs approaching 2000 (San Mateo to 4th and King). I work in academic scientist and this is nearly my monthly paycheck. While academia isn't for getting rich, this bump really hurts. I already live outside of the city to try and afford housing but this makes it even harder. But if I move further away then my transportation will be even more! Almost 5000 if I live in Mountain view. This is a lot of money
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	
548	5/31/17	
549	5/31/17	
550	5/31/17	
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	Quite simply, I do not agree with the fare increase. I have a lower income household and cannot indefinitely keep funding Caltrain's increases. Caltrain increased fares last year, and I think the fares should not be increased this year as well. Doing a 15 day month instead of a 13 day month is just a mean way to increase the monthly pass holders twice in this increase proposal. And your monthly pass holders are your loyal customers thick and thin. Delays? Mechanical failure? Bad drivers? Caltrain still already got my money. Even if I drive because I would rather take 101 than deal with another rude conductor or broken down train, you still get my hard earned and well budgeted cash
557	5/31/17	The increase of the monthly pass is VERY steep. I find the big fare jump is not reasonable at all. The cost of new monthly parking and monthly pass would be increased by at least 35%. I would definitely switch to driving since the round-trip cost is not significantly less if taking the train. Also, the travel time would cut down in half if I drive. I notice the train is quite packed these days and I need to stand.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	I assume there is data to suggest this would be a beneficial change, but I cannot agree without the information.
534	5/31/17	Getting rid of this and then bumping the cost for monthly passes leaves a large gap in the middle. Regular users should have discounted fares. What are the benefits of getting rid of this pass?
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	
539	5/31/17	
540	5/31/17	
541	5/31/17	If this is being eliminated, I sure hope there is an alternative for the people who do not ride enough to make three monthly pass worth it
542	5/31/17	
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	tourists use em
548	5/31/17	
549	5/31/17	
550	5/31/17	We need the 8-ride ticket.
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	Again, this is just another ploy to double down on your customers and make their transit costs increase more than once this suggested fare increase round.
557	5/31/17	8-ride offers discount to people who doesn't take the train daily. Taking this away would drive people on the road more! Where's the incentive to attract more people to ride the train?

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	
534	5/31/17	
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	That's a bit of a jump!
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	
548	5/31/17	
549	5/31/17	
550	5/31/17	Why do we need to pay \$82.50 a month instead of the \$20/month 5 or 10 years ago? I can lease a car within \$200/month. I may not ride the train anymore.
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	I don't drive to Caltrain stations, so this does not impact my wallet. However, it will increase the number of people parking illegally on my street since San Mateo doesn't patrol their permit only neighborhoods effectively. (Which is a shame, because all of these people parking illegally means lost revenues for both Caltrain and San Mateo, but I guess I'm the only one that's considered that.)
557	5/31/17	Almost \$30 increase! That's speechless!

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	The zone system is unfair. It costs more to go from Redwood City to Menlo Park than from Millbrae to Redwood City. Charge a flat rate, or by distance traveled.
531	5/31/17	
532	5/31/17	
533	5/31/17	
534	5/31/17	This should effect one-way and day pass only- not the the monthly pass. I don't know the stats but would assume that daily communters are not buying day passes and the majority of those buying them are tourists/infrequent users.
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	
548	5/31/17	
549	5/31/17	
550	5/31/17	
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	Disagree with the fare increase. This is more nickle and dime-ing of your customers. Trying to increase the zone fare, the base fare, the number of calendar days - how many ways are you trying to squeeze money out of your ridership? I feel for your budget, I do, but dedicated funding should not come off my back.
557	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	
534	5/31/17	
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	Ridership is super low on the weekends and evenings - why not try it out?
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	
548	5/31/17	
549	5/31/17	
550	5/31/17	
551	5/31/17	
552	5/31/17	They should pay the same amount as everyone else. No discount.
553	5/31/17	
554	5/31/17	
555	5/31/17	
556	5/31/17	I think Caltrain should implement a pilot program that provides discounts for lower income riders. Do I need a discount? YES! But my job is not that flexible and I need to travel during commute hours. (Plus, if it's a question of driving for 20 minutes on 101 at 5am or riding 45 minutes on the train plus figuring out the "last mile", thanks, I'll drive. Gas is less than \$3/gallon!)
557	5/31/17	I like the idea of offering discount for non-peak hours. But please do NOT put the burden on the regular train commuters by increasing fares to regulars to cover revenue loss from off-peak hours fare charges.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
526	5/31/17	
527	5/31/17	
528	5/31/17	
529	5/31/17	
530	5/31/17	
531	5/31/17	
532	5/31/17	
533	5/31/17	
534	5/31/17	
535	5/31/17	
536	5/31/17	
537	5/31/17	
538	5/31/17	
539	5/31/17	
540	5/31/17	
541	5/31/17	
542	5/31/17	Ok so if the fares go UP - what will improve? Where is the MONEY going?
543	5/31/17	
544	5/31/17	
545	5/31/17	
546	5/31/17	
547	5/31/17	
548	5/31/17	
549	5/31/17	
550	5/31/17	If the new fare increasing implemented, I will drive. It will cost less to lease a car.
551	5/31/17	
552	5/31/17	
553	5/31/17	
554	5/31/17	
555	5/31/17	Charge bikers two tickets they take up two seats!
556	5/31/17	Disagree with the fare changes and will not rate them. Quite simply, my ranking would be: 1. Caltrain finds dedicated funding. 2. VTA pays its bills. 3. Caltrain implements on time performance monthly passes. Example: If in July 2017 Caltrain has a 90% on time performance, the August 2017 pass costs 90% of the monthly rate. This may motivate Caltrain to start taking better care of the equipment and run on time. In my plan, I exclude Caltrain from delays resulting from people, sofas, and vehicles on the tracks. Y'all can't control that. 4. Caltrain implements lower income discounts for riders. 5. Clipper finally does zone upgrades. (It's 2017 people.)
557	5/31/17	Train is jammed pack after the recent changes in the time schedule. It maybe a good thing that we get more riders but Caltrain should add more carts to accommodate the loads

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
558	5/31/17		x		2		x		4		x		6		x		5		x		3	x			1
559	5/31/17		x				x				x				x				x			x			
560	5/31/17			x	4		x		5	x			2		x		6	x			1	x			3
561	5/31/17		x			x						x		x						x		x			
562	5/31/17	x			1	x			6	x			3			x	5	x			2	x			4
563	5/31/17		x		6	x			4	x			1	x			2	x			5		x		3
564	5/31/17		x		6			x	5		x		4			x	3	x			2			x	1
565	5/31/17		x		6		x		4		x		3		x		5		x		2	x			1
566	5/31/17	x			1	x			6	x			3	x			5	x			4	x			2
567	5/31/17		x					x				x				x				x				x	
568	5/31/17		x		1		x		5		x		3		x		2		x		6	x			4
569	5/31/17		x		6	x			3			x	2	x			4			x	1			x	5
570	5/31/17		x		6			x	4		x		2		x		3		x		5	x			1
571	5/31/17		x		6	x			4		x		1		x		2		x		3		x		5
572	5/31/17	x			2			x	3		x		6		x		5		x		4	x			1
573	5/31/17		x		6		x				x		4		x		3	x			2	x			1
574	5/31/17			x	4		x		5			x	3	x			1		x		6	x			2
575	5/31/17		x				x				x			x					x			x			
576	5/31/17		x		6		x		4			x	2		x		5		x		3	x			1
577	5/31/17		x		6		x		3			x	2		x		5		x		4		x		1
578	5/31/17			x	5			x	3		x		4		x		2		x		1			x	6
579	5/31/17		x		3	x			6			x	5		x		4		x		2			x	1
580	5/31/17		x				x				x				x				x			x			
581	5/31/17	x			1			x	3			x	6			x	4	x			2	x			5
582	5/31/17		x		6			x	4			x	1		x		5			x	3			x	2
583	5/31/17		x		6		x		4		x		3		x		5		x		2	x			1
584	5/31/17		x		2		x		5		x		3		x		6	x			1			x	4
585	5/31/17		x		6	x					x				x				x			x			1
586	5/31/17		x		2	x			4		x		5	x			3		x		6	x			1
587	5/31/17		x		3		x		2			x	5		x		4		x		6	x			1
588	5/31/17		x		1		x		5		x		4		x		6		x		3	x			2
589	5/31/17		x		6		x		2		x		5			x	3		x		4			x	1
590	5/31/17	x			4		x		2		x		6		x		3	x			5	x			1
591	5/31/17		x				x				x				x				x					x	
592	5/31/17			x				x				x				x			x					x	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
558	5/31/17	That is an exorbitant increase. Some companies might be able to afford it, but don't undo the good work you have done to encourage ridership by killing the golden goose.
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
567	5/31/17	
568	5/31/17	
569	5/31/17	50% increase is WAY too much.
570	5/31/17	
571	5/31/17	
572	5/31/17	
573	5/31/17	
574	5/31/17	
575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	Acknowledging that I do not have the data to support this, but this feels like a great way to force companies to give up a perk and thus put a lot more cars on the road. That's a big chunk of change, and extra ~\$8,000 per employee. This also feels like a poor strategy decision as companies have to be some of your strongest partners in terms of putting passengers onto the trains.
583	5/31/17	This hike would significantly hurt a lot of the employer-provided incentive programs and may cause companies to back out, therefore hurting ridership and commuters.
584	5/31/17	
585	5/31/17	Are you trippin?? Why would you do this to people...
586	5/31/17	The price should stay the same and employers should pay more, especially since Stanford is trying to make the campus more commuter friendly they should make all prices available and accessible.
587	5/31/17	
588	5/31/17	Please DON'T!
589	5/31/17	
590	5/31/17	
591	5/31/17	
592	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
558	5/31/17	Leave at 13 days per month.
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
567	5/31/17	
568	5/31/17	
569	5/31/17	
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575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	This seems fair for people with full-time commuting jobs but not for those who work part-time or commute part-time. But again, you may have data that indicates otherwise, so I do not want to agree or disagree.
583	5/31/17	
584	5/31/17	I use my monthly pass 12x per month. But the convenience of only tagging on/off once makes the extra day cost worthwhile
585	5/31/17	
586	5/31/17	
587	5/31/17	
588	5/31/17	
589	5/31/17	
590	5/31/17	I wish more information on how this all works was attached to the survey. I'm concerned with the rise in cost of living for area residents and how much we depend on the Caltrain. It seems unfair that this is increasing when <u>everything else is already expensive.</u>
591	5/31/17	
592	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
558	5/31/17	I work for a small nonprofit with no opportunity to be eligible for Go Pass or a reduced fare plan. And I don't have the funds to purchase a monthly pass - too much cash outlay for me. Further, I must drive some days for meetings, meaning that I get maximum flexibility and savings from the 8-ride ticket. Don't take this away - not all of us work for high tech or large companies that can afford to pay big bucks to encourage commuting by public transportation.
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	Prefer something like a 12+ ride pass
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
567	5/31/17	
568	5/31/17	
569	5/31/17	
570	5/31/17	
571	5/31/17	
572	5/31/17	
573	5/31/17	
574	5/31/17	
575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	I don't know what this is.
583	5/31/17	
584	5/31/17	I like having the option
585	5/31/17	
586	5/31/17	
587	5/31/17	
588	5/31/17	I think Caltrain should discount current fare.
589	5/31/17	
590	5/31/17	
591	5/31/17	
592	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
558	5/31/17	Leave at 10 days per month. Don't take away 8-ride ticket option. The parking lot where I park is not cleaned, especially after rainy weather, broken glass, etc. No rate raises!
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
567	5/31/17	
568	5/31/17	
569	5/31/17	
570	5/31/17	
571	5/31/17	
572	5/31/17	
573	5/31/17	
574	5/31/17	
575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	Along with the zone rate increase this can be huge for a lot of people. A \$27.50 rate increase huge when combined with the zone increase. I think people are going to start to park more and more in neighborhoods really upsetting residents.
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	This would raise the price of transportation such that I would no longer use the train; driving would be less expensive (including wear & tear, etc.) and take the same amount of time (or less). I cannot get to the station without driving to it.
583	5/31/17	
584	5/31/17	
585	5/31/17	
586	5/31/17	
587	5/31/17	
588	5/31/17	Absolutely NOT! Monthly parking is already expensive so I have people dropping me off at the station everyday. I can't afford to pay \$55/month, let alone \$82.50. Think about the energy, pollution and traffic that each ride to and from my house to the station. Please do NOT raise monthly parking; how about lowering it instead!!
589	5/31/17	
590	5/31/17	
591	5/31/17	
592	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
558	5/31/17	A recent increase has not improved service.
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
567	5/31/17	
568	5/31/17	
569	5/31/17	
570	5/31/17	
571	5/31/17	
572	5/31/17	
573	5/31/17	
574	5/31/17	
575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	Another very large rate increase, especially if you are travelling from San Jose to San Francisco. For those travelling from San Jose this combined with the parking increase is almost \$100 increase per month or \$1200 per year.
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	Agree but can see your dilemma - by asking everyone to pay more vs. just those who want , or need, to park their car.
583	5/31/17	
584	5/31/17	
585	5/31/17	
586	5/31/17	
587	5/31/17	
588	5/31/17	Please don't increase the fare!! The fare is already high as is.
589	5/31/17	
590	5/31/17	
591	5/31/17	
592	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
558	5/31/17	
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
567	5/31/17	
568	5/31/17	
569	5/31/17	
570	5/31/17	
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574	5/31/17	
575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	
583	5/31/17	
584	5/31/17	Have a monthly pass
585	5/31/17	
586	5/31/17	
587	5/31/17	
588	5/31/17	Excellent idea! Please go for it. Keep cars off the road as much as possible.
589	5/31/17	
590	5/31/17	
591	5/31/17	
592	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
558	5/31/17	Here's the tweet I found at @Caltrain to get to this survey: Proposed Fare Increase Survey - Let us know your totally surprising opinion on the proposed Fare Increase. https://www.surveygizmo.com/s3/3536548/Caltrain-Proposed-Fare-Changes ... "Totally surprising"? That's pretty snarky and not appreciated, especially coming from a Caltrain employee. Other topic: on @Caltrain, I would be appreciated to keep the tweets pushing for Caltrain electrification minimized. I thought this twitter account was for system updates on delays, issues... not Caltrain promotion. Set up another twitter account. Another topic: be nicer to bicyclists. They are the ultimate green commuters. Accommodate them better. Another topic: conductors at Diridon are sometimes not at all helpful. Get some station agents to assist. Not everyone rides Caltrain every day - people need help understanding the system... especially if you've been told the next train is at one platform, the information is wrong (after running down the ramp and back up to next platform and then race to another platform only to miss a train by seconds). You can do better - I know you can. Another topic: do a better job coordinating with VTA. You make schedule changes but coordination with VTA is not evident - at all. Another topic: VTA surveys passengers at least once a year, Caltrain surveys passengers at least once a year.
559	5/31/17	
560	5/31/17	
561	5/31/17	
562	5/31/17	
563	5/31/17	
564	5/31/17	
565	5/31/17	
566	5/31/17	
567	5/31/17	
568	5/31/17	
569	5/31/17	
570	5/31/17	Adding additional times to the South Bay would help eliminate driving commuters, both in the AM and PM
571	5/31/17	
572	5/31/17	
573	5/31/17	
574	5/31/17	
575	5/31/17	
576	5/31/17	
577	5/31/17	
578	5/31/17	
579	5/31/17	
580	5/31/17	
581	5/31/17	
582	5/31/17	Why not look at driving revenue via increased ridership?
583	5/31/17	
584	5/31/17	
585	5/31/17	I understand that funds for Caltrain are low, but seriously?! All of these suggestions are directly punishing the consumer and not only that, but not all consumers work in a fancy startup tech company and pull +\$72k a year and "choose" to ride the Caltrain as "an act of protest", there are so many people who have no other option. There are SEVERAL others ways to raise funds for Caltrain than screwing your consumers over - nonprofits/nonprofit workers have been doing this for years. Pick up a book on fundraising/grant writing or better yet hire someone from a local nonprofit that is already doing this, pay them an accurate salary for their work and expertise and go get that money instead of snatching it from your consumers who are already struggling with the cost of living/driving in this area.
586	5/31/17	
587	5/31/17	
588	5/31/17	
589	5/31/17	
590	5/31/17	It seems that the fair raises are evidence of a larger issue relating to how expensive it is to live here. Many of us use/ depend on Caltrain to avoid traffic, lessen our carbon footprint and I worry what this will mean for people who are already struggling to have ends meet in the area.
591	5/31/17	
592	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
593	5/31/17		x		3			x	5		x		6		x		1		x		4	x			2	
594	5/31/17	x			4	x			2	x		6	x			3	x			1	x				5	
595	5/31/17		x		5		x		3		x		1		x		4		x		2		x		6	
596	5/31/17		x		5			x	2		x		4		x		6		x		3	x			1	
597	5/31/17	x			1		x		6		x		4			x	2		x		5		x		3	
598	5/31/17	x					x			x				x				x				x				
599	5/31/17	x			1			x	4		x		5	x			6	x			2			x	3	
600	5/31/17		x		1		x		5		x		2		x		6		x		4	x			3	
601	5/31/17		x			x					x					x			x			x				
602	5/31/17		x		1	x			3		x		4		x		6	x			2	x			5	
603	5/31/17			x								x			x					x				x		
604	5/31/17		x					x			x			x					x			x				
605	5/31/17			x				x				x				x		x						x		
606	5/31/17		x		2			x	5		x		1			x	4		x		3	x			6	
607	5/31/17		x		6			x	2		x		4		x		5	x			1			x	3	
608	5/31/17		x		6			x	4		x		2			x	1			x	5	x			3	
609	5/31/17		x				x				x				x				x					x		
610	5/31/17			x				x				x				x			x			x				
611	5/31/17	x			2		x		5	x		3		x		6	x			1			x	4		
612	5/31/17			x	2		x		6			x	3			x	4			x	5			x	1	
613	5/31/17	x			1		x		6		x		5			x	3			x	4		x		2	
614	5/31/17		x		6	x			3			x	4	x			1	x			5	x			2	
615	5/31/17		x		5		x		4		x		2		x		3		x		6	x			1	
616	5/31/17		x		6		x		4			x	2	x			1		x		5			x	3	
617	5/31/17			x	3		x		5		x		6			x	2			x	4	x			1	
618	5/31/17																									
619	5/31/17	x			1	x			4	x		3	x			2	x			5		x			6	
620	5/31/17	x			1		x		5		x		6	x			2	x			4	x			3	
621	5/31/17		x		4		x		6		x		5		x		3		x		2	x			1	
622	5/31/17	x				x				x					x				x			x				
623	5/31/17	x			1	x			4	x			2	x			3		x		6		x		5	
624	5/31/17		x		1		x		4		x		6		x		2		x		5			x	3	
625	5/31/17		x				x				x			x					x			x				
626	5/31/17																									
627	5/31/17		x		4			x	6		x		3		x		5		x		1	x			2	
628	5/31/17	x			4		x		5	x		1		x		6	x			2			x		3	
629	5/31/17	x						x				x				x				x		x				
630	5/31/17	x			5	x			6	x		3	x			2	x			1			x		4	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
593	5/31/17	This is an excessive hike.
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
601	5/31/17	
602	5/31/17	
603	5/31/17	
604	5/31/17	
605	5/31/17	
606	5/31/17	
607	5/31/17	50% is way too much all at once. More like 10% a year for 5 years would be more palatable.
608	5/31/17	
609	5/31/17	
610	5/31/17	
611	5/31/17	
612	5/31/17	
613	5/31/17	Your monthly passes are astronomical for anyone who doesn't work for a GoPass employer. You should raise their fees even more than what you proposed.
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	Not sure the discount was ever justified.
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	\$15,960 to \$23,940
629	5/31/17	
630	5/31/17	Employers should re-evaluate their commitment to alternative forms of transit but this cost should not be shouldered by the users. Employers probably spend more on subsidized parking lots and passes for employees compared to the costs for transit programs.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
593	5/31/17	
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
601	5/31/17	
602	5/31/17	
603	5/31/17	
604	5/31/17	
605	5/31/17	
606	5/31/17	
607	5/31/17	Better than a 50% increase all at once
608	5/31/17	
609	5/31/17	
610	5/31/17	I have no idea what this means. #Unclear
611	5/31/17	Most people use the monthly pass as far as I can tell. Having this on top of the 25 cent zone increase is too much. I'd be more comfortable with the situation if one of the above was selected.
612	5/31/17	
613	5/31/17	You're making it less affordable for folks to get to work. The monthly costs are extremely high and if you continue to raise them, you will lose ridership and therefore have even more of a budget shortfall.
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	cancel 8 rider instead and we can easily buy monthly pass!
629	5/31/17	
630	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
593	5/31/17	
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
601	5/31/17	
602	5/31/17	
603	5/31/17	
604	5/31/17	
605	5/31/17	
606	5/31/17	
607	5/31/17	
608	5/31/17	
609	5/31/17	
610	5/31/17	
611	5/31/17	
612	5/31/17	
613	5/31/17	
614	5/31/17	
615	5/31/17	I have friends who visit the bay area from outside the US and I think this a great way for them to travel in terms of price and it's great for visitors.
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	Not sure what was so special about 8 rides. Why not a discount for 10 or 20?
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	
629	5/31/17	
630	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
593	5/31/17	This is so expensive. I can barely pay for the parking permit as is!
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
601	5/31/17	
602	5/31/17	
603	5/31/17	
604	5/31/17	
605	5/31/17	
606	5/31/17	
607	5/31/17	Too much of an increase all at once.
608	5/31/17	
609	5/31/17	
610	5/31/17	
611	5/31/17	Parking is horrible at my station (Sunnyvale). Recently a lot for the free lots near Sunnyvale Caltrain are being turned into paid lots, which lead me to believe that more people will turn to the Caltrain lot. There is not enough space. Upping the fee seems unfair when demand for space cannot be met.
612	5/31/17	
613	5/31/17	
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	Why 10 days? A month is 30 (22 business) days.
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	already we do not get parking spaces in many stations and have to pay for parking outside even though we have caltrain pass. Please keep the parking fee same..
629	5/31/17	
630	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
593	5/31/17	
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
601	5/31/17	
602	5/31/17	
603	5/31/17	
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609	5/31/17	
610	5/31/17	
611	5/31/17	
612	5/31/17	
613	5/31/17	
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	I get eligible discount so this doesn't effect me.
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	You should increase one zone rates and give discounts to multizone users.
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	Increase this and this will increase the monthly pass slightly and not much
629	5/31/17	
630	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
593	5/31/17	I like the idea of offering discounted weekend tickets.
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
601	5/31/17	
602	5/31/17	
603	5/31/17	
604	5/31/17	
605	5/31/17	
606	5/31/17	
607	5/31/17	I don't use weekend service.
608	5/31/17	
609	5/31/17	
610	5/31/17	
611	5/31/17	
612	5/31/17	
613	5/31/17	
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	
622	5/31/17	
623	5/31/17	Why discount your low volume trains? You arent going to generate more volume. This is an inelastic product. Charge what it costs...
624	5/31/17	
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	
629	5/31/17	
630	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
593	5/31/17	I do not think it is a good idea to increase monthly parking rates. If anything charge individuals to park at tamien and expand the parking at SJ diridon.
594	5/31/17	
595	5/31/17	
596	5/31/17	
597	5/31/17	
598	5/31/17	
599	5/31/17	
600	5/31/17	
601	5/31/17	
602	5/31/17	
603	5/31/17	
604	5/31/17	
605	5/31/17	
606	5/31/17	
607	5/31/17	
608	5/31/17	
609	5/31/17	Impose a quiet car like Metra in Chicago! Do better job of cleaning. Do better job of being on time!
610	5/31/17	
611	5/31/17	
612	5/31/17	
613	5/31/17	
614	5/31/17	
615	5/31/17	
616	5/31/17	
617	5/31/17	
618	5/31/17	
619	5/31/17	
620	5/31/17	
621	5/31/17	Why would anyone pay more for the same service riddled with mechanical breakdowns. I thought the goal was to increase ridership, not push people to choose Lyft, Uber, rides are or other alternatives.
622	5/31/17	
623	5/31/17	
624	5/31/17	You're going to lose ridership. Your service quality and customer experience literally DECREASES on a daily basis. Why charge more for a already horrible service?
625	5/31/17	
626	5/31/17	
627	5/31/17	
628	5/31/17	
629	5/31/17	
630	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
631	5/31/17		x		4		x		6			x	2		x		5			x	1	x			3
632	5/31/17																								
633	5/31/17	x			1	x			2		x		6			x	4		x		5	x			3
634	5/31/17		x		1		x		6		x		2		x		3		x		4		x		5
635	5/31/17			x	3		x		6			x	1		x		4		x		5			x	2
636	5/31/17		x				x				x		6		x				x				x		5
637	5/31/17	x					x				x			x					x				x		
638	5/31/17		x		6	x			4		x		2		x		5		x		3	x			1
639	5/31/17	x			1	x			6	x			4	x			5	x			3	x			2
640	5/31/17	x			4	x			1	x			3	x			2	x			5	x			6
641	5/31/17		x			x			1		x				x			x				x			2
642	5/31/17	x			2	x			4		x		6	x			3	x			1	x			5
643	5/31/17		x		2		x		5		x		6		x		4		x		3	x			1
644	5/31/17	x			1		x		3		x		6		x		2		x		4		x		5
645	5/31/17		x		6			x	2			x	1		x		5		x		3	x			4
646	5/31/17	x				x				x				x				x			1	x			
647	5/31/17	x			1	x				x			2		x			x			3		x		
648	5/31/17			x			x					x				x			x			x			
649	5/31/17	x			1		x		6			x	4			x	3			x	5			x	2
650	5/31/17			x			x					x			x			x				x			
651	5/31/17			x	3		x		6			x	4		x		5	x			1	x			2
652	5/31/17		x				x				x					x				x				x	
653	5/31/17			x	4			x	3		x		6			x	5	x			2	x			1
654	5/31/17	x			3		x		5	x			4	x			1	x			2	x			6
655	5/31/17	x			3	x			6	x			2	x			4		x		5	x			1
656	5/31/17	x			1		x		6			x	3	x			2	x			5	x			4
657	5/31/17			x	2		x		6	x			3			x	5	x			1	x			4
658	5/31/17	x			1		x		4	x			5	x			3		x		2		x		6
659	5/31/17		x				x					x	1		x				x			x			2
660	5/31/17		x		1			x	4		x		6		x		2		x		5	x			3
661	5/31/17			x				x				x			x					x		x			
662	5/31/17		x		3	x			6		x		4	x			1		x		5	x			2
663	5/31/17			x		x				x						x			x			x			
664	5/31/17	x			6			x	2	x			1		x		5	x			4	x			3
665	5/31/17		x		6	x			3			x	2	x			1	x			4			x	5
666	5/31/17	x			1	x			2		x		6	x			4	x			3	x			5
667	5/31/17		x				x				x			x					x			x			
668	5/31/17		x		6		x		5			x	2			x	3		x		1		x		4
669	5/31/17			x	4		x		6		x		5	x			1	x			2	x			3
670	5/31/17		x		5		x		3		x		6		x		4		x		2	x			1
671	5/31/17		x				x				x			x					x		1		x		
672	5/31/17	x			2	x			4	x			1	x			3	x			5			x	6
673	5/31/17		x		6		x		4		x		5		x		3	x			1	x			2
674	5/31/17		x		6		x		3	x			2		x		5		x		4	x			1
675	5/31/17	x			1		x				x			x			2		x			x			

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
631	5/31/17	
632	5/31/17	
633	5/31/17	
634	5/31/17	
635	5/31/17	
636	5/31/17	Fare increase out of line. Caltrain is too expensive already.This increase will put more people back in their cars
637	5/31/17	As a monthly pass rider, I'm certainly interested in seeing large employers foot more of the bill. I would like to see a lower minimum amount that a small employer could pay.
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	I support conditional on how the costs are passed onto the purchaser through their plan.
643	5/31/17	
644	5/31/17	
645	5/31/17	
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
651	5/31/17	
652	5/31/17	
653	5/31/17	
654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Another fare increases without better service? Not cool at all. Would be fine if you provided wiFi, charging stations, bathrooms, more cars. But nothing? Sheesh.
660	5/31/17	
661	5/31/17	
662	5/31/17	
663	5/31/17	
664	5/31/17	
665	5/31/17	Don't discourage employers from offering transit benefits
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	Again, anything that dissuades people back into their cars I do not think is a good measure. However, some increase to the GoPass I believe is ok, maybe just not by this much.
670	5/31/17	
671	5/31/17	
672	5/31/17	
673	5/31/17	
674	5/31/17	
675	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
631	5/31/17	
632	5/31/17	
633	5/31/17	
634	5/31/17	Caltrain is already an expensive pass for the service provided. Before increasing prices, consider how you are going to stop trains from leaving stops early, stop trains from breaking down, etc. If Caltrain were a reliable form of transportation for commuters, I would support an increase.
635	5/31/17	There is no much value in choosing a monthly pass considering 20 working days a month and once in a while work from homes.
636	5/31/17	Fare increase out of line. Caltrain is too expensive already.This increase will put more people back in their cars
637	5/31/17	Current monthly pass rates relative to single fares seem fair. Also, consider the rider who only needs to commute 80 percent of days.
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	
643	5/31/17	
644	5/31/17	
645	5/31/17	
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
651	5/31/17	
652	5/31/17	
653	5/31/17	
654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Another fare increases without better service? Not cool at all. Would be fine if you provided WiFi, charging stations, bathrooms, more cars. But nothing? Sheesh.
660	5/31/17	Please make them even dollar-amounts. \$190.80 is annoying to deal with when it comes to commuter benefits.
661	5/31/17	Overall, still a good value. That said, makes it more likely that I'll skip pass in those months when I'm only riding for a couple of weeks (10 days).
662	5/31/17	
663	5/31/17	
664	5/31/17	
665	5/31/17	
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	To promote more commuters to switch their daily habits from driving to transit, monthly discounts I feel should be as low as possible.
670	5/31/17	
671	5/31/17	
672	5/31/17	But if you do away with the weekend and holiday benefits Disagree. This is one of the reasons I get the monthly pass.
673	5/31/17	
674	5/31/17	
675	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
631	5/31/17	
632	5/31/17	
633	5/31/17	Discounted rides are common on the Swiss trains I ride.
634	5/31/17	
635	5/31/17	
636	5/31/17	
637	5/31/17	I'd suggest a more flexible bulk discount. The old 60-day 8-ride ticket (before Clipper) was much better.
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	
643	5/31/17	I use this ticket package primarily as I only commute on caltrain a few days a week, so this is more economical than the monthly pass
644	5/31/17	
645	5/31/17	
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
651	5/31/17	
652	5/31/17	
653	5/31/17	
654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Don't know data on how many people use this.
660	5/31/17	There's not enough money differential for 8-rides to be worth it compared to one-ways, which is sad. Make 8-rides cheaper or get rid of them altogether.
661	5/31/17	
662	5/31/17	This is a great option for people who don't have to go in everyday. It's the only pass I ever buy.
663	5/31/17	
664	5/31/17	
665	5/31/17	
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	Disagree especially if the monthly pass prices go up. The 8-ride is great for months where you happen to be gone on vacation for two weeks.
670	5/31/17	
671	5/31/17	
672	5/31/17	
673	5/31/17	
674	5/31/17	
675	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
631	5/31/17	
632	5/31/17	
633	5/31/17	
634	5/31/17	
635	5/31/17	10 to 12/13 would be a reasonable increase, this is 50% increase.
636	5/31/17	The board members are is out of their minds. This encourages me to drive.
637	5/31/17	
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	
643	5/31/17	
644	5/31/17	
645	5/31/17	Seems like a huge jump! I park at South City and it's a real dump, why would I have to pay so much there? Palo Alto on the other hand, I could see demanding more for parking.
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
651	5/31/17	
652	5/31/17	
653	5/31/17	
654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Another fare increases without better service? Not cool at all. Would be fine if you provided wifi, charging stations, bathrooms, more cars. But nothing? Sheesh.
660	5/31/17	Monthly parking is supposed to provide a significant incentive to commit to an entire month. Single days are also inconvenient to purchase. Stop screwing over your loyal customers.
661	5/31/17	Tough to take considering how many open spots there are at Menlo Park station, the relative availability of free parking nearby, and the apparent lack of enforcement for events (Giants games, Sharks games, etc.)
662	5/31/17	
663	5/31/17	
664	5/31/17	
665	5/31/17	Yes - encourage people to walk/bike/etc to stations instead of driving
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	And promote other first/last mile options to driving and parking. Free transfers to SamTrans regardless of zones?
670	5/31/17	
671	5/31/17	
672	5/31/17	But also increase stations security
673	5/31/17	
674	5/31/17	
675	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
631	5/31/17	
632	5/31/17	
633	5/31/17	I'd like to see the fares move from Zone to Stations.
634	5/31/17	
635	5/31/17	That is a 13% increase. If only my salary had such raise!
636	5/31/17	Fare increase out of line. Caltrain is too expensive already.This increase will put more people back in their cars
637	5/31/17	Operating costs changes do not justify a fare increase.
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	
643	5/31/17	
644	5/31/17	
645	5/31/17	
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
651	5/31/17	
652	5/31/17	
653	5/31/17	
654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Fare increases without better service. Not cool at all. Would be fine if you provided WiFi, charging stations, bathrooms, more cars. But nothing? Sheesh.
660	5/31/17	You *just* increased it. Try to cut the ridiculous expenses before simply increasing prices.
661	5/31/17	
662	5/31/17	Caltrain is already too expensive.
663	5/31/17	
664	5/31/17	
665	5/31/17	Agree, IF you make zone upgrades work with clipper. In other words, I'll tag on in zone 3 on a zone 2-3 month pass, I'll tag off in zone 1, and you/clipper will figure out that I need to be charged 1 zone upgrade.
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	
670	5/31/17	
671	5/31/17	
672	5/31/17	
673	5/31/17	
674	5/31/17	
675	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
631	5/31/17	
632	5/31/17	
633	5/31/17	
634	5/31/17	Why discount rides for weekends and evenings? Why not discount rides for the people who use your trains the most?
635	5/31/17	
636	5/31/17	Too many free and discounted programs are solely on the backs of those who pay. Start charging everyone and everything thing especially bikes.
637	5/31/17	Trains are at capacity at all times. Weekend bullets are SRO. Increasing ridership absent increasing capacity is not in current rider interest.
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	
642	5/31/17	
643	5/31/17	The weekend schedule is already limited, so fares should be limited too.
644	5/31/17	Discounts should be given to the people who ride the most
645	5/31/17	Great idea!!!!
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
651	5/31/17	
652	5/31/17	
653	5/31/17	
654	5/31/17	
655	5/31/17	
656	5/31/17	
657	5/31/17	
658	5/31/17	
659	5/31/17	Pilot programs are great. Experiment!
660	5/31/17	If it's just a test, then it's not a big deal.
661	5/31/17	Nice idea, but without more frequent service (particularly weeknights), not sure it will attract more riders.
662	5/31/17	During non-peak I think there should be a discount. I'd likely use it more.
663	5/31/17	
664	5/31/17	
665	5/31/17	
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	
670	5/31/17	
671	5/31/17	
672	5/31/17	Not sure on how this would impact clipper card/monthly pass price
673	5/31/17	
674	5/31/17	
675	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
631	5/31/17	
632	5/31/17	
633	5/31/17	
634	5/31/17	
635	5/31/17	
636	5/31/17	All are price gouging and disgusting.
637	5/31/17	
638	5/31/17	
639	5/31/17	
640	5/31/17	
641	5/31/17	First improve your train quality and performance before increasing anything. Indian train engines pull 40-50 cars and doesn't breakdown and u r engines breaks 4 times a month
642	5/31/17	
643	5/31/17	Make public transportation more affordable, not less. Caltrain is already pretty expensive, and driving is almost a more enticing option than Caltrain because 1) it's impossible to get to Caltrain in the city unless you live close to the train stops and 2) like i said before, it's already very expensive
644	5/31/17	
645	5/31/17	
646	5/31/17	
647	5/31/17	
648	5/31/17	
649	5/31/17	
650	5/31/17	
651	5/31/17	
652	5/31/17	
653	5/31/17	
654	5/31/17	Conductor should ensure there's no freeloaders
655	5/31/17	More trains for Sharks games/north late from San Jose
656	5/31/17	
657	5/31/17	The monthly fair for sf to sj is already extremely expensive.
658	5/31/17	
659	5/31/17	Constant delays, mechanical failures, and no new "features", what the hell are the fare increases for.
660	5/31/17	
661	5/31/17	
662	5/31/17	
663	5/31/17	
664	5/31/17	
665	5/31/17	
666	5/31/17	
667	5/31/17	
668	5/31/17	
669	5/31/17	
670	5/31/17	
671	5/31/17	
672	5/31/17	Like to see more security especially in the early morning also more visibility of conductors throw the cars during the afternoon rides.
673	5/31/17	
674	5/31/17	
675	5/31/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
676	5/31/17	x			1			x	3		x		5	x			2			x	4		x		6
677	5/31/17	x			1		x		6		x		4		x		5		x		3	x			2
678	5/31/17		x		6			x	5		x		4			x	3	x			2	x			1
679	5/31/17	x			2	x			3			x	6	x			4	x			1	x			5
680	5/31/17		x		6			x	3		x		5			x	2		x		4	x			1
681	5/31/17		x		4		x		5	x			1		x		6		x		2			x	3
682	5/31/17			x	1		x		6		x		4			x	2		x		5	x			3
683	5/31/17	x					x				x				x				x			x			
684	5/31/17		x		6	x			2	x			1	x			3		x		5		x		4
685	5/31/17		x		1	x			2			x	5	x			3		x		6	x			4
686	5/31/17		x		2		x		3		x		5		x		4		x		6	x			1
687	5/31/17		x		1	x	x		6		x		4		x		5		x		2		x		3
688	5/31/17	x			1	x			4	x			2		x		6		x		5		x		3
689	5/31/17		x		5		x		2		x		4		x		1		x		6		x		3
690	5/31/17		x		3		x		6			x	1		x		5		x		2	x			4
691	5/31/17	x			1		x		2		x		3	x					x		6	x			
692	5/31/17			x	4	x			2		x		5			x	3		x		6	x			1
693	5/31/17	x			1	x			6	x			5	x			2	x			3	x			4
694	5/31/17	x			1		x		5		x		2		x		6		x		4		x		3
695	5/31/17			x	1			x	4		x		6			x	3		x		5	x			2
696	5/31/17		x		6		x		2		x		4		x		3		x		5	x			1
697	5/31/17		x		6	x			2		x		5	x			1		x		4	x			3
698	5/31/17	x			2		x		6		x		3		x		5	x			4	x			1
699	5/31/17		x				x				x		2		x				x				x		1
700	5/31/17		x					x			x					x			x		1	x			
701	5/31/17		x		3		x		6		x		4			x	1		x		5	x			2
702	5/31/17		x		4	x			2			x	6	x			1	x			3	x			5
703	5/31/17	x			1	x			5		x		4			x	3		x		6	x			2
704	5/31/17			x	4			x	5			x	6		x		1			x	3			x	2
705	5/31/17			x	6	x			2	x			5	x			3	x			4	x			1
706	5/31/17	x			1			x	3			x	2			x	5		x		6	x			4
707	6/1/17		x					x				x			x				x					x	
708	6/1/17		x				x				x				x				x			x			1
709	6/1/17			x	4			x	2		x		6	x			3	x			1	x			5
710	6/1/17		x		6			x	4			x	2		x		3		x		5	x			1
711	6/1/17	x			3		x		6	x			2	x			4		x		5	x			1
712	6/1/17		x			x			2		x			x					x			x			1
713	6/1/17		x		6	x			3		x		5	x			2	x			1	x			4
714	6/1/17		x			x			2		x				x			x			1			x	3
715	6/1/17		x		5	x			1		x		6		x		4		x		3	x			2
716	6/1/17			x	6		x		4			x	1		x		5		x		2	x			3

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
676	5/31/17	YES increase them, do it! but NO on the minimum, because I think the program should be expanded to allow for smaller companies. You'd still need to have 84 employees using it to "break even" with this plan, which is tough to justify to "cost synergies". Creating a scaled down, tiered program where the price gets progressively closer to monthly pass price x 12 would be cool.
677	5/31/17	
678	5/31/17	This is a huge increase that may force some employers to discontinue GO pass.
679	5/31/17	
680	5/31/17	
681	5/31/17	That's a significant increase
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for people with bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	
692	5/31/17	
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	None
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	Go passes should but higher
704	5/31/17	
705	5/31/17	
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	Crazy
715	6/1/17	Not a low annual cost. Why such a drastic increase, please have justifications.
716	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
676	5/31/17	
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for people with bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	
692	5/31/17	
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	It is just greeting too expensive to ride Caltrain because I could not find seats, conductors are often very rude and not helpful
704	5/31/17	
705	5/31/17	
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	
715	6/1/17	
716	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
676	5/31/17	Why specifically target people who can't predict their usage or commit to a month of usage? Aren't these your casual, try-it-out users and part-time employees, who can't really afford the regular prices? Seems like an odd group to target instead of ...charging more for GoPasses.
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	Keep the 8-ticket ride but have it not expire within 30 days. Passengers don't want to lose their money.
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for all the people with bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	
692	5/31/17	Expand to 60-90 expiration, perhaps roll into 10 ride.
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	Create a discounted ticket for a number of rides with NO expiration date. I'd buy one of those.
701	5/31/17	
702	5/31/17	I always buy a monthly pass.
703	5/31/17	
704	5/31/17	
705	5/31/17	Didn't feel the discount anyway, 1-3 rides would expire anyway
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	I'm a freelancer who frequently gets contract gigs in San Francisco. I used to get monthly passes, but sometimes work would halt during the month, which means I paid more for the monthly pass than I would if I paid for paper tickets. 8-ride tickets provide me the flexibility to get a discounted rate, without the chance of losing out value on what I bought. If 8-ride tickets were eliminated I would give up my Clipper card altogether and stick with paper tickets.
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	
715	6/1/17	Justification on survey is crucial for informed response
716	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
676	5/31/17	This seems fair as the number of spots remains consistent while demand is up.
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	I don't see the point, parking lots aren't serviced and bathroom aren't always open or clean. What happens to the parking fees?
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	You should be able to pay for parking in the lots instead of having to wait in line with those buying fare tickets.
686	5/31/17	Charge more for people with bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	
692	5/31/17	
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	Parking is way too expensive!!!!
704	5/31/17	This is outrageous! Why is the increase so significant?? and what is the basis for it??
705	5/31/17	
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	
715	6/1/17	Without an increase in spaces this is too big an increase for justification with the state of the lots
716	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
676	5/31/17	idk why you wanna make me carry around a quarter, but ok.
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for all the people bringing bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	ridership is at all time high. hard to get a seat. you cant just increase the price without offering more trains/better service. its 2017 and still no wifi.
692	5/31/17	Replace zones with distance based fares. Establish a base fare, then a per mile charge.
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	The trains are overcrowded and no seats available.. I pay more to be standing all the way to SF in a very uncomfortable environment
704	5/31/17	
705	5/31/17	Eliminate zones, charge by stations traveled.
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	
715	6/1/17	
716	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
676	5/31/17	I don't see a huge value here, but may not be the target demo. It's the length of the evening and weekend trips that discourage my use of the system during these times, even with a GoPass at no cost to me.
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for people with bikes.
687	5/31/17	
688	5/31/17	
689	5/31/17	
690	5/31/17	
691	5/31/17	
692	5/31/17	Metrolink (LA) offers a \$10/day weekend pass for travel systemwide. Metra (Chicago) offers \$8 pass good for the entire weekend systemwide. NYC offers "Off peak" fares for single, RT and 10-trip tickets.
693	5/31/17	
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	
704	5/31/17	
705	5/31/17	
706	5/31/17	
707	6/1/17	
708	6/1/17	
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	
713	6/1/17	
714	6/1/17	
715	6/1/17	
716	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
676	5/31/17	Where can I buy Caltrain swag? Where are my Caltrain socks, water bottles, etc to proudly display my love of standing on a hot platform waiting for one train to push another train to safety? Caltrain is an important part of my brand and I don't want to buy knock-off merch that doesn't benefit the rails.
677	5/31/17	
678	5/31/17	
679	5/31/17	
680	5/31/17	
681	5/31/17	
682	5/31/17	
683	5/31/17	
684	5/31/17	
685	5/31/17	
686	5/31/17	Charge more for people with bikes.
687	5/31/17	Reduce your expenses! It's already expensive to take Caltrain already! Where is the discount for tax payers?
688	5/31/17	
689	5/31/17	
690	5/31/17	If you want to increase the price and/or changes listed, you need to improve the service!
691	5/31/17	
692	5/31/17	
693	5/31/17	Whatever can get more and faster trains on the rails sooner! Frequency is King
694	5/31/17	
695	5/31/17	
696	5/31/17	
697	5/31/17	
698	5/31/17	
699	5/31/17	
700	5/31/17	
701	5/31/17	
702	5/31/17	
703	5/31/17	We continue to pay more for for less comfortable ride
704	5/31/17	
705	5/31/17	
706	5/31/17	
707	6/1/17	
708	6/1/17	I don't understand why would I pay higher rate before any improvements to the service. Once we have more frequent trains, faster trains, punctual trains, then I would be open to rate hikes like these. In absence of those changes I don't agree with price hike.
709	6/1/17	
710	6/1/17	
711	6/1/17	
712	6/1/17	Caltrain needs to find alternatives ways of funding their system without placing the cost on its riders. As a nonprofit commuter who receives no assistance to pay for public transportation, it is ridiculously expensive to use Caltrain on a weekday basis.
713	6/1/17	
714	6/1/17	
715	6/1/17	
716	6/1/17	Fare will more than likely increase because Caltrain is in need of money. So, I hope majority of the funds are earmarked for fixing the existing trains so riders are not routinely late to work.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
717	6/1/17		x		6	x			3		x		2			x	5		x		4	x			1
718	6/1/17		x		6		x		4			x	3	x			2		x		5	x			1
719	6/1/17	x			2	x			4		x		5	x			1		x		6	x			3
720	6/1/17		x		6		x		5		x		3		x		4		x		2	x			1
721	6/1/17		x		2		x		6		x		4	x			1		x		5			x	3
722	6/1/17		x					x			x				x			x			x				
723	6/1/17	x						x				x			x				x		6	x			
724	6/1/17	x			1	x			6	x			2	x			5	x			3	x			4
725	6/1/17		x		5		x		4		x		2		x		6		x		1		x		3
726	6/1/17		x					x			x					x			x			x			
727	6/1/17		x		6		x		3		x		5		x		2		x		4	x			1
728	6/1/17	x			4		x		5		x		6		x		2	x			1	x			3
729	6/1/17		x				x			x			1		x			x			3	x			2
730	6/1/17			x	3		x		6			x	2		x		5		x		4	x			1
731	6/1/17		x		2		x		4	x			1		x		5		x		6		x		3
732	6/1/17		x		6	x			2		x		5	x			1	x			4	x			3
733	6/1/17	x			1		x		6		x		3			x	2		x		4		x		5
734	6/1/17		x		4		x		5		x		3		x		2		x		1		x		6
735	6/1/17		x				x		4		x				x		5		x		6		x		
736	6/1/17			x				x				x	2			x		x			1	x			3
737	6/1/17		x		6	x			3		x		4		x		5			x	1	x			2
738	6/1/17		x		1	x			4			x	5	x				x				x			6
739	6/1/17		x		5		x		4		x		6			x	3	x			2	x			1
740	6/1/17	x			3	x			2		x		4		x		5		x		6	x			1
741	6/1/17		x		6		x		5		x		4		x		3		x		1		x		2
742	6/1/17	x			1		x				x				x		6	x					x		5
743	6/1/17		x		3		x		5	x			2		x		6	x			4		x		1
744	6/1/17			x			x				x				x		1		x				x		
745	6/1/17		x		5	x			1		x		4			x	3	x			2		x		6
746	6/1/17			x	5			x	4			x	3			x	2			x	1			x	6
747	6/1/17		x		6	x			2		x		5		x		4	x			3	x			1
748	6/1/17	x			6	x			4			x	1	x			5	x			3	x			2
749	6/1/17	x				x					x					x		x				x			
750	6/1/17			x	3		x		5			x	2		x		4		x		6	x			1
751	6/1/17	x			1			x	6			x	5	x			3			x	4	x			2
752	6/1/17		x		6	x			2			x	3			x	4		x		5	x			1

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	Raising fees at 50% is a lot of money for most people.
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	
729	6/1/17	
730	6/1/17	
731	6/1/17	
732	6/1/17	Should check more frequently for fare scofflaws
733	6/1/17	companies can afford more or pass this out to their employees. I have to pay for my ticket and their are tax savings for this. Why are they not charged per zone?
734	6/1/17	Once again, chase employers away from CA by burdening them with balloon costs. Wonder why companies leave this state?
735	6/1/17	Why, isn't to purpose of public transportation to get people out of their cars?
736	6/1/17	
737	6/1/17	Why so much? Why not 25% first?
738	6/1/17	I understand they may need to increase but this percentage is too high.
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	
744	6/1/17	
745	6/1/17	Seems like a pretty big increase. I'm sure some companies would just eat it, but how many would cancel the program entirely?
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	
751	6/1/17	I never felt it was fair for employees of some companies to pay significantly less than I did simply because their company was larger and had this program.
752	6/1/17	I don't disagree with a hike altogether if it's absolutely necessary to continue services as is, but a 50% hike is really excessive. A smaller percentage isn't feasible?

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	Price increase is way high in one time raise. Please consider it to adjust with the reasonable amount.
729	6/1/17	
730	6/1/17	Why are you charging people more for already a month long commitment for using this service? If the trains I were boarding were not just standing room only, then I would agree for the price change.
731	6/1/17	
732	6/1/17	
733	6/1/17	Raising rates is not going to solve the problem. So many people ride without paying. You need to check tickets daily - like they do in Chicago. If you check tickets or did something about all the people who don't pay and just get put off at the next stop - I bet you would be better off!
734	6/1/17	Honestly this is outlandish. Rates were just increased 2016 and now you want more? 2014 I paid \$170 per month. Now \$190 and you want \$240 per month. Better rethink this as this reaches a point where car pooling may be cheaper
735	6/1/17	What is the money going to? Hopefully not NEW floors and paint in the stations. What a waste!
736	6/1/17	
737	6/1/17	
738	6/1/17	
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	
744	6/1/17	This fee increase of \$25.70 is outrageous. Most days there is not enough seating and I have to stand (both directions). The service is horrible, trains are always breaking down and you can never find a conductor if you need one. If this goes through, you will lose me as a rider. I have been riding Caltrain for 17 years and this is the first time in these many years that I have considered another option for public transit. I am sure I am not the only one with this opinion.
745	6/1/17	
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	if that will make fare rates increase, then NO
751	6/1/17	
752	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	Why a limit??
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	We don't have options to use pay per transits for frequent works who are not traveling the whole week days
729	6/1/17	
730	6/1/17	
731	6/1/17	
732	6/1/17	
733	6/1/17	There are other ways to structure this, so you still provide an option for people who don't use the train every day. I don't know the number of people who use this, so hard to say.
734	6/1/17	
735	6/1/17	why?
736	6/1/17	
737	6/1/17	This is a great deal!
738	6/1/17	
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	
744	6/1/17	This is ridiculous.
745	6/1/17	
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	
751	6/1/17	
752	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	WOW!
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	It is very high increase
729	6/1/17	
730	6/1/17	Most parking lots can't even cater to the amount of cars that need to park there.
731	6/1/17	
732	6/1/17	
733	6/1/17	
734	6/1/17	Parking almost \$100 per month! Are you serious. I take a bus now but if you add the above to your proposed fare for me of \$240 per month why take CT?
735	6/1/17	This is a ridiculous increase. You can't find parking now!!!!
736	6/1/17	
737	6/1/17	This seems like a large jump. Below it was only a 2 day increase and not 5 days. Maybe just a smaller increase?
738	6/1/17	The daily amount remains the same it covers 5 more days.
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	Parking is getting way out of hand.
743	6/1/17	
744	6/1/17	I am outraged about this proposed parking increase. I park at Hillsdale and there is not enough parking as it is if you arrive after 8 AM. This is not okay.
745	6/1/17	I never park at caltrain.
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	
751	6/1/17	
752	6/1/17	That's waaaay to big of a hike.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	Again, why the increase?? Where will the increase be used?
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	Leave fare prices alone
728	6/1/17	
729	6/1/17	
730	6/1/17	Sounds like the fair is increasing with little to no return for the riders. I don't get a sense that services will improve but rather just stay status quo.
731	6/1/17	
732	6/1/17	
733	6/1/17	Service has declined and increasing fares is not going to help. You still have way to many people NOT paying at all. They ride for free as long as they don't get caught and since checking tickets only happened to me twice in May and I ride the train every day. If I was a dishonest person, I could have only paid for 2 rides and rode free the rest of the month. You need to do something better to check tickets and eliminate all the people who don't have a paid fare when you do check.
734	6/1/17	
735	6/1/17	The trains are currently over-crowded. Is this increase to add MORE cars to the trains or add new times to the current schedule?
736	6/1/17	
737	6/1/17	I don't like it but I understand it's necessary to increase revenue.
738	6/1/17	
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	
744	6/1/17	
745	6/1/17	
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	honestly these prices are getting ridiculously high, get some advertisement/ sponsors instead of charging working class people more money. OR include discounts for those who make less than a certain amount of salary
751	6/1/17	
752	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
717	6/1/17	
718	6/1/17	
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	
729	6/1/17	
730	6/1/17	
731	6/1/17	
732	6/1/17	
733	6/1/17	Why reward the people who only ride once and a while and raise the rates of people who ride every day? You have this backwards!!!! You need to reward the people who pay every day with discounts and charge more for single riders or people who don't use the train daily!
734	6/1/17	Another give away where we pay the freight for goodies. Please reconsider.
735	6/1/17	Caltrain should focus on providing more cars and additional times on the schedule for regular week day commuters.
736	6/1/17	
737	6/1/17	
738	6/1/17	You may get more riders.
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	
744	6/1/17	
745	6/1/17	Weekend and evening trains already seem pretty full to me. I'm not sure what providing discounts would provide.
746	6/1/17	
747	6/1/17	
748	6/1/17	
749	6/1/17	
750	6/1/17	
751	6/1/17	
752	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
717	6/1/17	
718	6/1/17	It would be great if there are more parking spaces. With so many riders it's tough to get parking in the morning.
719	6/1/17	
720	6/1/17	
721	6/1/17	
722	6/1/17	
723	6/1/17	
724	6/1/17	
725	6/1/17	
726	6/1/17	
727	6/1/17	
728	6/1/17	Adjust the price with considering the cost of leaving
729	6/1/17	I won't ride caltrain if it costs more to ride than train than drive. Increasing monthly rates by more than 20% will do that. Funny how you propose it as a simple calculation change and not a drastic increase.
730	6/1/17	
731	6/1/17	
732	6/1/17	More off peak pricing during commute hours.
733	6/1/17	Make service better before proposing increases every few months! Start checking tickets every day and make people buy them! Eliminate riders who sneak on and ride for free!
734	6/1/17	
735	6/1/17	The priority should be to illuminate the over-crowded conditions on the trains, More train cars and More departure times.
736	6/1/17	
737	6/1/17	
738	6/1/17	
739	6/1/17	
740	6/1/17	
741	6/1/17	
742	6/1/17	
743	6/1/17	STOP the fare increases! It's been going up every year and I don't see any major improvements. Increasing monthly parking to \$82.50? You've got to be kidding???? If you want commuters to use public transportation, don't increase the parking fee. It's financially difficult for most of us to absorb the rate increase.
744	6/1/17	I would like to pick all of the above. All of these proposed increases are ridiculous and unfounded.
745	6/1/17	
746	6/1/17	
747	6/1/17	
748	6/1/17	If this will help electrification and overcrowding, I'm all for fare increases. Please add more routes to and south of Tamien!
749	6/1/17	
750	6/1/17	Get some advertisement going, get some sponsors. Get creative with how your "company" can get some money without exploiting people- who really have no other options/means of transportation.
751	6/1/17	
752	6/1/17	More routes to/from Morgan Hill and Gilroy, please!

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
753	6/1/17		x		4			x	3			x	1		x		5		x		6			x	2
754	6/1/17		x		6	x			4		x		5		x		3		x		2	x			1
755	6/1/17	x			2	x			4			x	6			x	5		x		3	x			1
756	6/1/17		x		2	x			4		x		3		x		1	x			6		x		5
757	6/1/17	x			3	x			4			x	5	x			2	x			1		x		6
758	6/1/17	x			2		x		6			x	1			x	4	x			5	x			3
759	6/1/17			x	5	x			2		x		6	x						x	4	x			1
760	6/1/17		x					x				x		x					x					x	
761	6/1/17	x			4	x			2	x			3		x		6	x			1	x			5
762	6/1/17			x	3		x		6		x		5	x			2	x			1	x			4
763	6/1/17		x		6		x		5			x	1			x	3		x		2		x		4
764	6/1/17	x			1	x			3		x		6			x	4			x	5			x	2
765	6/1/17	x			6	x			3	x			4	x			1	x			5	x			2
766	6/1/17	x			1		x		4		x		6			x	2		x		5			x	3
767	6/1/17	x			1		x		6		x		6			x	3			x	2			x	6
768	6/1/17	x			1	x			3	x			2			x	4		x		5		x		6
769	6/1/17		x				x				x				x				x			x			
770	6/1/17	x				x					x				x			x				x			
771	6/1/17			x	3	x			1			x	2		x		6	x			5	x			4
772	6/1/17	x			2	x			4	x			1		x		6	x			3		x		5
773	6/1/17		x		1		x		5		x		2		x		6		x		3			x	4
774	6/1/17			x	1		x		5		x		2		x		6		x		4		x		3
775	6/1/17		x		6		x		5		x		1		x		3		x		4		x		2
776	6/1/17	x			3		x		6		x		5		x		4	x			1	x			2
777	6/1/17		x		3		x		6			x	2		x		4		x		5	x			1
778	6/1/17			x				x				x			x								x		
779	6/1/17		x				x				x				x				x			x			
780	6/1/17		x		2		x				x				x				x			x			1
781	6/1/17		x				x				x				x				x			x			
782	6/1/17	x			3		x		6	x			2		x		5		x		4	x			1
783	6/1/17			x				x				x			x				x				x		
784	6/1/17		x				x				x				x				x			x			
785	6/1/17		x					x	5			x	1		x		3		x		4	x			2
786	6/1/17	x			1		x		5		x		4		x		6		x		3		x		2
787	6/1/17		x		6		x		2		x		3		x		5		x		1			x	4
788	6/1/17		x		3		x		6		x		2		x		5		x		4			x	1
789	6/1/17	x			1		x		5		x		4		x		2		x		6	x			3
790	6/1/17		x		6		x		4			x	2		x		3		x		5	x			1
791	6/1/17	x			3		x		5	x			1		x		6	x			2		x		4
792	6/1/17		x		4		x		5			x	2			x	3		x		6			x	1

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	Way too much of a fare increase.
757	6/1/17	
758	6/1/17	Looking at the "Current Fare Product Data" shown during the June Caltrain Board of Directors meeting, it looks like Go Pass riders pay significantly less than similar Monthly Pass riders. I understand the importance of maintaining a low price for the Go Pass to encourage alternatives to cars, but the price should be increased. Maybe not by 50% but by something to make it more in line with monthly passes.
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	50% is an unacceptable increase. Employers will stop providing this service for it's employees and the cost will fall upon them.
764	6/1/17	
765	6/1/17	
766	6/1/17	
767	6/1/17	Go Pass is drastically underpriced compared to actual fares and passes. Should increase more.
768	6/1/17	\$190/person is crazy cheap!
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	I don't know enough about this program to have an opinion or comment.
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	I don't know enough about this program to have an opinion or comment.
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	Blatant money grab.
788	6/1/17	
789	6/1/17	
790	6/1/17	I'm concerned that my company will stop providing the free Go Pass with this much of an increase. It would almost be cheaper for me to drive to work each day at that rate.
791	6/1/17	
792	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	
757	6/1/17	
758	6/1/17	As a monthly pass user I understand the need to increase fares, but for my specific trip (San Carlos - Menlo Park) it feels too expensive compared to alternatives (car or bus). Additionally, I would prefer to lose the weekend perk of unlimited travel between all zones before a price increase.
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	
764	6/1/17	
765	6/1/17	
766	6/1/17	
767	6/1/17	This will cause riders to not bother with monthly passes.
768	6/1/17	
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	I don't understand this proposed change.
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	I don't understand this proposed change.
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	This looks like a way to charge more but not deliver more.
788	6/1/17	
789	6/1/17	Fare is already too expensive considering service hasn't improved in 15 years.
790	6/1/17	I feel that more people are going to decide that driving would be more cost effective if they're traveling through multiple zones daily on the train.
791	6/1/17	
792	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	
757	6/1/17	
758	6/1/17	
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	
764	6/1/17	
765	6/1/17	
766	6/1/17	I use the 8 ride pass on a regular basis. As a college student it really helps.
767	6/1/17	
768	6/1/17	the 30 day limit makes this useless for me anyway, and it saves such a tiny amount of money over regular clipper that it's pointless
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	Does this save money? Or just decrease options?
788	6/1/17	
789	6/1/17	
790	6/1/17	Never used it
791	6/1/17	
792	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	A 50% price hike is way too much. The only reason this should be done is if additional parking is made available at impacted stations (multi-level structures).
757	6/1/17	
758	6/1/17	Perhaps having variable pricing for each station based on the quantity of monthly parking passes sold. I have noticed some lots are consistently full while others are almost empty.
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	
764	6/1/17	
765	6/1/17	
766	6/1/17	
767	6/1/17	Don't use parking at stations, but parking is probably underpriced.
768	6/1/17	
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	Strongly disagree. I've riding Caltrain for over 20 years, this is a ridiculous price increase! Where are all Caltrain riders to park? I suggest increasing parking rates on surrounding free/open lots instead.
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	This is a significant increase and will probably lead to a serious increase in parking avoidance. Around stations like San Carlos this will cause a massive increases in parking in the downtown area and surrounding surface streets which will be a huge annoyance to citizens and visitors alike.
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	This is a significant increase and will probably lead to a serious increase in parking avoidance. Around stations like San Carlos this will cause a massive increases in parking in the downtown area and surrounding surface streets which will be a huge annoyance to citizens and visitors alike.
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	Looks like charging more without giving more
788	6/1/17	
789	6/1/17	
790	6/1/17	That's a significant increase that could cause a lot of riders grievances.
791	6/1/17	
792	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	Minimal impact.
757	6/1/17	
758	6/1/17	
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	
764	6/1/17	
765	6/1/17	
766	6/1/17	
767	6/1/17	
768	6/1/17	caltrain already has some of the highest fares of bay area transit systems
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	Combined with the parking increase this is a significant increase, and one not covered by melt employer as I get no transit benefit. Caltrain is increasingly unreliable with mechanical failures a regular occurrence. Conductors are becoming less friendly. Schedules change too frequently and trains are not properly spaced. And yet the riders bear the brunt of the service despite the fact that the whole peninsula benefits. Enough is enough. My husband has been taking Caltrain for 13 years. I've been taking it for 8. But we're both about to give up and just drive into sf.
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	Stop increasing rates and start managing spending.
788	6/1/17	
789	6/1/17	Improve service and get wifi and would agree, run trains more than every hour on weekends.
790	6/1/17	Per zone? That's an extra \$50 a month for someone traveling through each zone twice daily. Could they purchase a monthly pass? Yes. But those prices are possibly being raised as well.
791	6/1/17	
792	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
753	6/1/17	
754	6/1/17	
755	6/1/17	
756	6/1/17	
757	6/1/17	
758	6/1/17	
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	I don't see why it should be cheaper on nights and weekends. Especially if this drop effects the price of standard ticket prices and monthly passes to increase.
764	6/1/17	
765	6/1/17	
766	6/1/17	
767	6/1/17	Only useful if service is also expanded at those times. Would never consider riding Caltrain outside of peak commute hours now due to low frequency and slow all-local service.
768	6/1/17	The giants/sharks gameday crowds should pay their fair share! No discount!
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	
779	6/1/17	
780	6/1/17	
781	6/1/17	
782	6/1/17	
783	6/1/17	
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	
788	6/1/17	
789	6/1/17	
790	6/1/17	If this discount is in reference to the new proposed price increase, then it really won't make a difference unless the discount is lower than the current price.
791	6/1/17	
792	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
753	6/1/17	I'm not totally clear about how to rank #7. the increases that I would least like to see happen are the higher numbers.
754	6/1/17	
755	6/1/17	
756	6/1/17	None of these fare or parking changes benefit the consumer. If these were directly applied to more trains, increased security, more parking options, wi-fi on trains, etc., these increases would make sense. Right now, none of them do, as they simply seem to go to lining Caltrain's pocket. Caltrain ridership is increasing, the trains are too full, there's very little parking, but none of these options address these problems.
757	6/1/17	
758	6/1/17	For me personally, the zone fare system encourages me to seek an alternative (bus or car) for my commute because I have to pay extra for straddling two zones (Belmont/San Carlos to Menlo Park). I think a point-to-point system (still using proof of payment) could potentially encourage more people to ride Caltrain even for short trips across zones. More radically, Caltrain could look at charging a premium for higher-value services, but implementation would likely be complex. One idea is adding a fee for non-folding bikes. I know Caltrain wants to encourage bike ridership but even a small fee of 25 cents or so could help. Second idea is adding a fee for baby-bullet service. During commute hours, I think Caltrain offers the fastest method to get from SJ to SF, so a premium could be added. I know implementation would be difficult as tickets would need to be sold for different train types, complicating the fare system. Additional supporting users who only use baby bullets for short trips would be complicated.
759	6/1/17	
760	6/1/17	
761	6/1/17	
762	6/1/17	
763	6/1/17	
764	6/1/17	
765	6/1/17	
766	6/1/17	Almost ever conductor I have meet has been kind. They all deserve more recognition for all the hard work the do.
767	6/1/17	
768	6/1/17	
769	6/1/17	
770	6/1/17	
771	6/1/17	
772	6/1/17	Need to improve updates at stations of any delays, not just on apps. Need more frequent announcements about talking on cell phones and disposing of trash.
773	6/1/17	
774	6/1/17	
775	6/1/17	
776	6/1/17	
777	6/1/17	
778	6/1/17	
779	6/1/17	
780	6/1/17	
781	6/1/17	conductor AR Lomas is terrible and terribly pathetic.
782	6/1/17	
783	6/1/17	
784	6/1/17	
785	6/1/17	
786	6/1/17	
787	6/1/17	Stop raising taxes and prices and start managing money better
788	6/1/17	
789	6/1/17	Get better service and wifi, also run trains every 30 mins and more bullets on weekends
790	6/1/17	
791	6/1/17	
792	6/1/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
793	6/1/17		x		3		x		5		x		2			x	4		x		6	x			1
794	6/1/17	x			1		x		5		x		6		x		2		x		3		x		4
795	6/1/17	x			4		x		5	x			2		x		6	x			1	x			3
796	6/1/17		x		6			x	4			x	2			x	5			x	3			x	1
797	6/1/17	x			1	x			2	x			5	x			4	x			3	x			6
798	6/1/17		x		4		x		5			x	2		x		3		x		6			x	1
799	6/1/17	x			3	x			6		x		4		x	x	2	x			1			x	5
800	6/1/17			x	1		x		6		x		4		x		5		x		3		x		2
801	6/1/17	x			4		x		6		x		3	x			2	x			5	x			1
802	6/1/17			x	2		x		6	x			1		x		5	x			3		x		4
803	6/1/17		x		6	x			1		x		3	x			2		x		5	x			4
804	6/1/17	x			3	x			2	x			6	x			1	x			4	x			5
805	6/1/17	x			1	x			3		x		5	x			2		x		6			x	4
806	6/1/17	x					x				x				x				x			x			
807	6/1/17		x		6	x			4	x			2	x			5	x			1	x			3
808	6/1/17	x			1		x				x				x					x	3	x			2
809	6/2/17		x				x			x					x				x			x			
810	6/2/17		x		3		x		4		x		5		x		1		x		6	x			2
811	6/2/17		x		3		x		6		x		4	x			1		x		5	x			2
812	6/2/17		x		5	x			2	x			4		x		6	x			1	x			3
813	6/2/17		x		1		x		6		x		5			x			x		2			x	4
814	6/2/17		x				x					x			x				x			x			
815	6/2/17	x			6		x		1		x		3		x		4		x		2		x		
816	6/2/17	x					x				x				x				x			x			
817	6/2/17			x	1		x		5		x		3		x		6		x		4		x		2
818	6/2/17	x			3	x			2		x		5		x		4	x			1		x		6
819	6/2/17			x	4			x	3			x	2			x	5		x		6	x			1
820	6/2/17	x					x				x				x			x				x			
821	6/2/17		x		4		x		5			x	3			x	2			x		x			1
822	6/2/17		x		6	x			3	x			4		x		5			x	2	x			1
823	6/2/17	x			4	x			2		x		1			x	3	x			6	x			5
824	6/2/17		x				x				x					x			x			x			
825	6/2/17		x		2		x		4		x		6			x	1		x		5	x			3
826	6/2/17		x		5	x			1		x		6	x			3	x			4	x			2
827	6/2/17			x			x					x			x				x					x	
828	6/2/17	x			3	x			5	x			1	x			4	x			2			x	6
829	6/2/17			x	4	x			2			x	6			x	3	x			5	x			1
830	6/2/17		x		6		x		5		x		2		x		4	x			3			x	1
831	6/2/17		x				x				x				x			x			1	x			
832	6/2/17		x				x				x				x				x				x		
833	6/2/17		x				x				x				x				x			x			1
834	6/2/17		x		6		x		2		x		4		x		5		x		1	x			3
835	6/2/17	x			1		x		3		x		6		x		2		x		5			x	4

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
793	6/1/17	
794	6/1/17	
795	6/1/17	
796	6/1/17	That's a lot of money, might as well get a car
797	6/1/17	
798	6/1/17	
799	6/1/17	Companies can afford that.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	
807	6/1/17	
808	6/1/17	
809	6/2/17	This will put more tech buses on the road. It's no longer an incentive to employers.
810	6/2/17	
811	6/2/17	This will drastically reduced go pass enrollment.
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	
822	6/2/17	This would make it harder for smaller companies to continue paying for Caltrain for their employees. Wonder if you could tie to to buckets of employees? Like first 10 Are at one rate and then the rate increases when you have more riders? Or base % contribution based on employee participation (X rate for 20% employee participation, and it ticks up when more employees participate so each company contributes a fair amount). Companies who rely more on it pay more.
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	50 percent is too much of an increase here, but would agree with up to 30 percent increase
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
793	6/1/17	
794	6/1/17	
795	6/1/17	
796	6/1/17	
797	6/1/17	
798	6/1/17	
799	6/1/17	Sure.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	
807	6/1/17	
808	6/1/17	
809	6/2/17	Ridership is down. If this large fare increase is approved, you will likely lose even more riders. Poorly scheduled northbound 9-5 riders struggle to take their second form of transportation upon arriving in SF. With that fare change it will become less cost effective for people to take the train, and more effective to take a vehicle with average MPG.
810	6/2/17	
811	6/2/17	
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	Ride the Caltrain pay the fee it should not matter what zone you live in it should be a flat fee like any good public transit system
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	
822	6/2/17	Would prefer to see a more normalized fare increase schedule, rather than just basis the monthly on more days. But 15 days makes sense (out of the normal 22 working days)
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
793	6/1/17	
794	6/1/17	Frequent riders who yet still do not ride frequently enough to need a monthly pass should still have this option. For instance, riders who may take alternate transport in one direction of their commute and take the train for the other (e.g. Riding their bikes in the morning, but having the option to take the train in the evening if they end up having to stay late and it gets dark). There should be an intermediate option for frequent but not daily riders.
795	6/1/17	People "forget" to tag on/off. It's a hassle because they think they're beating the system.
796	6/1/17	
797	6/1/17	
798	6/1/17	
799	6/1/17	The 8 ride ticket is good for students commuting 3 days a week.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	This will be really unfair and inconvenient for people who commute 2-3 days a week. A lot of bay area companies allow working remotely for 1-2 days a week and eliminating 8-ride tickets (or raising it's fare) would make it uneconomical for these riders.
807	6/1/17	
808	6/1/17	
809	6/2/17	Got scammed by clipper in this one. It becomes worthless far often than not.
810	6/2/17	
811	6/2/17	It is helpful for regular but not daily passengers.
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	There should be more package options not less
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	
822	6/2/17	What % of riders use this? Is there a specific group who tends to use it more heavily than others? Would want to know that before voting.
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	I split driving and taking Caltrain for my commute. Eliminating the 8ride discount will make me drive every day as the cost becomes prohibited. It's already extremely unfair that some people get massive discounts through their employers while those less fortunate without deep pocketed employers or salaries have to pay 10x as much.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
793	6/1/17	
794	6/1/17	
795	6/1/17	A jump to \$82.50 is too big of an increase. It was only a \$5/6 increase last time. Are you guys going to wash the cars while we're at work? Come on.
796	6/1/17	
797	6/1/17	
798	6/1/17	
799	6/1/17	No car.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	It's already expensive.
807	6/1/17	
808	6/1/17	
809	6/2/17	There will be lots of empty parking lots for off the grid, as most riders will just find it cheaper to drive with this charge and the fare increases.
810	6/2/17	
811	6/2/17	This should coincide with parking garage construction at the 5 most crowded parking lots.
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	The monthly pass holders should not be getting almost a 100% increase that is how you lose riders
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	
822	6/2/17	Would rather encourage riders to park and ride... if the parking goes up it penalizes those who are trying to use public transit and have other options.
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
793	6/1/17	Increasing in single zone is not affordable. People dont ride caltrain if they are going for short distances..like within one zone as its expensive than driving. Increasing monthly pass fares will be expensive for folks like me who commute to SF from 3rd or 4th zones
794	6/1/17	
795	6/1/17	
796	6/1/17	If you increase the fare, please upgrade the trains. The sound is so loud I have hearing damage after 1 year of commuting
797	6/1/17	
798	6/1/17	
799	6/1/17	That's not a big deal.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	
807	6/1/17	
808	6/1/17	
809	6/2/17	Why even?
810	6/2/17	
811	6/2/17	
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	
818	6/2/17	
819	6/2/17	
820	6/2/17	What are the additional funds being used for?
821	6/2/17	
822	6/2/17	
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
793	6/1/17	
794	6/1/17	If the reason for fare hikes is a lack of revenue, why offer discounts at this point? Demand for tickets is relatively inelastic; this discount will put further strain on the budget
795	6/1/17	Weekend riders shouldn't have to pay as much as commuters. The trains don't run as frequently on weekends as they do during the week.
796	6/1/17	
797	6/1/17	
798	6/1/17	
799	6/1/17	Go for it.
800	6/1/17	
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	
806	6/1/17	This should help increase the ridership during the off-peak hours. If discounted fares make it affordable for a family to offset the cost of gas and parking in SF, this will be a really good option.
807	6/1/17	
808	6/1/17	
809	6/2/17	Firstly, before implementing this, don't raise fares. It's unfair to reward off-hour riders with discounts purely because it will fill seats. Having one train out of SF an hour after 7 pm is a bummer. This would provide an incentive. Weekend discounts would give additional options for those who might not have considered it.
810	6/2/17	
811	6/2/17	
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	
822	6/2/17	
823	6/2/17	
824	6/2/17	
825	6/2/17	
826	6/2/17	
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
793	6/1/17	Caltrain is expensive for middle class people. If fares increase alot...but the frequency doesnt..it wouldnt help much for short distance commutes. But if fares increase a little bit along with frequency from limited stations it will help us alot.
794	6/1/17	
795	6/1/17	
796	6/1/17	Please don't raise the prices. Please add some sound proofing to the train cars.
797	6/1/17	
798	6/1/17	The train ticket is already very expensive and the train was packed with people. It doesn't make any sense to increase the price again.
799	6/1/17	New bike trains suck. Everyone agrees. It's true.
800	6/1/17	If Caltrain becomes less affordable, fewer people will take it.
801	6/1/17	
802	6/1/17	
803	6/1/17	
804	6/1/17	
805	6/1/17	Don't increase commuter fares as pre-tax incentives will not cover the increase.
806	6/1/17	
807	6/1/17	
808	6/1/17	
809	6/2/17	Prepare for massive fallout. When it's cheaper to drive, by a landslide, it's a no-brainer. The cost of riding no longer offsets the rent paid for these non-hub cities. It's a power play that won't bode well for everyone with budgets.
810	6/2/17	
811	6/2/17	
812	6/2/17	
813	6/2/17	
814	6/2/17	
815	6/2/17	
816	6/2/17	
817	6/2/17	Also more mid day bullet options!!!! At least skip ever other station ever other hour the local trains are pointless
818	6/2/17	
819	6/2/17	
820	6/2/17	
821	6/2/17	Stop the man/woman spreading. It's out of control.
822	6/2/17	With the fare increases it might be smart to market the positive improvements that come along with it. :)
823	6/2/17	
824	6/2/17	
825	6/2/17	Rates are already too high to make taking Caltrain financially sound.
826	6/2/17	Thank you.
827	6/2/17	
828	6/2/17	
829	6/2/17	
830	6/2/17	
831	6/2/17	
832	6/2/17	
833	6/2/17	
834	6/2/17	
835	6/2/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
836	6/2/17			x	6	x			3		x		1			x	5				4	x			2
837	6/2/17	x			2	x			4	x			3	x			5	x			1			x	6
838	6/2/17		x		6			x	3		x		5			x	2		x		4	x			1
839	6/2/17	x				x				x				x				x				x			
840	6/2/17			x	1	x			4		x		6	x			2		x		5			x	3
841	6/2/17			x	2			x	3			x	4		x		6	x			1			x	5
842	6/2/17			x			x					x				x			x			x			
843	6/2/17			x	4	x			3		x		6	x			1		x		5			x	2
844	6/2/17			x	3			x	2			x	6			x	4			x	1	x			5
845	6/2/17	x			2			x	1		x		6	x			3		x		5	x			4
846	6/2/17	x			1			x	5			x	3	x			2		x		4	x			6
847	6/2/17		x		3		x		6		x		2		x		4		x		5	x			1
848	6/2/17		x		3			x	6		x		5		x		4		x		2	x			1
849	6/2/17			x	1			x	6			x	2		x		5		x		4			x	3
850	6/2/17		x				x					x			x					x		x			
851	6/2/17			x	1		x		6			x	3		x		4		x		5			x	2
852	6/2/17			x	3		x		5	x			2	x			1		x		4		x		6
853	6/2/17	x			2	x			3	x			1			x	5	x			4	x			6
854	6/2/17	x			2		x		6	x			3	x			1		x		5		x		4
855	6/2/17			x	4			x	6		x		2			x	5	x			3	x			1
856	6/2/17			x	3			x	4		x		6			x	5	x			1	x			2
857	6/2/17	x			1	x			4		x		6	x			3	x			2		x		5
858	6/2/17	x			1			x	5	x			4			x	2		x		6	x			3
859	6/2/17			x	4			x				x	6		x		1	x						x	
860	6/2/17	x			1		x		6		x		4	x			2		x		5	x			3
861	6/2/17			x	3		x		5		x		4	x			1		x		6	x			2
862	6/2/17	x			1		x		6	x			3	x			2		x		5		x		4
863	6/2/17		x		6	x			3		x		1		x		2		x		4	x			5
864	6/2/17		x		4	x			1	x			5	x			2		x		6	x			3
865	6/2/17			x			x		6	x						x	4		x		5	x			3
866	6/2/17			x	5		x		1	x			6		x		2			x	4		x		3
867	6/2/17		x		3		x		2		x		1			x	5			x	4	x			6
868	6/2/17	x			1		x		6			x	2		x		5		x		4		x		3

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
836	6/2/17	
837	6/2/17	Companies along the peninsula can and should contribute more but this may not be effective if companies pull out of go passes
838	6/2/17	
839	6/2/17	
840	6/2/17	
841	6/2/17	
842	6/2/17	
843	6/2/17	I don't have one so I am more than fine with this, but feel the extra cost is such a shock that many companies will be forced to abandon it. So I am torn between yes and no.
844	6/2/17	
845	6/2/17	
846	6/2/17	How is this so cheap compared to what I have to pay as a monthly pass purchaser? This is insane it would be cheaper for me to buy caltrain passes for my entire building than buy an individual annual pass at its current price. The increased price is comparable, but that is buying it for a WHOLE BUILDING when I am the only one who rides.
847	6/2/17	
848	6/2/17	What do we gain by any of these increases? Where would this money go?
849	6/2/17	I pay for my ticket, my company is not.
850	6/2/17	
851	6/2/17	
852	6/2/17	
853	6/2/17	
854	6/2/17	
855	6/2/17	
856	6/2/17	
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	
866	6/2/17	
867	6/2/17	not sure how many employers can absorb such an increase all at once.
868	6/2/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
836	6/2/17	
837	6/2/17	
838	6/2/17	
839	6/2/17	
840	6/2/17	
841	6/2/17	
842	6/2/17	Disincentives taking public transportation. Driving will be more affordable with fare increase.
843	6/2/17	Parking is a premium. Up it. People will buy it even if you asked for 1,000 a day.
844	6/2/17	
845	6/2/17	
846	6/2/17	As a monthly pass user this directly affects me. I am not opposed to increasing fares, but the recent schedule changes have significantly negatively affected me. I question why I am paying more for less service
847	6/2/17	
848	6/2/17	Not enough information to make an opinion.
849	6/2/17	Not sure what this means. But I can't afford a fare change of this magnitude.
850	6/2/17	
851	6/2/17	
852	6/2/17	This is a 15% increase for all pass users, which is awfully high, especially when combined with the proposed zone fare increase.
853	6/2/17	
854	6/2/17	Its already expensive
855	6/2/17	I want to say no, again because of clipper card. Losing 5 days of your monthly pass sucks when something gets messed up, and this removes that bit of leeway. Otherwise it seems not unreasonable
856	6/2/17	
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	This would be three work weeks and that is too many to get my value in.
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	Regular monthly riders are the last people you should be raising fares for. At least split the difference and base it on 14 days a month and not 15. As it is, it is hard to justify the cost of the monthly pass. As someone who has to drive occasionally into work, its becoming almost not worth it to purchase.
866	6/2/17	Caltrain has admitted to record high demand, they just received a grant from the federal government, in April changed schedules that added stops to "bullet trains" (making them less bullet", wants to offer discount to certain riders in January 2018 but must increase cost by \$50 for a 4 zone monthly? I don't think so.
867	6/2/17	Cost of Riding needs to be less than the cost of driving - for people going 3 or more zones, the price is not much of a saving - especially if they own a car already - peace of mind loses its value when you are losing money.
868	6/2/17	Cost increases of this magnitude would make it more cost effective for me to drive.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
836	6/2/17	
837	6/2/17	This ticket was never very useful. How about an unlimited ride 7 day pass?
838	6/2/17	
839	6/2/17	
840	6/2/17	Very much dislike this proposed change
841	6/2/17	
842	6/2/17	
843	6/2/17	It is an affordable option for those that cannot afford a monthly pass and still need to ride.
844	6/2/17	
845	6/2/17	
846	6/2/17	Why does it only last 30 days?
847	6/2/17	
848	6/2/17	This may fit I to a certain % of people's schedules and budget.
849	6/2/17	
850	6/2/17	
851	6/2/17	
852	6/2/17	
853	6/2/17	
854	6/2/17	
855	6/2/17	I think we should expand it so we can buy it as a physical ticket as well for when clipper card screws up and you can get a pass for 'up to 5 business days'
856	6/2/17	This is the easiest and most economical option for me since I take Caltrain a few times a week from Zone 4 to Zone 1. I carpool and work from home at 1 to 2 days a week making a monthly pass too expensive and single tickets are an option but more expensive as well.
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	The implementation is confusing for riders, but in theory having a smaller discounted ticket than the monthly pass isn't a bad idea.
866	6/2/17	
867	6/2/17	it is better to have people using Caltrain part time than to choose between a monthly pass or driving the whole time. the 8-ride ticket encourages people to use Caltrain as much as they can without totally giving up the flexibility to drive or use other forms of transportation.
868	6/2/17	Consider a 10-ride which would cover 5 commute days roundtrip. Never understood the rational of an 8-ride.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
836	6/2/17	
837	6/2/17	Maybe this will reduce parking congestion at Sunnyvale too
838	6/2/17	
839	6/2/17	
840	6/2/17	
841	6/2/17	Parking should not change in addition to fare increases. I know lots are becoming overcrowded but i imagine this will push the price threshold past what many are willing to pay as it gets it closer to the cost of just driving and parking in the city when you combine the two. Either way that particular price increase is pretty steep.
842	6/2/17	
843	6/2/17	Again, parking. People will give their SOUL for a parking spot.
844	6/2/17	
845	6/2/17	
846	6/2/17	
847	6/2/17	
848	6/2/17	A \$10 increase may be acceptable but cal trains is already expensive enough. No to fare hikes, please.
849	6/2/17	Oh gosh. Seriously? Also I am unable to use the transit check credit card to get caltrain parking. This is not tax free dollar for me.
850	6/2/17	
851	6/2/17	
852	6/2/17	Caltrain daily parking is far too cheap.
853	6/2/17	
854	6/2/17	
855	6/2/17	
856	6/2/17	
857	6/2/17	
858	6/2/17	
859	6/2/17	Are you going to provide a reserved parking spot for me? Hillsdale needs more parking-after 8:00am there is nothing.
860	6/2/17	
861	6/2/17	This is perhaps still too inexpensive given the limited number of Caltrain spaces available. I would prefer the daily rate to be calculated based on how much an average Lyft ride to the station in a 15-mile radius.
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	
866	6/2/17	That is a 50% increase all one time. You are going to price yourself out of the market . However, I am less opposed to this increase than the fare increase.
867	6/2/17	this may be okay, as people should look at alternative methods to getting to the train station - walk, bus, get dropped off.
868	6/2/17	Cost increases of this magnitude would make it more cost effective for me to drive. If parking costs are increased, then consider going from \$55 to \$60.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
836	6/2/17	
837	6/2/17	This change is negligible
838	6/2/17	
839	6/2/17	
840	6/2/17	
841	6/2/17	
842	6/2/17	
843	6/2/17	Already so expensive. Costs more and is slower than Bart. As much as I HATE the idea, would be better to see about increased fare on bullet trains.
844	6/2/17	
845	6/2/17	
846	6/2/17	Cost is already at the limit for commuter tax deduction for monthly passes
847	6/2/17	
848	6/2/17	Again I'd agree if I know how an increase would cal trains. What the money would go to.
849	6/2/17	My pay check does not increase by this amount every year. Not fair.
850	6/2/17	
851	6/2/17	
852	6/2/17	Combined with the monthly pass change, this makes an increase of more than 20% for monthly pass users for 3 zones are greater, which is unconscionable and punishing to citizens who rely on Caltrain the most.
853	6/2/17	
854	6/2/17	
855	6/2/17	Whatever you guys need to make the required Caltrain improvements. If you can plan it so it's better than the floor redo at 4th and King (getting to trains during that time sucked), we would all appreciate that as well
856	6/2/17	
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	No way do Agree with a fare increase before service improves. Standing room only is too unsafe and too crowded with cars that were never designed to have standing passengers. Tired of South Bay riders getting poor service with the excuse that Caltrain doesn't own the tracks, but the rest of the Bay keeps getting better. No rate increase until spend more on rest of system.
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	
866	6/2/17	
867	6/2/17	I know fares must go up as inflation / maint. costs go up.
868	6/2/17	Cost increases of this magnitude would make it more cost effective for me to drive.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
836	6/2/17	
837	6/2/17	
838	6/2/17	
839	6/2/17	
840	6/2/17	
841	6/2/17	
842	6/2/17	
843	6/2/17	
844	6/2/17	
845	6/2/17	
846	6/2/17	
847	6/2/17	
848	6/2/17	Seems helpful for people that may get stuck or only need to take cal trains on the rare occasions.
849	6/2/17	
850	6/2/17	
851	6/2/17	
852	6/2/17	
853	6/2/17	
854	6/2/17	
855	6/2/17	
856	6/2/17	
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	
866	6/2/17	How can you say ridership is up, you are getting a huge grant from the federal government, propose upping parking by 50% and fares because you are so strapped for cash and then offer discounts? How does that make sense?
867	6/2/17	encouraging people to use the train during off peak hours is a good thing
868	6/2/17	Simply offering lower priced tickets won't encourage more ridership on weekends. I propose a two-prong approach. Cut costs by reducing the number of trains offered on weekends and offer more limited/bullet trains early and late on the weekends. more people would ride on weekends from the South Bay to SF if it was faster.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
836	6/2/17	
837	6/2/17	
838	6/2/17	
839	6/2/17	
840	6/2/17	What about using ads to raise revenue? Would not mind seeing more on train
841	6/2/17	
842	6/2/17	
843	6/2/17	
844	6/2/17	
845	6/2/17	
846	6/2/17	
847	6/2/17	
848	6/2/17	Better bike cars, more room needed. People need to be informed on proper etiquette for bike cars. Currently poorly designed.
849	6/2/17	Please stop changing the time every now and then.
850	6/2/17	
851	6/2/17	
852	6/2/17	
853	6/2/17	
854	6/2/17	
855	6/2/17	I would like to see improvements to the ticketing system (I know it's not all Caltrain but I think you guys could have a large impact on pushing positive changes though for clipper). Possibly a mobile way to purchase tickets, or just more options for what you ticket options you can get instantly (instead of just day passes or one way tickets) I'm willing to pay more for Caltrain, but I want to see major improvements for that cost increase. Electrifying Caltrain is awesome and a top priority, but another top priority should be usability, which Caltrain is majorly lacking. I avoid Caltrain with visitors because Caltrain is too much of a hassle for little cost savings. It's only slightly more expensive to Uber/Lyft because you can't buy discount ride passes without a clipper card and a lot of advanced planning. There are plenty of other cities/countries with better train systems, better usability, and cheaper fares. Caltrain has the ridership, and the high fare cost. When you ask for price increases, I expect more. So far, I haven't seen any improvements from previous price increases.
856	6/2/17	The SSF train station is the worst. There is very little shelter and I think it is difficult for some people to climb to and up into the trains from the tracks.
857	6/2/17	
858	6/2/17	
859	6/2/17	
860	6/2/17	
861	6/2/17	Find a way to get better connections to South Bay train service from bullets and more frequent service. Either buy the tracks or spend more money. Stop using the excuse that you don't own the tracks. That's not gonna fly anymore.
862	6/2/17	
863	6/2/17	
864	6/2/17	
865	6/2/17	
866	6/2/17	Your notification of this is poor. I ride every Monday- Friday, every week. From Tamien to 4th & King, I just found out about this a week ago. After more than half of the scheduled public meetings at stations are over with.
867	6/2/17	
868	6/2/17	Caltrain should actively seek other sources of revenue such as advertising within trains. It should also do a better job of marketing ticket products to attract more tourists to use the system. Consider creating caltrain season ticket products for Giants and Sharks game days - and Warriors when they move to SF.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
869	6/2/17			x				x				x				x				x				x	
870	6/2/17			x				x				x				x				x				x	
871	6/2/17		x				x		3	x			2		x		6		x		4	x			1
872	6/2/17	x			1			x	2		x		6		x		4	x			3		x		5
873	6/2/17			x				x				x				x				x					
874	6/2/17		x				x				x				x				x			x			
875	6/2/17	x				x			1		x			x			2		x			x			6
876	6/2/17		x		6		x		2		x		5		x		3		x		4	x			1
877	6/2/17		x		3		x		4	x			1		x		6			x	5		x		2
878	6/2/17			x	4		x		6			x	1		x		5			x	3	x			2
879	6/2/17																								
880	6/2/17			x				x				x				x				x				x	
881	6/2/17	x			1			x	6			x	5	x			2	x			3	x			4
882	6/2/17			x			x				x					x				x				x	
883	6/2/17																								
884	6/2/17		x				x			x				x					x				x		
885	6/2/17	x					x					x				x				x			x		
886	6/2/17		x				x			x					x					x			x		
887	6/2/17		x				x				x			x						x			x		
888	6/2/17		x		3		x		6		x		2	x			4		x		5	x			1
889	6/2/17	x				x				x						x				x				x	
890	6/2/17	x			4	x			6	x			5	x			3	x			2	x			1
891	6/2/17	x			1	x			4		x		5	x			2	x			3	x			6
892	6/2/17																								
893	6/2/17			x			x					x			x					x			x		
894	6/2/17		x		6		x		5		x		3		x		2		x		4	x			1
895	6/2/17	x			1		x		6			x	2		x		5		x		3	x			4
896	6/3/17	x			1		x			x			3	x			4	x			2	x			
897	6/3/17	x			5	x			3		x		6		x		4	x			2	x			1
898	6/3/17	x			2	x			4	x			3	x				x					x		6
899	6/3/17		x		1		x		4		x		5		x		3		x		6		x		2
900	6/3/17		x		6			x	4			x	5			x	2	x			1	x			3
901	6/4/17	x						x				x				x				x			x		

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	
873	6/2/17	
874	6/2/17	
875	6/2/17	
876	6/2/17	I think it would be beneficial to state why the price increases, when the last increase took effect prior to these proposed, and what the increases are for. The trains we have been riding are recycled (meaning old and out of service until a need is presented), are rarely cleaned, breakdown from time to time due to maintenance issues. It doesn't seem that the price increase will do anything for your customers.
877	6/2/17	
878	6/2/17	
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	Are Caltrain rubbing people?
885	6/2/17	
886	6/2/17	
887	6/2/17	This is a way to incentivize employers to establish their own commuter programs and will actually reduce Caltrain ridership, increasing cost for passengers that pay their fare.
888	6/2/17	This will drive employers to establish their own commuter programs, decreasing ridership and causing, in turn, a fare increase for self-paying passengers.
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	
900	6/3/17	Asking a business to double the payment of the pass may cause the company to drop the assistance. Also, the per person cost is above many benefits maxs. Maybe go up 25%?
901	6/4/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	I use Caltrain 12days/month most months, so monthly pass is already overpriced for me
873	6/2/17	
874	6/2/17	
875	6/2/17	
876	6/2/17	I think it would be beneficial to state why the price increases, when the last increase took effect prior to these proposed, and what the increases are for. The trains we have been riding are recycled (meaning old and out of service until a need is presented), are rarely cleaned, breakdown from time to time due to maintenance issues. It doesn't seem that the price increase will do anything for your customers.
877	6/2/17	
878	6/2/17	
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	
885	6/2/17	
886	6/2/17	
887	6/2/17	Monthly passes should be based on stations and not zones. Since the introduction of clipper this is entirely possible, but zones tend to overcharge many passengers. Caltrain can't have it both ways.
888	6/2/17	Charge by station (entirely doable with Clipper), instead of charging by zone, which results in overcharging many passengers. Caltrain can't have it both ways!
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	
900	6/3/17	
901	6/4/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	This is my only chance to get a discounted fare with my usage frequency (12days/month). I think it is too harsh to remove all discounted pricing for any but the hardcore riders (ie anybody riding more than 13 or 15 days/month with a monthly pass). It's already extremely expensive compared to most other metropolitan regions in the world, so please do not remove those options. Also, i am pretty sure this would discriminate against most poor riders instead of the rich ones who might not care. Please be careful about inclusion !
873	6/2/17	
874	6/2/17	I find this ticket useful. Eliminating it will only upset passengers that ride frequently but not enough to afford purchasing the Monthly Pass.
875	6/2/17	
876	6/2/17	I think it would be beneficial to state why the price increases, when the last increase took effect prior to these proposed, and what the increases are for. The trains we have been riding are recycled (meaning old and out of service until a need is presented), are rarely cleaned, breakdown from time to time due to maintenance issues. It doesn't seem that the price increase will do anything for your customers.
877	6/2/17	
878	6/2/17	8 ride should be valid longer than 30 days.
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	
885	6/2/17	
886	6/2/17	
887	6/2/17	The Clipper implementation of 8 tide should be improved instead (I.e. Make them last 12 months instead of 30 days, etc.
888	6/2/17	Clipper implementation is flawed. Fix that instead (e.g. Make 8 rides last 12 months instead of 30 days)
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	For many people we do not have to go to the office everyday 8 ride is perfect. If you don't provide this discount vehicle. We should drive and not take the train at all
900	6/3/17	
901	6/4/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	
873	6/2/17	
874	6/2/17	
875	6/2/17	
876	6/2/17	I think it would be beneficial to state why the price increases, when the last increase took effect prior to these proposed, and what the increases are for. The trains we have been riding are recycled (meaning old and out of service until a need is presented), are rarely cleaned, breakdown from time to time due to maintenance issues. It doesn't seem that the price increase will do anything for your customers.
877	6/2/17	
878	6/2/17	
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	
885	6/2/17	
886	6/2/17	
887	6/2/17	
888	6/2/17	
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	The price increases are way too high!!!
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	
900	6/3/17	
901	6/4/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	
873	6/2/17	
874	6/2/17	
875	6/2/17	Should change to distance based (station to station) pricing.
876	6/2/17	I think it would be beneficial to state why the price increases, when the last increase took effect prior to these proposed, and what the increases are for. The trains we have been riding are recycled (meaning old and out of service until a need is presented), are rarely cleaned, breakdown from time to time due to maintenance issues. It doesn't seem that the price increase will do anything for your customers.
877	6/2/17	
878	6/2/17	
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	It makes people go back to driving.
885	6/2/17	
886	6/2/17	
887	6/2/17	Charge clipper passengers by station, zones should be maintained at most only for paper tickets. Charging by actual distance will be a fairer method.
888	6/2/17	Zones are a relic of the past and Clipper passengers should be charged by actual station. Zones make sense, at most, for paper tickets.
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	Caltrain is already very expensive.
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	Why increase price you do give superior service.. most times we don't even get a seat
900	6/3/17	
901	6/4/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
869	6/2/17	
870	6/2/17	
871	6/2/17	
872	6/2/17	
873	6/2/17	
874	6/2/17	Especially after cutting weekend service from 60 minutes to 90 minutes this is the least you can do to help mitigate impacts from your service cuts.
875	6/2/17	
876	6/2/17	
877	6/2/17	
878	6/2/17	
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	Prices should be the same for all times
885	6/2/17	
886	6/2/17	
887	6/2/17	
888	6/2/17	
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	Why would caltrain give pricing discounts to weekend travelers over its weekly commuters? This seems very wrong to me. It should be the other way around. If you don't want to piss people off I suggest you call it peak and non-peak fares.
894	6/2/17	
895	6/2/17	
896	6/3/17	
897	6/3/17	
898	6/3/17	
899	6/3/17	
900	6/3/17	
901	6/4/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
869	6/2/17	To Whom it May Concern, I am wondering: if you have record-breaking ridership demand, but you have cut back the number of trains you run, such that almost every train seems to be standing room only, don't those revenues help with your operating budget? That is not even mentioned in your introductory page to the fare increase.
870	6/2/17	Hi, I wanted to give some suggestions regarding the proposed fare increase. The first is, have you considered increasing fares but introducing a new "low income" tier that has the same fare as currently. People could self select this option at the ticket machine or when buying a pass. This new low income tier would not be defined or enforced, so people who feel economically pressured could pay a lower rate. But I would think that most people who have the means to pay the standard rate would do so. The second suggestion is to investigate increasing ancillary revenue. This has allowed the airline industry to make large amounts of revenue even when they lose money on fares. You could have caltrain employees on the train sell coffee, wine, beer and other food items, which would increase revenue. I saw this happen in a train to Denmark and it seemed like a good idea. Also I know this might be unpopular you could place a small charge on bikes, such as \$1. Currently someone might be a short walking distance from the station to work but still bring a bike, causing someone else who needs a bike to get to work due to the distance to get bumped. So there is no disincentive to bringing a bike even though bikes take up valuable space on the train. Since you charge for bike lockers it seems like you should be charging for bike space on the train as well. Also I read about possibly making a normal lane on 101 into an express lane. If this becomes a paid lane perhaps it would be prudent to push for make this additional revenue source pay for caltrain fares.
871	6/2/17	
872	6/2/17	
873	6/2/17	
874	6/2/17	
875	6/2/17	Fare between zone boarder is already too expensive. I lives in nearby Lawrence Station but travel to Downtown Sunnyvale is too expensive because of Zone boarder.
876	6/2/17	
877	6/2/17	
878	6/2/17	Service has been better this year (and fewer disruptions though seemingly more broken trains) and the six cars are awesome but the real time signs at stations are wrong so often they just add more confusion. Also twitter feed has gone downhill and could be more timely.
879	6/2/17	
880	6/2/17	
881	6/2/17	
882	6/2/17	
883	6/2/17	
884	6/2/17	This is an greedy proposal. Didn't you just raised the fare not too long ago
885	6/2/17	
886	6/2/17	
887	6/2/17	
888	6/2/17	Abolish zones, charge by station (entirely doable through clipper)
889	6/2/17	
890	6/2/17	
891	6/2/17	
892	6/2/17	
893	6/2/17	
894	6/2/17	
895	6/2/17	Making it more expensive will just make people get in there cars....lose lose situation for caltrain and 101/280
896	6/3/17	
897	6/3/17	Please consider extending service down to Salinas in the future in order to help spur transit oriented development along the Coast Line. Given the electrification coming soon, having rolling stock available for these services should be more than possible.
898	6/3/17	
899	6/3/17	
900	6/3/17	
901	6/4/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
902	6/4/17			x	2	x			4		x		6			x	3	x			1		x		5
903	6/5/17		x		4	x			3			x	1		x		5	x			2	x			6
904	6/5/17	x			2		x		6	x			3	x			4		x		5	x			1
905	6/5/17	x			1	x			3			x	4	x			2	x			5		x		6
906	6/5/17		x		5		x		6		x		4		x		1		x		3	x			2
907	6/5/17	x			1		x		4		x		6	x			3	x			5	x			2
908	6/5/17			x	2		x		4		x		6		x		3	x			1	x			5
909	6/5/17	x			1	x			6		x		5	x			3	x			4	x			2
910	6/5/17			x	3		x				x				x				x		1	x			2
911	6/5/17			x	3		x		5		x		6		x		4	x			2	x			1
912	6/5/17		x		2		x		6	x			1		x		5		x		3		x		4
913	6/5/17	x			1	x			2		x		6	x			3	x			5	x			4
914	6/5/17	x			2		x		6	x			1		x		5		x		3		x		4
915	6/5/17		x		1		x		2		x		3		x		4		x		5			x	6
916	6/5/17		x				x					x	3		x			x			2	x			1
917	6/5/17		x		4		x		6			x	1		x		3		x		5			x	2
918	6/5/17	x			1		x		3		x		5		x		6		x		4		x		2
919	6/5/17			x	2		x		5		x		3		x		6			x	4			x	1
920	6/5/17	x			1		x		6		x		3		x		4		x		5		x		2
921	6/5/17		x		5		x		4		x		3		x		6		x		2	x			1
922	6/5/17			x	5		x		6	x			3	x			1	x			2			x	4
923	6/5/17	x			5		x		6	x			3	x			2	x			1	x			4
924	6/5/17			x	4		x		3		x		6		x		5			x	2	x			1
925	6/5/17	x			1		x		6		x		5		x		4	x			3	x			2
926	6/5/17		x				x				x				x		2		x		3			x	1
927	6/5/17		x		5			x	3			x	1		x		4			x	2		x		6
928	6/5/17			x	3		x		5		x		1		x		6		x		4		x		2
929	6/5/17			x	2			x	1		x		6	x			4			x	3			x	5
930	6/5/17			x				x				x				x			x					x	
931	6/5/17	x			1	x			2		x		6		x		3			x	5			x	4
932	6/5/17	x			1		x		5			x	6	x			3	x			2	x			4
933	6/5/17	x					x		6	x			1	x			3	x			2		x		4
934	6/5/17	x			3		x		6		x		4	x			1	x			2			x	5
935	6/5/17	x			2	x			6	x			1	x			5	x			4	x			3
936	6/5/17			x	4		x		6			x	3	x			1		x		5	x			2

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
902	6/4/17	
903	6/5/17	It is too much. Consider 10-20% increase.
904	6/5/17	
905	6/5/17	In addition it would be nice to allow discounts to employers based on the number of Go passes they purchase.
906	6/5/17	
907	6/5/17	
908	6/5/17	It seems like the Go Passes are an incredible deal as is...so Agree that there's room there to increase fares...but the overall fare increase does seem a bit high.
909	6/5/17	
910	6/5/17	
911	6/5/17	
912	6/5/17	
913	6/5/17	
914	6/5/17	
915	6/5/17	Increased fares without improving service. No free wi-fi, trains break down and trains at ssf every hour. Need more trains at ssf
916	6/5/17	
917	6/5/17	
918	6/5/17	
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	
923	6/5/17	
924	6/5/17	I don't use this pass.
925	6/5/17	It should probably even be more. I don't know as much about this in the sense that the per person price is regardless of how many zones? In any case, I feel like this area should see the largest increase (which I suppose it is) because the employer could then split the cost of the Pass with the employee. Otherwise, employees whose employers do not offer the Pass end up shouldering more of the burden of the fare increases. Unless Caltrain's goal is to just transport software engineers and some financial people.
926	6/5/17	
927	6/5/17	
928	6/5/17	
929	6/5/17	
930	6/5/17	
931	6/5/17	
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
902	6/4/17	
903	6/5/17	
904	6/5/17	Rates are going up for me around 20% which is an outrage. 5-10% seems reasonable but 20% is not fair to your ridership.
905	6/5/17	I wouldn't mind paying the increment for monthly passes if I can experience the difference in service as and when the hike happens. A increased frequency of train services could attract more commuters.
906	6/5/17	This increase will make me drive. The delayed trains and constant breakdowns do not justify an increase
907	6/5/17	
908	6/5/17	If 8-ride passes are removed, then I think the fare increase should be less drastic. Base on 14 days vs 15 days. If 8-ride passes are kept, then it seems ok to increase more drastically although obviously still not ideal for the actual riders.
909	6/5/17	
910	6/5/17	Parking fee increases should not occur until you can expand capacity at all Caltrain parking lots. I am not going to pay more for "no available parking".
911	6/5/17	
912	6/5/17	For someone who has no other way to get to san Francisco- the fare change would be dramatic. This would makethe first 2 hours of my work day free, just to pay off getting to work. I understand caltrain needs funding, but dont punish the loyal people who have used the services. we may need to find other ways to get to work for the same prices..
913	6/5/17	
914	6/5/17	
915	6/5/17	Stop in creasing the prices
916	6/5/17	
917	6/5/17	
918	6/5/17	
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	This is a big increase for commuters who depend on caltrain and have no other choice. If you travel for work, it makes it difficult to justify having the pass, and will probably push some commuters to drive
923	6/5/17	So much more for people in 4+ zones. Super unfair
924	6/5/17	My commute already costs a lot because I have to take both caltrain and BART every day.
925	6/5/17	Looking at the 2-4 zones price increases, you are proposing a 20% increase in cost. This seems too high for me. Again the \$0.25 per zone increase seems like a fairer fare increase at this time. I feel like you are raising prices to the point where it is cheaper to drive than take the train. Is the only point of the train convenience now? For those not fortunate enough to have a good paying job, how are they suppose to get themselves to work?
926	6/5/17	See above: that's ridiculously expensive. Make us pay more for the weekend travel if you are really concerned.
927	6/5/17	
928	6/5/17	This is getting increasingly more expensive than driving to work. If anything, loyal monthly users should get a small discount and day passes should be more expensive.
929	6/5/17	
930	6/5/17	
931	6/5/17	While any fare increase is frustrating, this does seem reasonable. Perhaps implementing it in a gradual fashion (based on 14 days a month, then 15) would help.
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
902	6/4/17	I have a biased opinion, as I use this pass frequently. The ticket price itself should increase based on the general increase of fares, but not entirely eliminated.
903	6/5/17	
904	6/5/17	
905	6/5/17	
906	6/5/17	WHY?!? Some people do not take the train full time Idiots... you guys really are
907	6/5/17	
908	6/5/17	If the monthly pass is increased, then I think the 8-ride tickets should remain available for people who aren't commuting as frequently but still on a regular basis.
909	6/5/17	
910	6/5/17	
911	6/5/17	
912	6/5/17	
913	6/5/17	
914	6/5/17	
915	6/5/17	Makes it less convient for rides who ride aa much. Forcing people to buy a monthly pass instead.
916	6/5/17	
917	6/5/17	
918	6/5/17	There are quite some commuters who commute work not on a daily basis (i.e. commute 2-3 times a week) which also helps the number of passengers Caltrain has to take care everyday. These commuters usually utilize 8-rides and it would impact them a lot in view of commuting cost burdens if 8-ride disappears. When you make fare adjustment, you have to consider the impact not to be focused heavily on certain group of people, rather the impact to be on generally to everyone little by little.
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	The pass never offered much of a discount, and was unwieldy
923	6/5/17	
924	6/5/17	
925	6/5/17	The prices are higher for day pass and when buying from the TVM to promote using Clipper. There should be an option in between buying every day and a monthly pass. I have not never understood why the 8-ride pass was not a 10-ride pass?
926	6/5/17	Guys - people use it. When a bike commuter who needs a train, the 8 ride ticket is the solution.
927	6/5/17	
928	6/5/17	
929	6/5/17	Why!? Why would y'all get rid of this!? I go between San Jose and San Francisco about twice a week. 8 ride pass is appropriate. But I will stop riding Caltrain and take Bart to the East Bay (and a bus) if the 8 ride pass is eliminated.
930	6/5/17	
931	6/5/17	I see no reason to eliminate the 8 ride entirely. Make it a 10 ride and valid for 60 days. even if there's a price increase, so long as it costs less than the 1 way ticket it will be frequently used. Without the 8 ride, I don't know if I'd still take caltrain.
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
902	6/4/17	
903	6/5/17	There is not enough parking place despite paying monthly parking fees of \$55/ month. It is not appropriate to increase the price if there is no plan to provide guaranteed spot for monthly parking members. It is frustrating to go round and rounds to find parking with valid monthly parking.
904	6/5/17	
905	6/5/17	A jump to \$82.50 might be an overkill, but if possible letting stay under \$70.00 would ensure that regular passengers do not deter because of the increased fares.
906	6/5/17	
907	6/5/17	
908	6/5/17	Parking is already so hard to get...you can't even get parking at Diridon after 6:50am. Also I think it seems more justifiable to increase actual transit fares more drastically and if needed, increase parking fees in a lesser form...ie 11-12 days per month.
909	6/5/17	
910	6/5/17	Strongly disagree. First fix the capacity problem in Caltrain parking lots
911	6/5/17	
912	6/5/17	People rely on this as their main form of transportation. We take this option because we do not have other means to get to work. You are trying to raise prices for the hard working class who 30 dollars in parking is 2 meals to fed my family.
913	6/5/17	
914	6/5/17	
915	6/5/17	Too high of an of an increase. Stop over charging people
916	6/5/17	
917	6/5/17	
918	6/5/17	This is too much an increase of parking fee happening all at once.
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	
923	6/5/17	
924	6/5/17	
925	6/5/17	I am ok with parking increases, but they should probably match the number of days the monthly pass is based off of, and I am not in favor of increasing that.
926	6/5/17	298 for a zone pass from San Jose to SF???? Are you kidding me? That's a 20% increase. That's absolutely ridiculous. Public transportation needs to be accessible. This makes it not so.
927	6/5/17	
928	6/5/17	Your proposed increase would make it even more expensive than semester parking permits at SJSU.
929	6/5/17	
930	6/5/17	
931	6/5/17	that's a huge price jump. base it on 13 days a month for a year, then increase to 15 days a month.
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
902	6/4/17	Costs need to be covered. But this should be done across the entire body. Instead of just increasing fair prices, I would also ask that Caltrain personnel performs more frequent checks for valid tickets. Paper tickets are being abused these days, and should be marked with a valid barcode.
903	6/5/17	
904	6/5/17	
905	6/5/17	This may be an overkill along with the other hikes.
906	6/5/17	
907	6/5/17	
908	6/5/17	
909	6/5/17	
910	6/5/17	
911	6/5/17	
912	6/5/17	
913	6/5/17	
914	6/5/17	
915	6/5/17	Taking away free parking around the station at sunnyvale is just wrong. No where to park for free.
916	6/5/17	
917	6/5/17	
918	6/5/17	
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	Seems like a reasonable fair increase
923	6/5/17	
924	6/5/17	
925	6/5/17	This seems like a more reasonable increase, assuming you keep the monthly pass based on 13 days a month.
926	6/5/17	
927	6/5/17	
928	6/5/17	
929	6/5/17	
930	6/5/17	
931	6/5/17	this would suck, but if it's financially necessary there's not much else to do.
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
902	6/4/17	
903	6/5/17	
904	6/5/17	
905	6/5/17	A discount on the Day Pass sounds reasonable, but for one way and clipper cash value will not be in the best interest of Caltrain.
906	6/5/17	
907	6/5/17	
908	6/5/17	
909	6/5/17	
910	6/5/17	
911	6/5/17	
912	6/5/17	
913	6/5/17	
914	6/5/17	
915	6/5/17	
916	6/5/17	
917	6/5/17	
918	6/5/17	
919	6/5/17	
920	6/5/17	
921	6/5/17	This actually makes sense given the severe reduction in service and flexibility offered to evening and weekend riders.
922	6/5/17	This puts monthly pass holders who sometimes ride the train at off hours at a disadvantage, and does not provide an incentive for them to ride crowded trains. On the other hand, I can see why caltrain would want people on <u>these trains</u>
923	6/5/17	
924	6/5/17	This is a great idea. This would encourage more people to take Caltrain during non commute hours.
925	6/5/17	It makes sense to prorate the cost of the ticket based on off-peak trips ... I'm not sure how hard this would be to implement.
926	6/5/17	
927	6/5/17	
928	6/5/17	Provide discounts to your loyal riders using it every week. Raise prices for riders that use it less frequently.
929	6/5/17	How big are these discounts? Doesn't sound like enough.
930	6/5/17	
931	6/5/17	my opinion depends on how the pilot program would work
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
902	6/4/17	
903	6/5/17	
904	6/5/17	
905	6/5/17	The frequency of services if increased could result in increased ridership. The current schedules may not be fitting the needs of all commuters who opt out currently.
906	6/5/17	A lot of people take caltrain because it's easier than driving. Increasing fares that much will have a negative effect on your revenue
907	6/5/17	
908	6/5/17	
909	6/5/17	
910	6/5/17	Fix the service issues before charging commuters for packed trains, rude conductors and inadequate capacity on board and in parking lots. This is one of the worst transit systems I have seen in a major metro area!
911	6/5/17	
912	6/5/17	
913	6/5/17	Huge thank you for all you guys do!
914	6/5/17	
915	6/5/17	Free wi fi. Bigger trains or more trains. They are overcrowded. Trains break down too often
916	6/5/17	
917	6/5/17	
918	6/5/17	Most people using Caltrain do not aware of this proposed fare change, whereas the change is not small (pretty big change, impacting them a lot on a daily basis). You should improve the communication in terms of publicizing this to the public.
919	6/5/17	
920	6/5/17	
921	6/5/17	Fare hikes in the percentage ranges you are proposing will drive employers away from offering subsidized commute options to offset traffic, employee productivity, and parking issues up and down the peninsula. If you are going to increase fares by 50% in some situations, you should also be addressing the customer service, reliability of service, size of service/# of cars per train at peak hours, and more logical special event service.
922	6/5/17	
923	6/5/17	
924	6/5/17	Please work as quickly as possible on the electrification project. Caltrain has too many delays because of old broken down trains. My commute is delayed too often by broken trains.
925	6/5/17	
926	6/5/17	I refuse to think that you need more money as your ridership is at an all time high. So why the fare changes????? Seriously.
927	6/5/17	Some of these price hikes like the GoPass are hefty all at once. A 50% hike is a lot!
928	6/5/17	
929	6/5/17	Need a weekday midday limited.
930	6/5/17	
931	6/5/17	
932	6/5/17	
933	6/5/17	
934	6/5/17	
935	6/5/17	
936	6/5/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
937	6/5/17	x			1		x		6			x	5			x	2			x	3			x	4	
938	6/5/17		x		4		x		2		x		3			x	1		x		5			x	6	
939	6/5/17			x			x					x				x			x			x				
940	6/5/17		x					x		x				x				x			1		x		6	
941	6/5/17		x		3		x		4		x		2		x		1		x		5			x	6	
942	6/5/17			x	1	x			4			x	5			x	3		x		6	x			2	
943	6/5/17		x				x			x					x			x				x				
944	6/5/17	x			1		x		6		x		4			x		5	x			3	x		2	
945	6/5/17	x			1		x		6		x		3		x		5	x			2	x			4	
946	6/5/17	x			1		x		6	x			3			x		4	x			2			5	
947	6/5/17		x		3		x		4		x		6	x			1		x		5		x		2	
948	6/5/17		x		2		x		1			x	6			x		3	x			4			5	
949	6/5/17		x				x				x					x				x			x			
950	6/5/17	x			1	x			3		x		6	x			4	x			2	x			5	
951	6/5/17		x				x					x				x			x			x				
952	6/5/17			x	1		x		6			x	4	x			2		x		5			x	3	
953	6/5/17		x		4		x		5			x	2			x		3		x		6	x		1	
954	6/5/17		x				x				x					x				x			x			
955	6/5/17			x	3		x		6		x		5		x		4	x			1			x	2	
956	6/5/17		x				x					x		x				x						x		
957	6/6/17		x		6		x		3			x				x		5			x	2			x	1
958	6/6/17	x			1	x			3			x	5	x			2	x			4			x	6	
959	6/6/17	x			1		x		5			x	2			x		6	x			4	x		3	
960	6/6/17	x			2		x		5	x			4	x			3		x		6	x			1	
961	6/6/17		x		1		x		6		x		3			x		2		x		4		x	5	
962	6/6/17	x				x				x						x			x			x				
963	6/6/17		x				x				x					x				x			x		1	
964	6/6/17	x			1		x					x				x			x			x				
965	6/6/17			x	1	x			3			x	5	x			4	x			2	x			6	
966	6/6/17	x			1		x		6		x		5	x			2			x	4			x	3	
967	6/6/17			x	1		x		6		x		2			x	5		x		3		x		4	
968	6/6/17			x	4	x			3			x	5	x			2		x		6	x			1	
969	6/6/17		x		3		x		4		x		5			x	6			x	2			x	1	
970	6/6/17	x			1		x		4		x		3			x		5		x		2	x		6	
971	6/6/17	x			1			x	5			x	4			x		6	x			2	x		3	
972	6/6/17		x				x				x					x				x			x			
973	6/6/17		x		5		x		2		x		4	x			1		x		6	x			3	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	Please do not do this :(
942	6/5/17	
943	6/5/17	
944	6/5/17	
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	A 50% increase is unupportable. How can you propose a 50% increase when inflation is 2%?
958	6/6/17	
959	6/6/17	I think this price should be higher. If the Go Pass fare is increased to \$285 per person per year, that amounts to only \$23.75 per month. That's way too low! I have been commuting on Caltrain for almost 4 years now and I have definitely seen an increase in the number of young, tech workers who ride Caltrain. Their employers are the ones that likely are able to afford a Go Pass plan for their employees and as such, they should be able to pay MORE to have this benefit. I propose that the Go Pass fare should increase by at least 100% and continue to do so in future years. Employers who can afford to pay for commute expenses for their employees should pay for more of the congestion on the trains
960	6/6/17	
961	6/6/17	The fare increase is too and I will take another mode of transportation instead of Caltrain
962	6/6/17	
963	6/6/17	You incompetent people! The trains are running late most of the time and you want to increase the fair?!! Are you kidding?!!
964	6/6/17	
965	6/6/17	
966	6/6/17	Should increase by more
967	6/6/17	
968	6/6/17	
969	6/6/17	Not worth it.
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	50% is really, really steep and sudden

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	
942	6/5/17	
943	6/5/17	
944	6/5/17	A 20% increase is not acceptable. The Gopass for employers is very cheap per participant (they are getting a years with for the cost of a month?). You're penalizing people whose companies don't have such programs.
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	
958	6/6/17	
959	6/6/17	First off, this is confusing unless you give an example like a monthly pass for 1 zone is \$96 making each two-way ride \$6.40 for 15 days per month. Second, the average number of working days in 2017 is about 23. Half of that is figure is 11.5, so I think it makes sense to base the monthly pass prices on 13 days of the month since that is closer to half of the working days in a month. There are plenty of commuters that don't ride the train every day (they may be working from home or carpooling or biking to work) so it doesn't make sense for them to have a monthly pass if it is cheaper to buy a separate one-way ticket EVERY TRIP.
960	6/6/17	
961	6/6/17	
962	6/6/17	
963	6/6/17	
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	You're essentially eliminating the incentive for people to buy monthly passes who commute 4 days a week. I left the monthly pass because I realized if there was a holiday in any given month, I took any days off, etc., I was losing money and the net benefit of over paying by a day in a couple of months on standard fare outweighed leaving money on the table with a monthly pass. That will only escalate when you increase the number of days. Additionally, this takes a 4 zone fare above \$250 (to ~\$290) which is over the FEDERAL COMMUTER DISCOUNT THRESHOLD and INSANE and CHEAPER FOR ME TO TAKE SCOOP or CARPOOL. seriously guys? This is insane...
968	6/6/17	Monthly passes would still be a good deal for the everyday commuter so I think this is fine.
969	6/6/17	This is not a good way of basing it. The price increase is insane.
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	This is useful for people who need the Caltrain for only a certain period of time and it is unfair to get rid of this option, especially since I have no idea how to obtain a Clipper card.
942	6/5/17	
943	6/5/17	
944	6/5/17	You're making it inconvenient for people who don't travel as much as a monthly pass.
945	6/5/17	
946	6/5/17	
947	6/5/17	No! this is the ticket I purchase since I can't afford a monthly.
948	6/5/17	
949	6/5/17	
950	6/5/17	For riders who only commute via Caltrain a few times a week, this is the only feasible option. Furthermore, consumers in all industries are, and should be incentivized to "buy in bulk". This is a fundamental economic avenue that is mutually beneficial both sellers (steady revenue, viability, predictability, etc.) and buyers. The 8-ride ticket is that basic economic standard. Caltrain should not punish those of us that don't need the all-you-can-eat monthly pass.
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	
958	6/6/17	
959	6/6/17	
960	6/6/17	
961	6/6/17	
962	6/6/17	
963	6/6/17	
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	
968	6/6/17	
969	6/6/17	I don't make a huge use of Caltrain (to get a monthly pass) so this majorly impacts me. Don't agree at all.
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	Please, please, prevent this change, as I am already barely affording the \$55/month and it would be extremely difficult to have to go out and find alternative parking and possibly having to walk a mile to the station. Could you explain the logic behind this change? Would we have to pay less frequently?
942	6/5/17	
943	6/5/17	
944	6/5/17	
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	Again, a 50% increase? Unsupportable!
958	6/6/17	
959	6/6/17	Why are parking prices going up 50%? That's pretty significant. Considering that most people utilize the parking for the "first mile" portion of their trip and rely on transit for the duration of their commute, it seems like it is punishing those who want to take transit but need to drive to the train station to do so. For me, I drive to the train station to take the train even though I have FREE parking at work. But I choose not to drive to work every day because I support alternative transportation. By increasing the parking prices to \$82.50, you're creating a barrier for folks to take transit and creating an incentive to drive to work, especially if parking at work is cheaper than at Caltrain!
960	6/6/17	
961	6/6/17	
962	6/6/17	
963	6/6/17	
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	
968	6/6/17	This would encourage people to take other forms of transportation to the train which I think is fine.
969	6/6/17	This is not a good way of basing it. The price increase is insane.
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	
942	6/5/17	
943	6/5/17	
944	6/5/17	
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	
958	6/6/17	
959	6/6/17	
960	6/6/17	
961	6/6/17	
962	6/6/17	
963	6/6/17	You incompetent people! The trains are running late most of the time and you want to increase the fair?!! Are you kidding?!!
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	
968	6/6/17	The base fare is already high and is slowly getting to the point where driving would be cheaper especially for more than one person. These changes would make it harder to justify taking the train. I think all the other changes <u>make at least a little sense but this raises the price too much at once for every trip.</u>
969	6/6/17	If this is needed that is fine.
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	Keep fares for riders low!

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	
941	6/5/17	
942	6/5/17	
943	6/5/17	
944	6/5/17	
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	
957	6/6/17	
958	6/6/17	Would like more information before providing an opinion.
959	6/6/17	
960	6/6/17	
961	6/6/17	Does not affect me
962	6/6/17	
963	6/6/17	
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	So you'll make it cheaper for weekend riders, but obviously not the people who take it during peak hours? I understand load balancing, maximizing capacity, etc., but again, you're just annoying regular riders who will find other ways to commute if you keep increasing fares like this.
968	6/6/17	This is a great idea since especially on weekends caltrain is too expensive to take for a family outing to SF and since there's no traffic its hard to justify not driving. Making it cheaper would do a lot to encourage more people to <u>take caltrain during these times.</u>
969	6/6/17	
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
937	6/5/17	
938	6/5/17	
939	6/5/17	
940	6/5/17	More bike space
941	6/5/17	
942	6/5/17	
943	6/5/17	
944	6/5/17	
945	6/5/17	
946	6/5/17	
947	6/5/17	
948	6/5/17	
949	6/5/17	
950	6/5/17	
951	6/5/17	
952	6/5/17	
953	6/5/17	
954	6/5/17	
955	6/5/17	
956	6/5/17	You just got funding and now want more?
957	6/6/17	
958	6/6/17	I would like to encourage CalTrain to institute point-to-point pricing rather than zone pricing - that is, pay specifically from on destination to another rather than from one group/zone of destinations to another group/zone.
959	6/6/17	It would be nice if the new electrification trains had Wi-Fi
960	6/6/17	
961	6/6/17	
962	6/6/17	
963	6/6/17	You incompetent people! The trains are running late most of the time and break down sooo often and you want to increase the fair?!! Are you kidding?!!
964	6/6/17	
965	6/6/17	
966	6/6/17	
967	6/6/17	
968	6/6/17	
969	6/6/17	
970	6/6/17	
971	6/6/17	
972	6/6/17	
973	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
974	6/6/17		x		2			x	3		x		5		x		4		x		6		x		1
975	6/6/17			x	2		x		6	x			3			x	1		x		5		x		4
976	6/6/17	x				x				x				x				x			x				
977	6/6/17	x			1		x		4	x			3		x		6		x		5		x		2
978	6/6/17			x			x		1			x	4			x			x		2			x	
979	6/6/17			x	3		x		6	x			2			x	4	x			1		x		5
980	6/6/17			x			x					x				x			x					x	
981	6/6/17		x		5			x	4			x	2			x		6			x	1		x	3
982	6/6/17	x					x				x				x			x				x			
983	6/6/17	x			4			x	3		x		6			x	5	x			2	x			1
984	6/6/17	x					x					x		x				x				x			
985	6/6/17		x		6		x		3		x		4			x		5			x	2		x	1
986	6/6/17		x		5		x		6		x		2			x		3		x		4	x		1
987	6/6/17	x				x				x					x			x				x			
988	6/6/17	x			3		x		6			x	5	x			2	x			1	x			4
989	6/6/17		x		4		x		6		x		3		x		5	x			1	x			2
990	6/6/17	x			2		x		4	x			1		x		5		x		3			x	6
991	6/6/17	x			4		x		1		x		2	x				x				x			
992	6/6/17			x			x				x				x			x						x	
993	6/6/17	x			1		x		6		x		5	x			3	x			2	x			4
994	6/6/17			x			x				x				x				x					x	
995	6/6/17			x	6		x		1		x		2		x		5		x		3		x		4
996	6/6/17			x	4		x		6			x	1		x		5		x		2			x	3
997	6/6/17		x		5	x			3	x			1			x	2		x		6	x			4
998	6/6/17		x		3		x		4		x		6		x		2		x		5	x			1
999	6/6/17			x	5		x		6			x	2		x		3	x			1	x			4
1000	6/6/17		x		3		x		4			x	1		x		5		x		6	x			2
1001	6/6/17		x				x				x				x		1		x			x			2
1002	6/6/17	x			2	x			4	x			3	x			5		x		6	x			1
1003	6/6/17		x		5			x	4			x	2		x		6			x	1			x	3
1004	6/6/17			x	2		x		6		x		5		x		3		x		1			x	4
1005	6/6/17			x	2	x			4		x		6			x	1	x			3			x	5
1006	6/6/17			x	2		x		5		x		4		x		3		x		6	x			1
1007	6/6/17			x	4	x			5			x	2		x		3		x		6			x	1

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
974	6/6/17	
975	6/6/17	
976	6/6/17	
977	6/6/17	
978	6/6/17	
979	6/6/17	
980	6/6/17	
981	6/6/17	
982	6/6/17	
983	6/6/17	
984	6/6/17	This should be 50% of normal monthly fares (yearly)
985	6/6/17	This hits your most loyal riders. Small fare increase may be OK, but 50% is a big jump in price.
986	6/6/17	Too expensive!
987	6/6/17	
988	6/6/17	
989	6/6/17	This severe increase distracts employers from leveraging the train. This will result in a net loss in the usage of the Go Pass Program. This is opposite from what is desired in increasing public transit usage.
990	6/6/17	
991	6/6/17	
992	6/6/17	
993	6/6/17	It's a very steep increase. Why can't increase be spread over 2-3 years?
994	6/6/17	
995	6/6/17	I don't care since I don't get this benefit.
996	6/6/17	
997	6/6/17	Didn't CalTrain just get approved for the first \$110 M of a \$673M electrification funding from the federal government? Why the necessity for fare increases then at this time with this news?
998	6/6/17	Are you trying to kill corporate subsidies and therefore discourage ridership? Bad idea.
999	6/6/17	
1000	6/6/17	Again this will be a huge burden to my family
1001	6/6/17	Don't punish the riders who are doing SOV's a HUGE favor by reducing car congestion on the roads. Add an extra fee that'll fund public transit to all car annual car registration. Make the car drivers pay for this because they're the one that are complaining about traffic and train riders are making a huge difference to SOV driver commutes.
1002	6/6/17	good luck with that
1003	6/6/17	I would not subject to this if my employer still provides free GoPass to me.
1004	6/6/17	
1005	6/6/17	
1006	6/6/17	
1007	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
974	6/6/17	
975	6/6/17	
976	6/6/17	
977	6/6/17	
978	6/6/17	
979	6/6/17	Monthly passes are already pretty pricey. It will be encroaching upon the savings over driving currently had at today's pricing and fuel costs.
980	6/6/17	
981	6/6/17	
982	6/6/17	
983	6/6/17	
984	6/6/17	Fares in this category are going up too much. I see this as a way to decrease ridership
985	6/6/17	If you work from home only occasionally, then it starts to make using Cal Train monthly pass not as good an option.
986	6/6/17	Huge jump! I cannot afford it!
987	6/6/17	
988	6/6/17	
989	6/6/17	Fare increases should not exceed \$255 pre-tax transit benefit. This fare increase puts a severe disadvantage to those who are only able to take the train because of this pre-tax benefit.
990	6/6/17	That's a huge increase. Are we going to see benefits from the increase in revenue you are receiving (e.g., more trains, wifi, etc.)?
991	6/6/17	
992	6/6/17	I want proper justification of each price increase. Why such a large % increase? And why the same time as Caltrain parking increases?
993	6/6/17	WOW. Combined with the \$.25 increase, the monthly 3-zone pass goes up by \$41!!!! Are you crazy? Savings are further eroded by off peak discounts. Monthly pass no longer makes sense on months with major holidays. If more money is needed, then raise the base fare or zone upgrade.
994	6/6/17	
995	6/6/17	Once again, increasing the prices while providing terrible service, always late, always packed, always breaking down. A price drop is more warranted than a price increase. The only reason is because you guys have a monopoly. I literally have no other choice than to take Caltrain.
996	6/6/17	This is terrible. We should be encouraging more people to ride public transportation, not make it more expensive.
997	6/6/17	
998	6/6/17	Leave as is. You are driving up costs for those who don't have subsidies.
999	6/6/17	
1000	6/6/17	We are a family of 4 that use Caltrain so it will be too expensive to continue using Caltrain.
1001	6/6/17	Don't punish the riders who are doing SOV's a HUGE favor by reducing car congestion on the roads. Add an extra fee that'll fund public transit to all car annual car registration. Make the car drivers pay for this because they're the one that are complaining about traffic and train riders are making a huge difference to SOV driver commutes.
1002	6/6/17	
1003	6/6/17	
1004	6/6/17	
1005	6/6/17	Increasing the regular fares and then increasing the number of days on the monthly pass effectively is a double fare increase for these folks.
1006	6/6/17	
1007	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
974	6/6/17	8 ride pass is very useful for people only go to work 2 days a week.
975	6/6/17	
976	6/6/17	
977	6/6/17	
978	6/6/17	
979	6/6/17	
980	6/6/17	
981	6/6/17	
982	6/6/17	
983	6/6/17	This is the only discounted/ price-incentivized option for those who have varying schedules or who ride the Caltrain many but not most work days. This incentivizes people to use public transit and the significantly increased cost in riding for those who ride less than 4 days/ week will likely make it less appealing/feasible to take public transit
984	6/6/17	
985	6/6/17	This would discourage people from using the service more than infrequently. This says they ride it just shy of 2 weeks per month.
986	6/6/17	Inconvenient.
987	6/6/17	
988	6/6/17	
989	6/6/17	
990	6/6/17	
991	6/6/17	
992	6/6/17	There is good use for this and there is no reason to completely eliminate the service.
993	6/6/17	I use the 8-ride tickets on months where I'm on vacation and don't need a full monthly ticket. Do not get rid of it.
994	6/6/17	8 ride pass is a good option for those who only commute a few times a week.
995	6/6/17	Why would you do this?
996	6/6/17	
997	6/6/17	
998	6/6/17	For those of us who don't work for high tech, big corporations, government agencies or departments, and therefore don't qualify for subsidies, this is taking away an option that is needed. I don't have the cash flow to buy a monthly pass - I don't ride Caltrain every day. Bad idea. Please please think about the common people being edged out.
999	6/6/17	
1000	6/6/17	
1001	6/6/17	Don't punish the riders who are doing SOV's a HUGE favor by reducing car congestion on the roads. Add an extra fee that'll fund public transit to all car annual car registration. Make the car drivers pay for this because they're the one that are complaining about traffic and train riders are making a huge difference to SOV driver commutes.
1002	6/6/17	
1003	6/6/17	
1004	6/6/17	
1005	6/6/17	Increasing regular fares and eliminating 8 ride tickets means a huge double increase for those previously using 8 rides. The 8 ride ticket is an effective discount for those of us who are regular riders but not enough for a monthly pass.
1006	6/6/17	
1007	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
974	6/6/17	
975	6/6/17	
976	6/6/17	
977	6/6/17	\$82.50 to park?? On top of the monthly pass? The total equals the place of rent for a ROOM in sacramento or similar areas. I rather drive now.
978	6/6/17	
979	6/6/17	
980	6/6/17	
981	6/6/17	Commuting is intended to be cost effective but \$82 is the same price if not more than I would pay to park on campus if I chose to drive to work.
982	6/6/17	
983	6/6/17	
984	6/6/17	
985	6/6/17	
986	6/6/17	Too expensive!
987	6/6/17	
988	6/6/17	
989	6/6/17	This would make using public transit and result in net loss of ridership.
990	6/6/17	That's a huge increase. Are we going to see benefits from the increase in revenue you are receiving (e.g., security to monitor our cars, cameras, etc.)?
991	6/6/17	
992	6/6/17	Parking price should NOT increase the same time as Monthly pass price. It results in a total \$60 increase, which is too much in one time
993	6/6/17	I feel like parking is cheap and given how full lots are, it's appropriate. Still, it's a steep jump to do all at once. Can it be phased in over 3 years?
994	6/6/17	I will no longer be using a monthly pass if this goes through. With current gas prices it does not make financial sense to buy a monthly pass at the proposed prices. I go 5 zones. I'm better off driving a few days and going on the train maybe 2 days to make the finances work out.
995	6/6/17	Again, why? Most of the time when I pay for the parking permit there aren't even any spaces. If you're going to increase the price, at least add more spaces. After all the previous price increases, I have not seen any extra spaces being added.
996	6/6/17	This is huge price increase that should not be forced on those who are trying to be eco-friendly.
997	6/6/17	
998	6/6/17	Caltrain is already giving up parking at numerous stations for Off the Grid weekly events. People who park in the Caltrain lots during the events don't pay - enforce it. And, it takes parking away from Caltrain riders.
999	6/6/17	
1000	6/6/17	
1001	6/6/17	I actually think you should increase it MORE than this. Make people take their bikes, bus or shuttle to the train. Increasing parking fees will encourage people to take an alternative mode. Parking is an absolute waste of space and land.
1002	6/6/17	
1003	6/6/17	I strongly disagree with this since my employer do not reimburse or cover the cost for parking.
1004	6/6/17	
1005	6/6/17	
1006	6/6/17	
1007	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
974	6/6/17	
975	6/6/17	
976	6/6/17	
977	6/6/17	I already have to commute to get to work because I cannot afford to live near work, let alone another fare increase. Nickel and diming your riders is not fair and it hurts the economy.
978	6/6/17	
979	6/6/17	This is fair.
980	6/6/17	
981	6/6/17	
982	6/6/17	
983	6/6/17	
984	6/6/17	
985	6/6/17	
986	6/6/17	Too expensive!
987	6/6/17	
988	6/6/17	
989	6/6/17	
990	6/6/17	
991	6/6/17	
992	6/6/17	
993	6/6/17	
994	6/6/17	
995	6/6/17	You already know why.
996	6/6/17	
997	6/6/17	Again, the approval for monies for the electrification project should cover most, if not all, if the increased operating costs noted in the introduction.
998	6/6/17	Already increased in 2016. No increases are merited for unimproved service, poor station maintenance, and constant delays.
999	6/6/17	
1000	6/6/17	
1001	6/6/17	Don't punish the riders who are doing SOV's a HUGE favor by reducing car congestion on the roads. Add an extra fee that'll fund public transit to all car annual car registration. Make the car drivers pay for this because they're the one that are complaining about traffic and train riders are making a huge difference to SOV driver commutes.
1002	6/6/17	really need to rethink zone fares. travel from Millbrae to SSF by Caltrain is cost-prohibitive.
1003	6/6/17	
1004	6/6/17	
1005	6/6/17	
1006	6/6/17	
1007	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
974	6/6/17	
975	6/6/17	Discounts should be reserved for those who are avid caltrain commuters & riders. It's ridiculous to offer a discount to someone who rarely uses the train.
976	6/6/17	
977	6/6/17	Discount the fares for people trying TO GO TO WORK. charge more or normal amount for tourists or weekend travelers since they do it less often and expect to pay.
978	6/6/17	
979	6/6/17	Why provide a discount for low ridership periods if seeking additional funds? Discontinue weekend service to release funds for the popular weekday, high volume times.
980	6/6/17	
981	6/6/17	
982	6/6/17	
983	6/6/17	
984	6/6/17	
985	6/6/17	
986	6/6/17	
987	6/6/17	
988	6/6/17	
989	6/6/17	
990	6/6/17	
991	6/6/17	
992	6/6/17	
993	6/6/17	Interesting, but I suspect the discount will be too low to make extra revenue and will result in monthly fares going up.
994	6/6/17	
995	6/6/17	Discount regular prices instead. Why are you increasing the prices, making the train SLOWER, not to mention being late pretty much 100% of the time I ride the train.
996	6/6/17	
997	6/6/17	But do not forget about your daily commuters. They, too, deserve consideration for reduced fares.
998	6/6/17	A little late in considering this, but better late than never.
999	6/6/17	
1000	6/6/17	
1001	6/6/17	Sure, whatever it takes to reduce the price regardless of the day and time to get SOV's off the road.
1002	6/6/17	empty seats don't generate revenue. discount it until you get to 75% capacity.
1003	6/6/17	
1004	6/6/17	
1005	6/6/17	Will this actually increase ridership? Or just worsen the deficit?
1006	6/6/17	
1007	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
974	6/6/17	The increase of fare will discourage people to take public transport to work and not good for the environment.
975	6/6/17	
976	6/6/17	ridiculous survey! you want to raise the fares, you're going to raise the fares regardless of this fake survey trying to make riders believe they have a say.
977	6/6/17	
978	6/6/17	
979	6/6/17	
980	6/6/17	Every work day, I ride Caltrain to San Francisco from Mountain View. This, in addition to the Muni pass that I need to get into the office cost me \$290 a month. That is a lot of money. While I am not poor, I am not making the huge tech money that so many around here seem to make. I am thus very worried and disgusted that Caltrain would propose a 50% increase in the cost of the monthly pass. My company offers pre-tax transit costs, but does not pay for my costs. A 50% increase would be highly detrimental to my way of life and might make me consider changing my commuting habits away from Caltrain and toward driving to work. The vast majority of people commuting on Caltrain are not overpaid engineers but are instead normal people like me who cannot afford to be price gouged in this way. Please reconsider the price increase. This is a terrible idea that is bad for your customers and bad for Caltrain.
981	6/6/17	Please revise the PM southbound schedule. Need more bullet trains during peak hours.
982	6/6/17	
983	6/6/17	
984	6/6/17	
985	6/6/17	The evening train going to down to Morgan Hill gets pretty sparse. You either need to leave work early or take a very late train. Not very convenient. Our office is moving to Redwood City and Cal Train is the only method of transportation I would consider to the new location. But the lack of return times to Blossom Hill makes it a very long day.
986	6/6/17	
987	6/6/17	
988	6/6/17	
989	6/6/17	
990	6/6/17	
991	6/6/17	
992	6/6/17	
993	6/6/17	Why not first make parking price be based on 13 days like monthly ticket?
994	6/6/17	
995	6/6/17	Stop taking advantage of riders because you have a monopoly.
996	6/6/17	
997	6/6/17	Please see and respond to earlier comments left about recently served federal funding and how this is calculated into the plans for fare increases.
998	6/6/17	* Need better coordination with VTA and other transit agencies. * Survey riders more frequently - more like VTA (not that they are great but at least they survey and have a public face). * Do better for cycling commuters. * Take better care of handicapped riders. * Maintain stations. Don't just hose them down. When it rains, broom out the water so people can park. * Don't clog up parking spaces by Off the Grid events where people attending don't pay to park. * Do way better at customer service. No snark on @caltrain (the twitter account for status) and keep tweets to status - not Caltrain promotions. It's annoying.
999	6/6/17	
1000	6/6/17	
1001	6/6/17	I love the Caltrain! The conversation to increase prices on riders because of a lack of funds absolutely makes me sad because this is unfair to the riders who are doing everyone a favor by reducing congestion and creating less emissions and increasing Bay Area Air quality. This should actually be on the car drivers because we should be trying to get cars off the road and onto the train. Create a fee on annual car registration to gain the funds you need and maybe even push people to stop using their car. It doesn't make any sense at all for a train rider to get an increase and think, oh it's getting expensive so I'm going to get a car and join all the traffic. No! But it makes sense for a car driver to say, hm this is getting expensive so I'll take the train and better my health by reducing stress levels and even save some money if I get rid of my car! Charge the car drivers not the helpful train riders.
1002	6/6/17	
1003	6/6/17	
1004	6/6/17	
1005	6/6/17	
1006	6/6/17	
1007	6/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
1008	6/6/17			x	2	x			5			x	1		x		4		x		6	x			3
1009	6/6/17		x				x				x			x			2	x			1			x	
1010	6/6/17		x				x				x			x			2		x			x			1
1011	6/6/17		x		4		x		3		x		6		x		5		x		2	x			1
1012	6/6/17	x			1	x			3		x		6			x	4	x			2	x			5
1013	6/6/17		x		3		x		6	x			1		x		5		x		4	x			2
1014	6/7/17			x			x		6			x			x	2		x					x		3
1015	6/7/17		x		2		x		5		x		4		x		6		x		3	x			1
1016	6/7/17	x			1		x		5	x			2			x	4	x			3		x		6
1017	6/7/17		x				x			x					x			x				x			1
1018	6/7/17			x			x		6		x		3		x			x					x		2
1019	6/7/17		x		6		x		5		x		2		x		4		x		3	x			1
1020	6/7/17		x		5		x		6	x			1		x		4		x		3	x			2
1021	6/7/17			x	4		x		6		x		3		x		5	x			1	x			2
1022	6/7/17			x			x		6			x	4	x			2	x					x		5
1023	6/7/17			x	2			x	4		x		6	x				x				x			1
1024	6/7/17	x			1		x		6		x		2			x	4			x	3		x		5
1025	6/7/17			x	6		x		3		x		1			x	4		x		2			x	5
1026	6/7/17	x			6		x		3		x		4		x		1	x			5	x			2
1027	6/7/17		x				x				x				x				x			x			
1028	6/7/17		x			x			1	x				x			3	x				x			6
1029	6/7/17	x			1		x		5			x	4		x		6	x			2	x			3
1030	6/7/17		x		6			x	4			x	2			x	3		x		5	x			1
1031	6/7/17			x			x				x			x				x				x			
1032	6/7/17			x			x				x				x			x			1	x			
1033	6/7/17	x			2		x		5		x		4	x			1		x		6	x			3
1034	6/7/17		x		2		x		4		x		6		x		5		x		3	x			1
1035	6/7/17		x		4		x		1		x		3		x		5		x		6			x	2
1036	6/7/17		x			x					x				x				x			x			1
1037	6/7/17			x			x				x				x				x			x			
1038	6/7/17			x	3		x		5			x	2	x			1	x			4		x		6
1039	6/7/17		x		2		x		6		x		3		x		5		x		1		x		4

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	
1011	6/6/17	How much money you all need
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	
1015	6/7/17	
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	It's already way too expensive
1021	6/7/17	
1022	6/7/17	
1023	6/7/17	
1024	6/7/17	I dont know the origin or rationale for this but why do employers get this huge discount if they offer this to their employees? I guess the paying rider is subsidizing this. Why?????
1025	6/7/17	
1026	6/7/17	The people using these go passes work for companies that can afford the increase.
1027	6/7/17	
1028	6/7/17	
1029	6/7/17	
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	
1033	6/7/17	I do not have a Go Pass, why not?
1034	6/7/17	
1035	6/7/17	The fare is discounted from a single ride fare with monthly pass. Fare was just adjusted less than 6 months ago. Why increase again now? Why such a jump of 50%? Should I expect another 50% jump in less than 6 month down the road? It is unreasonable without legitimate reason of why.
1036	6/7/17	
1037	6/7/17	
1038	6/7/17	
1039	6/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	
1011	6/6/17	The rate that you have now is more then fair why raise it ?
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	The number of passes you will sell will decrease as you will drop many riders that the pass no longer makes economic sense for based on the number of rides they take a month. Has anyone done analysis on the demand elasticity of the Monthly Pass? For example many people I know work 4 day weeks in the office. The Monthly pass based on 15 days is no longer worthwhile.
1015	6/7/17	Cal train tickets are already expensive. Please don't increase the fair! So many people have to pay just to stand the whole way during their long commute!
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	The train service is already delayed and poor enough their is absolutely no justification for a fare increase. If anything you should be lowering it.
1019	6/7/17	
1020	6/7/17	
1021	6/7/17	The cost of a monthly pass is already too expensive for 2 zones. Tied with a potential increase in parking, my monthly fees for my commute to/from work will exceed \$200, which is absolutely absurd. At this point, I may as well drive my car to work and pay for parking there.
1022	6/7/17	same service for more money??? How about every time there is a delate raider gets a refund.
1023	6/7/17	
1024	6/7/17	A 20% increase? What could justify that? Paying MORE to stand on a crowded train that is usually late? If as Caltrain says ridership is up, is it 30%?, how to justify this increase????
1025	6/7/17	I do not believe fares should be increased if the level of service is expected to be the same. I've noticed trains have been consistently late in the mornings at Sunnyvale and experienced three two+ hour commutes home in the past month due to mechanical issues. I understand that reliance is an all time high on the Cal-Train and the trains are old, but this proposals seem like punishment to those who consistently have supported and rely upon the Cal-Train system.
1026	6/7/17	People use Caltrain for their daily commute, so this just increases their travel expenses, but employers aren't giving them wage increases. So now it is more expensive to commute.
1027	6/7/17	Caltrain is at record ridership and just received \$21M for upgrades. You don't need the money and more importantly, the value Caltrain provides has decreased significantly. Taken together, both fare increases result in a 20% increase. No longer cheaper than driving. Plus, the fees were just increased a year or so ago, and another is planned for next year?
1028	6/7/17	
1029	6/7/17	
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	For my commute that will increase the fare by OVER 20% which seems WAY OUT OF WHACK with inflation. That is like rental price increases which are leading to huge backlashes and calls for rent control. I understand the need to raise fares but 20% is HUGE!!! And his actually impacts your most loyal customers the most which feels like we are being treated like a captive audience. In fact you are raising the price TWICE on your most loyal customers. First by raising the zone rate and then increasing the # of days used to calculate the montly rate.
1033	6/7/17	Ridership is up, and trains are more crowded - but you want us to pay even more? I think not.
1034	6/7/17	
1035	6/7/17	No legitimate reason why fare needs to be increased when it was just raised less than 6 months ago.
1036	6/7/17	
1037	6/7/17	many people work from home part time or travel for business with some regularity. Making the pass based on 15 days would mean that it's actually financially disadvantageous to buy. Buying daily is a hassle. At some point it becomes simpler and cheaper to drive.
1038	6/7/17	You are already not meeting current rider type(bike) and quantity capacity. Increased ridership means more funds; prioritize that increased revenue to address maintenance. You are asking me to pay more for a service that is not currently delivering, further decreasing its value and increasing my likelihood to find alternative transportation.
1039	6/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	
1011	6/6/17	This options was a great help with my budget I could not afford the monthly pass . Now you guys are hiking the prices so high it's now cheaper for me to drive in to work or look for other options. Nickel and dime us commuters is <u>absolutely ridiculous</u>
1012	6/6/17	I use the 8-ride ticket and it's nice to have a small discount since I ride regularly, but not daily. After today where yet again another train broke down and it took me 2 hours to get to work, I don't see how you can dare increase fares. <u>Service is already extremely unreliable and now you want me to pay more for the privilege. I can't really see how that works.</u>
1013	6/6/17	
1014	6/7/17	I never found the 8 ride ticket to be valuable to begin with.
1015	6/7/17	
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	
1021	6/7/17	Eliminating the discounted 8-ride ticket will act as a deterrent for tourists and visitors who don't live in the area. I personally have had family visit and use this ticket, which they were fans of.
1022	6/7/17	
1023	6/7/17	I use the 8-ride since I don't commute daily on Caltrain but about 3 days a week. We use to have 10 -ride and 20-ride tickets! Please DO NOT eliminate this. I know a fair number of riders who telecommute on the other days and <u>therefore a monthly ticket is not worth it!!! Eliminating 8-ride is a disincentive in riding Caltrain.</u>
1024	6/7/17	WHY? No explanation is given.
1025	6/7/17	I do not believe fares should be increased if the level of service is expected to be the same. I've noticed trains have been consistently late in the mornings at Sunnyvale and experienced three two+ hour commutes home in the past month due to mechanical issues. I understand that reliance is an all time high on the Cal-Train and the trains are old, but this proposals seem like punishment to those who consistently have supported and rely upon the Cal-Train system. <u>The 8 ticket ride rewards loyalty.</u>
1026	6/7/17	Why eliminate an option for a discounted ticket?
1027	6/7/17	
1028	6/7/17	
1029	6/7/17	If the 8-ride is eliminated, what options to Caltrain riders have to purchase a monthly parking pass?
1030	6/7/17	
1031	6/7/17	I go into the office three days a week. The monthly unlimited does not make sense for me unless I'm going in a minimum of four days a week.
1032	6/7/17	
1033	6/7/17	This was useful for a first-time commuter not ready to commit to a monthly pass yet.
1034	6/7/17	
1035	6/7/17	The fare is discounted from a single ride fare with monthly pass. Why not implement the 8-ride ticket for people who does not do monthly commute?
1036	6/7/17	
1037	6/7/17	all of this aims to make things more expensive and more of a hassle. I get the need for more funds but at some point you're just incentivizing people to drive which is counter to the mission.
1038	6/7/17	
1039	6/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	
1011	6/6/17	
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	
1015	6/7/17	That's really expensive for monthly cal train parking and too much of an increase!
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	That is extremely expensive and way too much to pay when there's not even enough spaces
1021	6/7/17	There's no need to increase the prices to this degree unless you plan on building parking garages with ample parking. I can't justify a parking pass increase when it's already difficult enough to find parking some mornings.
1022	6/7/17	
1023	6/7/17	
1024	6/7/17	
1025	6/7/17	
1026	6/7/17	This is a huge increase and people will not want to pay it. More people will switch to ride sharing.
1027	6/7/17	Increasing the parking fee 50% means many will skip using caltrain altogether. Terrible idea, unless you envy VTA's current ridership woes
1028	6/7/17	
1029	6/7/17	This plan appears to punish those who need to use their cars to get to the nearest Caltrain station by increasing both parking and transit fare. VTA's transit improvement plan (faster busses with less stops) is for most people a reduction in service to/from Caltrain and will likely result in more demand for Caltrain parking.
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	
1033	6/7/17	Parking seems too cheap for limited spots, especially in certain popular stations.
1034	6/7/17	
1035	6/7/17	That is 50% increase on parking when the parking was just raised less than 6 months ago. Why such a jump on increase and why raise the parking again? What is there any reason to raise parking fee?? There is no improvement or additional cost to maintain a parking structure, why increase the fare?
1036	6/7/17	
1037	6/7/17	It should match the monthly train pass which should be kept at 13 days.
1038	6/7/17	
1039	6/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1008	6/6/17	Financial hardships
1009	6/6/17	
1010	6/6/17	The ridership is up and the fuel cost has lowered compared to a few years ago. Caltrain is making money and if there is more need for cash it should come from operational efficiency and not increasing fares.
1011	6/6/17	It hasn't been a year and already you have increased the rate for each zone
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	The train is already very inconvenient. I ride it 3-4 days a week both ways to and from San Francisco. However, it takes 30 minutes to get to the train and 20 minutes from the train to work. Current fares are roughly double the cost of gas when I drive. I take the train to keep another care of the road but it is very much on the border right now of being too expensive to justify.
1015	6/7/17	Zone fairs are already pretty expensive.
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	
1021	6/7/17	
1022	6/7/17	
1023	6/7/17	
1024	6/7/17	
1025	6/7/17	
1026	6/7/17	This doesn't seem like a big deal.
1027	6/7/17	Taken with increasing the base price, a 20% fare increase. Ridiculous, unmerited and now more expensive (and less convenient) than driving
1028	6/7/17	
1029	6/7/17	
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	Like I said earlier I have no issue with a fair raise and but don't hit monthly commuters twice (once with the zone rate increase and then with the increase in the # of days used to calculate a montly pass.
1033	6/7/17	We already put up with broken engines, crowded commuter trains, and track accidents without likewise compensation for inconvenience.
1034	6/7/17	
1035	6/7/17	The last fare increase just happened less than 6 months ago. Budget to electrify caltrain has approved. What is the reason to increase fare again??
1036	6/7/17	
1037	6/7/17	
1038	6/7/17	
1039	6/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	
1011	6/6/17	That would help us working night shifts
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	
1015	6/7/17	
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	
1021	6/7/17	
1022	6/7/17	
1023	6/7/17	
1024	6/7/17	Why should commuters pay 20% more to subsidize weekend riders????
1025	6/7/17	
1026	6/7/17	Seems like good way to capture people that have a flexible working schedule.
1027	6/7/17	A good idea, but run more limited/bullet trains on the weekend. Hard to justify a 2-hour train trip when driving is 50 minutes from sj into the city
1028	6/7/17	
1029	6/7/17	Ideally this program should cover not just evenings but provide an incentive all day long to avoid peak commute hours on regular work days.
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	While Agree I wouldn't penalize montly riders
1033	6/7/17	This could be useful for certain riders.
1034	6/7/17	
1035	6/7/17	
1036	6/7/17	
1037	6/7/17	
1038	6/7/17	
1039	6/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1008	6/6/17	
1009	6/6/17	
1010	6/6/17	It is wrong to increase fares when ridership is up and fuel cost is lower than a few years ago.
1011	6/6/17	I want to use this service but if going to make me broke then I don't want to use your services I will have to look for other options of commute.
1012	6/6/17	
1013	6/6/17	
1014	6/7/17	If you want to raise income, make the value of the train better. Add WiFi so it is easier to work on the train ride. Have a coffee machine for the morning and a car that sells beer for the afternoon returning home from work crowd. It can become a social networking scene to take the train home.
1015	6/7/17	Please add "no drop off or stoping" signages at the Sunnyvale parking station. A lot of people are not doing the pick up and drop off at the roundabout. It's blocking traffic a long time for other people.
1016	6/7/17	
1017	6/7/17	
1018	6/7/17	
1019	6/7/17	
1020	6/7/17	Make employer transit debit cards usable for parking passes.
1021	6/7/17	There better be some huge improvements to warrant these changes.
1022	6/7/17	
1023	6/7/17	Please don't eliminate 8-ride ticket - especially since their is no benefits to the riders!
1024	6/7/17	Caltrain service is very poor. When trains stop or are late almost no announcements are ever made. Isn't that the conductors job???
1025	6/7/17	I do not believe fares should be increased if the level of service is expected to be the same. I've noticed trains have been consistently late in the mornings at Sunnyvale and experienced three two+ hour commutes home in the past month due to mechanical issues. I understand that reliance is an all time high on the Cal-Train and the trains are old, but this proposals seem like punishment to those who consistently have supported and rely upon the Cal-Train system.
1026	6/7/17	
1027	6/7/17	
1028	6/7/17	
1029	6/7/17	
1030	6/7/17	
1031	6/7/17	
1032	6/7/17	
1033	6/7/17	Confusing "Priority" ranking. Better to have Agree to Disagree instead?
1034	6/7/17	
1035	6/7/17	
1036	6/7/17	
1037	6/7/17	
1038	6/7/17	
1039	6/7/17	Start asking for price hikes, when you can actually provide 1)on time service, 2) enough seating during morning and evening commutes, 3) reliable service to cars so they don't break weekly, 4) non-smelling bathroom cars, 6) efficient delay handling, better one train be late than five, 5)functioning clipper machines were I don't have to explain to attendant I paid already, 6) functioning electronic signs, I need to know next train arriving not the one from an hour ago, 7) the truth when a train is announced late, why and how late when it happens, 8) if we have to wait for trains to move ahead or waiting for our turn, how about waiting in the neares station, not somewhere we can't disembark and take an Uber. Those are the essentials, it shouldn't be hard to get those right. Third and second world countries, and less techy geographical locations provide better service and cheaper. Caltrain along with Bart are an embarrassment and laughing stock of modern societies with public transportation. But two be honest your attendants are nicer than Bart, and trains cleaner. Yet if you want a hike to improve efficiency and service, I propose we hold you accountable. With partial refunds based on late service. 25 to 50 cents for every 5 minutes late, you won't take late payments, why should we take late trains. With full refund for more than 30 minutes late. And hour to 90 minutes delayed service full refund or credit for month pass holders for one of those 15 paid days. No seating and going more than three stations on your feet being touched by other or bumping around, 25 to 50 cent refund. There you go I think I propose something fair if you want hikes, if you can't deliver then don't ask for more. Why should we pay more for the same?

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
1040	6/7/17			x	1		x		5		x		6			x	3			x	2			x	4
1041	6/7/17			x	1		x		6		x		3		x		5		x		4			x	2
1042	6/7/17	x			1	x			5	x			4	x			3	x			2		x		6
1043	6/7/17			x		x					x			x				x				x			
1044	6/8/17		x		3	x			1		x		5			x	2		x		6		x		4
1045	6/8/17			x	3		x		5	x			1		x		2		x		4			x	6
1046	6/8/17			x	2		x		1		x		4			x	6			x	5	x			3
1047	6/8/17	x				x					x			x					x			x			
1048	6/8/17	x			2	x			4		x		6	x			3	x			5	x			1
1049	6/8/17	x			2		x				x			x					x			x			1
1050	6/8/17			x	2			x	3		x		6			x	4		x		5	x			1
1051	6/8/17			x	2		x		6		x		5			x	3		x		4	x			1
1052	6/8/17			x			x				x				x				x				x		
1053	6/8/17		x		6		x		5		x		4		x		2		x		3		x		1
1054	6/8/17			x				x				x				x				x				x	
1055	6/8/17		x				x				x				x				x			x			1
1056	6/8/17			x	3			x			x					x		x			1		x		6
1057	6/8/17	x					x					x		x				x				x			
1058	6/8/17		x		5	x			4	x			2	x			1	x			3			x	6
1059	6/8/17		x		6	x			4			x	1		x		5	x			2	x			3
1060	6/8/17	x			4	x			5		x		6	x			2	x			3	x			1
1061	6/8/17		x		4		x		6			x	3		x		2		x		5	x			1
1062	6/8/17		x		3		x		4		x		5		x		2		x		6	x			1
1063	6/8/17		x		6			x	5			x	4	x			1	x			3	x			2
1064	6/8/17		x				x					x			x				x				x		
1065	6/8/17		x		3		x		5		x		2		x		4		x		6	x			1
1066	6/8/17	x			1		x		6	x					x				x				x		
1067	6/8/17		x				x			x				x				x				x			
1068	6/8/17			x	5	x			4		x		1	x			3	x			2			x	6
1069	6/8/17			x	1			x				x	2			x	3		x		5	x			4
1070	6/8/17			x			x					x	6			x	3	x			2	x			1
1071	6/8/17			x	1		x		6			x	3		x		5		x		4			x	2
1072	6/8/17	x			1	x			6			x	4	x			3		x		5	x			2
1073	6/8/17	x			1		x		6			x	5	x			2		x		4	x			3
1074	6/8/17		x		3	x			2		x		1			x	6		x		4	x			5
1075	6/8/17		x		4		x		5		x		3		x		6	x			1	x			2
1076	6/8/17	x			1		x		5			x	6	x			2	x			3		x		4
1077	6/8/17		x		4		x		2		x		6		x		3		x		5	x			1
1078	6/8/17	x			1		x		6		x		4	x			2		x		3	x			5
1079	6/8/17		x		2	x			3		x		6		x		4		x		5	x			1
1080	6/8/17	x			4		x		6		x		5		x		3	x			2	x			1

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1040	6/7/17	
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	How can Caltrain consider 50% increase and at the same time consider discounts for weekend/evening riders. Seems this would be counter productive and employers would opt-out of program
1045	6/8/17	Seems like a sharp increase that puts it close tho high zone monthly passes. Not opposed to an increase of \$20 or \$30 per person, but for paying up front annual, the above proposal seems high, especially for users only using a couple of zones normally. <u>Maybe scale by Zone annual or keep increase to a smaller amount.</u>
1046	6/8/17	My company doesn't offer them but fewer may going forward. Aren't gonpasses incentives to get people off roads?
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	
1052	6/8/17	
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	Go Pass companies can afford the increase please spare the people who don't get this subsidy.
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	Go pass costs should be congruent with monthly pass costs with a flat discount for 'buying in bulk'.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1040	6/7/17	I commute by train 3 days per week (work from home the other 2) and do not typically ride the train outside of that. The combination of eliminating the 8-ride ticket and basing the monthly pass on 15 days per month removes any financial consideration for being a regular rider.
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	
1045	6/8/17	Monthly passes are already on par with gas expenses for daily commuters. This increase would eliminate incentive to use public transit. Elimination of all zone travel on the weekend with a nominal per day zone upgrade charge and being required to clipper card tap off when out of monthly pass zones would be acceptable.
1046	6/8/17	So you are increasing the monthly fare by 15%...are you trying to decrease ridership? A typical month has only 20 work days...getting more likely to make day passes more popular so your cash flow will take a hit
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	Many regular riders are "on the edge" of this and will be impacted. Cost increases of >10% for all riders, and >20% for people travelling more than 3 zones is not matching people's raises.
1052	6/8/17	\$30+ month increase is too much
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	My company does not subsidize my monthly pass. Please don't increase fares for clipper card holders.
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	This significantly increases my commute expenses! I don't disagree with raising the fees to cover costs, but with the combination of raising the fees and basing prices on 15 days instead of 13, my monthly cost is going up more than 20%!
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	Regular commuters should not be singled out for fare increases. Fare increases should be provided evenly across the ridership.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1040	6/7/17	I commute by train 3 days per week (work from home the other 2) and do not typically ride the train outside of that. The combination of eliminating the 8-ride ticket and basing the monthly pass on 15 days per month removes any financial consideration for being a regular rider.
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	I'd replace the 8-ride ticket with a weekly pass.
1044	6/8/17	with the typical work week in silicon valley of 4-10 hour days and other family transportation scenarios a rider may not ride everyday of the month. Makes the 8 ride pass more convenient
1045	6/8/17	
1046	6/8/17	Why is it not popular?
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	I travel by Caltrain for work 16 times a month. This is the only pass I currently buy.
1051	6/8/17	The 8-ride is part of why I'm on the train. I don't ride often enough for the monthly pass to make sense, but I am a regular rider. Please don't encourage me NOT to take the train!!!
1052	6/8/17	especially with the huge increase in monthly pass, this is not ok
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	
1056	6/8/17	I commute Mon-Thurs every week and rely on the 8-ride ticket
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	I know many including myself who use this as a way to get to/from Sharks games. Makes life easier than maintaining cash on clipper.
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	This provides a flexible option for riders that do not need a monthly pass. Discount should be congruent with monthly pass discount structure.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1040	6/7/17	
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	luckily i park at a station that does not charge
1045	6/8/17	Together with fare increase, this is a bit much at once. Maybe by \$5 per month in 2018 and \$5 more in 2019. \$65 would be more reasonably and easier to swallow of broken up in 2 years.
1046	6/8/17	
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	
1052	6/8/17	almost \$30 more per month
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	This is gouging the commuter! I park at University Ave Caltrain parking lot. I have no where else to park, e.g. city streets.
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	The pass plus parking is close to actually using a car since gas is really cheap please be mindful of your price increases since people may stop using Caltrain and just start driving again.
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	Subscribers should not be singled out for increased costs. Costs should be increased evenly for all classes of patrons.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1040	6/7/17	
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	interesting that the number of trains per day not increasing, ridership increasing but Caltrain still loses money. Seems to be more a management issue.
1045	6/8/17	While i feel that it in a nominal increase for 1 way and day pass riders, this increase adds up tho a lot for monthly pass riders traveling in more than one zone when prices are already on par with driving expenses and eliminates incentive for daily commuters. To meet budgetary needs, i do feel that the 8 ride ticket is not necessary.
1046	6/8/17	
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	You're encouraging me to drive instead of taking the train. It already takes me longer and, depending on how I look at it, costs me more.
1052	6/8/17	
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	If both 4 and 5 are approved, this is hitting the monthly pass commuter twice -- 2 additional days + 50 cents more a day x 13 days.
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1040	6/7/17	
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	how can Caltrain consider discounts for weekend and evening riders but need to increase the pricing on the commuters that use it during the weekdays.
1045	6/8/17	
1046	6/8/17	Can't hurt to try
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	
1052	6/8/17	
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	
1059	6/8/17	
1060	6/8/17	
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1040	6/7/17	
1041	6/7/17	
1042	6/7/17	
1043	6/7/17	
1044	6/8/17	
1045	6/8/17	
1046	6/8/17	
1047	6/8/17	
1048	6/8/17	
1049	6/8/17	
1050	6/8/17	
1051	6/8/17	Please return to having the conductors issue citations for non-ticketed passengers, rather than never doing so. For those of us who know what's going on, you're making it very tempting to cheat the system.
1052	6/8/17	Will there be WiFi given the fare increase? Add value clipper machines at more stations
1053	6/8/17	
1054	6/8/17	
1055	6/8/17	Disagree with all of the above except the weekend discount and so will not rank them. They are equally bad!!!!
1056	6/8/17	
1057	6/8/17	
1058	6/8/17	VTA should be paying its fair share. Caltrain should not have to increase fares at all.
1059	6/8/17	
1060	6/8/17	Later train than 10:30 for Sharks game nights northbound!
1061	6/8/17	
1062	6/8/17	
1063	6/8/17	
1064	6/8/17	
1065	6/8/17	
1066	6/8/17	
1067	6/8/17	
1068	6/8/17	
1069	6/8/17	Before raising the fares, why don't you guys make sure the trains don't break down or get delayed. I wouldn't mind paying more, but you have to guarantee that the train will get here on time and there's no overcrowding
1070	6/8/17	
1071	6/8/17	
1072	6/8/17	
1073	6/8/17	
1074	6/8/17	
1075	6/8/17	
1076	6/8/17	
1077	6/8/17	
1078	6/8/17	
1079	6/8/17	
1080	6/8/17	Proposed fare changes create inconsistency in the fare structure and shift burden to specific classes of riders. Fare structure should be uniform and frequent rider discounts applies evenly across 8-pack, monthly, and go pass riders. This likely means single ticket riders will pay more for the service which may be offset by introducing discounts at a 4- or 6-ride pack for infrequent riders.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
1081	6/8/17		x					x			x				x			x				1			x	
1082	6/8/17		x		6			x	3			x	1			x	4		x			5	x			2
1083	6/8/17		x				x					x			x					x					x	
1084	6/8/17	x			2		x		5		x		6			x	4		x			1	x			3
1085	6/8/17		x			x				x			5		x			x				6	x			
1086	6/8/17		x				x				x				x			x				2		x		1
1087	6/8/17	x			1		x		5			x	3			x	2		x			4			x	6
1088	6/8/17		x		4		x		5	x			3	x			2	x				1		x		6
1089	6/8/17		x		6			x	3		x		4		x		5	x				2	x			1
1090	6/8/17		x		6	x			2	x			1	x			3	x				4	x			5
1091	6/8/17		x		6	x			4	x			1	x			2	x				3	x			5
1092	6/8/17	x			1			x	5	x			6	x			4	x				2	x			3
1093	6/8/17	x			1		x		5			x	4		x		6	x				3	x			2
1094	6/8/17	x			5	x			3	x			2	x			1		x			6	x			4
1095	6/8/17		x		4		x		6			x	2		x		5	x				3	x			1
1096	6/8/17		x		2		x		4	x			1		x		6	x				3	x			5
1097	6/8/17			x	5		x		6			x	1	x			2		x			4		x		3
1098	6/8/17		x		5		x		4		x		2		x		3		x			6	x			1
1099	6/8/17		x		4		x		5			x	2		x		3		x			6			x	1
1100	6/8/17		x		4	x			1	x			5	x			2		x			6		x		3
1101	6/8/17	x			4	x			2		x		6	x			3	x				5	x			1
1102	6/8/17	x				x					x			x					x				x			
1103	6/8/17		x		5		x		4		x		3		x		6	x				1	x			2
1104	6/9/17	x			1		x		6			x	2		x		5		x			4		x		3
1105	6/9/17		x		6		x		3		x		5		x		4	x				2	x			1
1106	6/9/17			x			x					x				x			x						x	
1107	6/9/17	x			1	x			3			x	5			x	4			x		6	x			2
1108	6/9/17			x	3		x		6			x	4			x	2		x			5			x	1
1109	6/9/17	x			2		x		4	x			5		x		1		x			6	x			3
1110	6/9/17		x		5	x						x	4		x		6	x				2	x			1
1111	6/9/17			x	1		x		5		x		3		x		6		x			2			x	
1112	6/9/17		x					x				x			x				x					x		
1113	6/9/17			x	3		x		6			x	4		x		5			x		2			x	1

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1081	6/8/17	
1082	6/8/17	That's a huge increase. I'm sure a lot of employers will eliminate this perk.
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	Such a huge percentage is ridiculous.
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	This will probably drop the participation rate significantly, offsetting the gain
1091	6/8/17	Rate of increase is much higher than the other changes...
1092	6/8/17	
1093	6/8/17	It would still be value priced for larger company employees, but what would help is offering something for startups.
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	50% is way too high of a price increase.
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto
1099	6/8/17	That is a huge increase that may impact businesses ability to fund this for their employees putting that burden on the individual. Not ok
1100	6/8/17	
1101	6/8/17	
1102	6/8/17	
1103	6/8/17	I don't think there's any employer where paying for a go pass for every employee at the current price makes sense. Increasing the cost this dramatically will cause people to drop out of the program.
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	I don't have a need for this feature so I have no opinion.
1107	6/9/17	
1108	6/9/17	I don't have a need for this feature so I have no opinion.
1109	6/9/17	
1110	6/9/17	You should encourage employers to pay for transportation. \$23,900 is more than a lot of employees make!
1111	6/9/17	
1112	6/9/17	
1113	6/9/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1081	6/8/17	
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	Worst proposal of all. New price is more expensive than my costs for driving/parking together. Also, give break & reward people who have to take public transport every day--not as much to occasional riders.
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	Monthly passes are already too expensive, particularly compared to Go Passes
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	The survey states it based on 13 days today but it is based on 10 days 5.50X 10=55. I would understand basing it on 12 days but not 15 days.
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto
1099	6/8/17	If you do that I'm better off buying passes as I use the train. If anything, I am probably paying too much now for how often I ride the train. You should try looking to make money a different way, not on the backs of your riders.
1100	6/8/17	
1101	6/8/17	not sure I understand the question. Basically monthly pass is now 50% discount (15/30) vs daily passes instead of 13/30.
1102	6/8/17	
1103	6/8/17	Increase it by one day this year and one day next year.
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	Same comment as for the previous question.
1107	6/9/17	
1108	6/9/17	Same comment as for the previous question.
1109	6/9/17	
1110	6/9/17	
1111	6/9/17	I am already only riding it 12 days a month and paying extra to not have to deal with tagging on and off. You are already making money off those who do not ride 5 days a week.
1112	6/9/17	
1113	6/9/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1081	6/8/17	
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	It's too complicated to use effectively, and expires too soon to be an alternative to the monthly pass
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto
1099	6/8/17	
1100	6/8/17	
1101	6/8/17	
1102	6/8/17	
1103	6/8/17	I don't take Caltrain enough to justify a monthly pass so the 8 ride ticket is convenient but eliminating this is probably the least bad of the options and reduces confusion.
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	I purchase monthly pass so this would not affect me.
1107	6/9/17	
1108	6/9/17	I purchase monthly pass so this would not affect me.
1109	6/9/17	
1110	6/9/17	
1111	6/9/17	If you raise the monthly pass, it would make more sense for me to do an 8 ride pass. I only do the monthly because this system sucks and I don't want to deal with the hassle of tagging on and off each day even though I don't ride enough to make the monthly pass worth it.
1112	6/9/17	
1113	6/9/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1081	6/8/17	
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	I strongly disagree with this. This is an absurd percentage of increase. If my annual pay raise was equal to this percentage increase, I would happily pay it but it does not. Caltrain already charges a lot of money for tickets. Why continue to gouge us on the parking? I'm seriously contemplating driving again. It's almost to the point where driving is cheaper than taking the train!
1086	6/8/17	
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	I strongly disagree with this increase. This will discourage drivers from catching the train, and increase road congestion and decrease ridership. This already is fairly priced.
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	12 days base I can understand but not 15 days.
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto.
1099	6/8/17	Again....don't put your burden of a budget shortfall on your riders. Figure out a different way to close the gap. You are going to lose riders to other methods of commuting if you keep raising three prices.
1100	6/8/17	
1101	6/8/17	
1102	6/8/17	We should be discouraging parking at Caltrain stations and encourage people to live closer to stations.
1103	6/8/17	This is way too big of an increase to do all at once. Parking fees have also increased at a rate far faster than fares.
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	As long as I can park for free at Tamien this would not affect me.
1107	6/9/17	
1108	6/9/17	As long as I can park for free at Tamien this would not affect me.
1109	6/9/17	Increase the parking pass more. You should double it! The lots are always full.
1110	6/9/17	Parking is a significant fraction of the cost of riding, especially for relatively short distances. This is especially true for senior fare. Until there is better bus service, and more secure bike parking, this is an extra burden on those living outside of walking distance. This is especially true for seniors.
1111	6/9/17	If you are going to do this, then you better make sure there is bus service during peak commute times. I live in sunnyvale and the bus that I would like to take doesn't leave until closer to 8 that goes to the caltrain station. Many of us are barely making ends meet around here. You are encouraging people to drive by making it difficult to park.
1112	6/9/17	I will take bus
1113	6/9/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1081	6/8/17	
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	Sure, if you have to
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto
1099	6/8/17	
1100	6/8/17	
1101	6/8/17	
1102	6/8/17	
1103	6/8/17	
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	I have calculated that the net cost to drive my car is about the same as the purchase of monthly passes, but I enjoy not dealing with traffic on the train. However, if fares go up I would strongly consider returning to taking my car <u>and enjoying the flexibility it provides.</u>
1107	6/9/17	
1108	6/9/17	I have calculated that the net cost to drive my car is about the same as the purchase of monthly passes, but I enjoy not dealing with traffic on the train. However, if fares go up I would strongly consider returning to taking my car <u>and enjoying the flexibility it provides.</u>
1109	6/9/17	Only increase the cash fare, not the clipper card riders. If you want to increase revenue, then double the parking permits.
1110	6/9/17	The zone system should be abolished. Fares should be based on distance traveled. With zone system, people living on the boundary of a zone could pay for 2 zones when traveling only 1 stop, while other trips are 1 zone for <u>many stops.</u>
1111	6/9/17	The train is already packed. It would be more while to pay an extra person to check tickets to get the extra money. There are tons of people that don't pay.
1112	6/9/17	I will drive my own car
1113	6/9/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1081	6/8/17	A lot of commuters don't use the weekend service so it wouldn't be a incentive
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	Give maximum benefits to the most people (regular working hours) & who have to ride train every single working day. Cut us a break!
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	
1097	6/8/17	
1098	6/8/17	
1099	6/8/17	
1100	6/8/17	
1101	6/8/17	
1102	6/8/17	
1103	6/8/17	This is an interesting experiment to try and increase weekend ridership.
1104	6/9/17	
1105	6/9/17	
1106	6/9/17	I have no cause to ride Caltrain on weekends so this would not affect me.
1107	6/9/17	
1108	6/9/17	I have no cause to ride Caltrain on weekends so this would not affect me.
1109	6/9/17	
1110	6/9/17	
1111	6/9/17	If you want more riders, go back to having service every half hour.
1112	6/9/17	
1113	6/9/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1081	6/8/17	
1082	6/8/17	
1083	6/8/17	
1084	6/8/17	
1085	6/8/17	
1086	6/8/17	Finding external sources of funding for caltrain should be a huge priority.
1087	6/8/17	
1088	6/8/17	
1089	6/8/17	
1090	6/8/17	
1091	6/8/17	
1092	6/8/17	
1093	6/8/17	
1094	6/8/17	
1095	6/8/17	
1096	6/8/17	
1097	6/8/17	
1098	6/8/17	Do not ask for more money until you have a public plan to electrify the railroad and change the at-grade crossings in Palo Alto
1099	6/8/17	
1100	6/8/17	You should decrease the fare
1101	6/8/17	
1102	6/8/17	
1103	6/8/17	I'm glad there are more bike cars at peak times and more bombardier train sets but baby bullets at rush hour are too full. I drive to BART vs stand for 45 minutes on a northbound train in the morning.
1104	6/9/17	
1105	6/9/17	The trains address more crowded than every and it is hard to even get a seat on many trains. Public transportation to trains stations is not an option for most stations. Raising fares and parking tjis much just ous more burden on commuters that will them turn to driving I already congested freeways as trains aren't much, if any faster, aftet the schedules were stretched again.
1106	6/9/17	
1107	6/9/17	When there are train delays, esp. due to accidents, need better communication on how late the trains will be. Something similar to the NextBus system would be great.
1108	6/9/17	
1109	6/9/17	
1110	6/9/17	Eliminate zone system. Cost should be per mile traveled.
1111	6/9/17	Please put clipper card machines at all stations. I would prefer to be able to load my monthly cailtrain pass on my clipper card directly at the station and will not do the taging on and off business because it is such a hassle when you forget.
1112	6/9/17	
1113	6/9/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
1114	6/9/17			x			x		6		x		x			5		x		4				x	
1115	6/9/17			x				x				x			x				x					x	
1116	6/9/17			x				x				x			x				x					x	
1117	6/9/17	x			4	x			3	x			2	x			5		x		1	x			6
1118	6/9/17			x				x			x				x				x					x	
1119	6/9/17		x					x				x			x				x					x	
1120	6/9/17		x		6			x		2		x		1		x		4		x		5	x		3
1121	6/9/17	x			5	x			3	x			2			x	6	x		1	x			4	
1122	6/9/17			x	1	x			2			x		5			x	6	x		3	x		4	
1123	6/9/17		x		4			x		5			x	2			x	3		x		6	x		1
1124	6/9/17			x	6			x		3	x			1		x		4		x		5	x		2
1125	6/9/17	x			2	x			3	x			6	x			4	x		1	x			5	
1126	6/9/17		x		2	x			6		x		4		x		5		x		3		x	1	
1127	6/9/17		x					x				x			x				x				x	1	
1128	6/10/17		x		4	x			3		x		6	x			2		x		1	x		5	
1129	6/10/17		x		2			x		6		x		4		x		3		x		5	x	1	
1130	6/10/17		x					x				x				x			x			x		1	
1131	6/10/17		x		6	x			2	x			3	x			1	x		4	x			5	
1132	6/11/17		x		6			x	1		x		3			x	4	x		5	x			2	
1133	6/11/17	x			2			x		6	x		1		x		5	x		4		x		3	
1134	6/11/17		x					x				x			x				x				x		
1135	6/12/17			x	2			x		6		x		5		x	1		x		4			x	3
1136	6/12/17		x		4			x		6		x		2		x		3		x		5	x		1
1137	6/12/17		x					x				x			x				x					x	
1138	6/12/17		x		1			x		3			x		5		x		6		x		2		4
1139	6/12/17	x			4	x			2		x		6	x			1	x		5	x			3	
1140	6/12/17	x			1	x			5	x			3	x			4	x		2	x			6	
1141	6/12/17	x			1	x			4	x			2	x			5	x		3	x			6	
1142	6/12/17		x					x		1		x			x				x				x		
1143	6/12/17			x	4	x			1			x		6			x	5	x		2	x		3	
1144	6/12/17		x		3			x	4		x		2		x		1			x	5	x		6	
1145	6/12/17		x					x				x			x				x					x	
1146	6/12/17			x				x				x				x			x					x	
1147	6/12/17			x	2			x	5		x		6	x			3	x		4	x			1	
1148	6/12/17			x				x				x			x				x			x			
1149	6/12/17		x		4	x			6		x		3		x		2	x		5	x			1	
1150	6/12/17			x				x				x			x			x			x				

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1114	6/9/17	
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	
1118	6/9/17	
1119	6/9/17	
1120	6/9/17	that's outrageous!
1121	6/9/17	
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	
1129	6/10/17	
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	Way too much of an increase at once. Ridiculous. No longer cost effective to take public transportation. More riders will drive solo.
1133	6/11/17	
1134	6/11/17	
1135	6/12/17	
1136	6/12/17	If you increase costs for employers, some companies may take away this benefit leaving a huge burden on the people.
1137	6/12/17	
1138	6/12/17	This is an insane increase! This will make the train almost unrideable to me.
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	A 50% increase is really steep. I worry that some companies will be able to accommodate this, but smaller companies may not. This could potentially lead to some companies discontinuing this benefit to employees. If that happened, it would be a loss to the employees as well as to Caltrain, who would then be getting \$0 instead of what they are currently getting. I hope that Caltrain is considering how many people and employers will opt out of the Go Pass program because of this steep increase when thinking about the amount by which to increase the costs.
1145	6/12/17	
1146	6/12/17	i don't use monthly pass
1147	6/12/17	
1148	6/12/17	
1149	6/12/17	
1150	6/12/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1114	6/9/17	Ridiculous! Ridiculous! Ridiculous! Caltrain is very unreliable! I loose money from my paycheck every time Caltrain is late or having issues. Unfortunately it happens very frequently and I don't think it's fair to collect more money from riders when they are already loosing money due to Caltrain issues!!!! Unfair!!!! Strongly disagree!!!
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	
1118	6/9/17	
1119	6/9/17	The proposed price increases are absolutely insane. The result will be losing riders and losing overall revenue instead of offsetting "agency contributions". You guys need to hire new analysts and think through these decisions. I have been riding for 5 years, buying monthly pass every month and I will absolutely stop riding if these price hikes go into effect. You will lose riders, lose revenue and as a result increase traffic.
1120	6/9/17	
1121	6/9/17	
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	
1129	6/10/17	I will drive to work instead. Caltrain is already more expensive than driving. Any increase will change my commuting to driving.
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	Zone 4 - Zone 1 = 22.6% increase! That is crazy - \$55 more each month. Fares were raised 4/1/16. We should NOT face a proposed increase till 4/1/18, if any increase AT ALL.
1134	6/11/17	
1135	6/12/17	The increased fare is extremely high.
1136	6/12/17	I'm not getting paid more so any extra cost to me is extremely detrimental. The monthly Caltrain fare is already a hardship for me but I have no other choice. With zero visible upgrades to the Caltrain system thus far, this increase does not feel justified. If you have to raise fares, raise it for the rich and lower it for the working class. Make it based on income. That would be fair.
1137	6/12/17	
1138	6/12/17	Keep it the same!
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	Depending on what percentage increase this is, it could be reasonable.
1145	6/12/17	
1146	6/12/17	
1147	6/12/17	
1148	6/12/17	surely there are other ways to increase revenues! i like the on train advertising as a means to do so. I say focus your efforts on advertising income vs. fare hikes!
1149	6/12/17	
1150	6/12/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1114	6/9/17	Strongly disagree!!!
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	
1118	6/9/17	Please KEEP the 8-ride pass! This is the only multi-ride pass that makes riding the train economically viable for my Gilroy-Santa Clara commute. The gas-time vs. train fare ratio is balanced with an 8-ride pass, but without it, driving my commute becomes the cheaper alternative. I don't want to be forced back on the road!
1119	6/9/17	
1120	6/9/17	
1121	6/9/17	
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	
1129	6/10/17	Eliminating 8-ride discounted ticket will force me to pay daily fare or monthly fare. I will drive to work instead if this is eliminated.
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	
1134	6/11/17	
1135	6/12/17	
1136	6/12/17	There should always be more options, not fewer.
1137	6/12/17	
1138	6/12/17	
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	Why would this be done? People who commute part time benefit from this savings.
1145	6/12/17	
1146	6/12/17	
1147	6/12/17	
1148	6/12/17	
1149	6/12/17	
1150	6/12/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1114	6/9/17	Strongly disagree!!!! I think it would be a huge rip off to raise prices again and as much. The prices for on day pass and monthly pass for parking just went up not a long time ago. Not fair!!!! Ridiculous!!!!
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	
1118	6/9/17	
1119	6/9/17	
1120	6/9/17	
1121	6/9/17	
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	You can't charge enough for parking!
1129	6/10/17	Any increase will hinder me from using CalTrain.
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	
1134	6/11/17	
1135	6/12/17	
1136	6/12/17	
1137	6/12/17	
1138	6/12/17	Why the increase????
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	I vehemently disagree with this. A 50% increase to park in a parking lot is absolutely RIDICULOUS. The lots are not patrolled, people still break into cars, and no added value is being gained by paying 50% more. I work at Stanford, and the cost of the lowest level parking permit on campus is \$32. I could drive to work instead of taking the train and the cost of gas + parking would actually be lower. Please know that if this measure passes I will stop taking the train to work. The hassle of dealing with delays and overcrowded trains just isn't worth it. Many of my coworkers feel the same way. If this passes, sure you'll get 50% more revenue from people who continue to park, but you'll see a dramatic drop in the number of people who do so. This isn't going to provide additional revenue - it's just going to anger commuters and drive them away. I hope that has been taken into account.
1145	6/12/17	
1146	6/12/17	i don't use parking
1147	6/12/17	
1148	6/12/17	
1149	6/12/17	
1150	6/12/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1114	6/9/17	Strongly disagree!!!!
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	While I understand the need to increase fair revenue, it's a burden for younger students working part time who may not have the same funding as an older person working full time. I think the eligible discount should be expanded to college students if the regular fair is raised.
1118	6/9/17	
1119	6/9/17	
1120	6/9/17	
1121	6/9/17	Yes. Agree to increase if we can get additional trains to south county. Haven't we already approved a tax for this?
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	Time to implement point to point (a la BART) fare rather than zones
1129	6/10/17	
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	
1134	6/11/17	Too high already.
1135	6/12/17	
1136	6/12/17	I see no upgrades to the current system, there is zero benefit from an increased fare currently.
1137	6/12/17	My tasc deduction is already maxed out at current prices. Are your shareholders that greedy? Thanks for squeezing the working person.
1138	6/12/17	
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	A small increase seems reasonable, but riding the train is already somewhat expensive relative to getting an Uber, especially when split with other people.
1145	6/12/17	
1146	6/12/17	
1147	6/12/17	
1148	6/12/17	
1149	6/12/17	
1150	6/12/17	15 cents would be more reasonable

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1114	6/9/17	
1115	6/9/17	
1116	6/9/17	
1117	6/9/17	
1118	6/9/17	
1119	6/9/17	
1120	6/9/17	
1121	6/9/17	Sure. Let's try it.
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	
1129	6/10/17	Nobody is going ride weekend because of discounted fares.
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	
1134	6/11/17	
1135	6/12/17	
1136	6/12/17	
1137	6/12/17	
1138	6/12/17	
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	An off-peak discount program would be great and would encourage people to take the train rather than drive. This is particularly helpful for people who have been out drinking and may have the benefit of taking drunk drivers off the road.
1145	6/12/17	
1146	6/12/17	
1147	6/12/17	
1148	6/12/17	
1149	6/12/17	
1150	6/12/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1114	6/9/17	Caltrain should take a better care of it's cars. The train cars are not clean. Seats and floors are dirty!!! Sanitation is a very big issue at Caltrain!!! Also, leaking ceilings and windows in rainy whether is the big issue too!!! Caltrain personnel do not take proper care of riders at King & 4th Streets station if SF. They don't make boarding and disembarkation easy and pleasant for riders. Redoing of floors at that station turned our to be a disaster and the new floors now are extremely cheap and ugly looking and disgustingly dirty every day. Also, Caltrain fails to make proper announcements when there are delays or issues with it's trains. The announcements, even if they are done, are scarce and very poorly done. The announcements in most cases do not give the updated information. Caltrain personnel should apologize every time there is a problem with trains. Not all the conductors do that unfortunately! Prices for parking at Caltrain stations and passes and tickets should not be raised!!!!
1115	6/9/17	I've noticed the conductors rarely check tickets anymore, and when they do if someone doesn't have a ticket nothing is done. I haven't seen a citation written in months. Is this a new policy? Should I stop buying monthly passes and just take my chances? This is very unfair to all of us daily riders who pay a lot of money for monthly passes, and parking.
1116	6/9/17	You begged us for our support to secure the electrification funding. Once that was secured then you plan to thank your loyal customers (14+ years in my case) with substantial fare increases. How Trumpian of you!
1117	6/9/17	
1118	6/9/17	
1119	6/9/17	
1120	6/9/17	
1121	6/9/17	
1122	6/9/17	
1123	6/9/17	
1124	6/9/17	
1125	6/9/17	
1126	6/9/17	
1127	6/9/17	
1128	6/10/17	
1129	6/10/17	Fix elevators at millbrae station once and for all! They are always broken.
1130	6/10/17	
1131	6/10/17	
1132	6/11/17	
1133	6/11/17	
1134	6/11/17	During the recession, patrons went along with your hike in fares--"Fuel is so high," etc. Now that the economy has stabilized and fuel is half the price it used to be, you should be reducing fares, not raising them.
1135	6/12/17	
1136	6/12/17	I propose a socialized program offering discounted fares for working class people. Raised fares for higher bracket incomes and large corporations or companies making so much money. Fair isn't everyone pays the same, fair is everyone pays what they can based on their income. I spend a huge chunk of my income on public transportation and huge chunk of my time on the trains. There is no benefit for me when it comes to a raised fare, only a severe burden.
1137	6/12/17	How does Caltrain justify this? "More people ride caltrain than ever." Doesn't that imply Caltrain is also making more money than ever?
1138	6/12/17	
1139	6/12/17	
1140	6/12/17	
1141	6/12/17	
1142	6/12/17	
1143	6/12/17	
1144	6/12/17	I understand that funding is being cut, but raising prices by 50% is ridiculous when passengers will see absolutely no added value. Trains are overcrowded, the air conditioning doesn't always work, and the toilets smell awful. I'm not paying an extra 50% for this.
1145	6/12/17	
1146	6/12/17	
1147	6/12/17	
1148	6/12/17	find another way
1149	6/12/17	
1150	6/12/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
1151	6/12/17	x			4	x			2			x	6	x			3	x			1			x	5
1152	6/12/17			x	6		x		4		x		2		x		1		x		3			x	5
1153	6/12/17			x				x				x				x			x			x			
1154	6/12/17			x	2		x		6	x			1		x		4		x		5			x	3
1155	6/12/17	x			6	x			5			x	4			x	2			x	3	x			1
1156	6/12/17			x	2	x			4			x	5			x	6		x		1			x	3
1157	6/12/17		x				x			x						x				x		x			
1158	6/12/17			x				x				x				x				x				x	
1159	6/12/17			x				x				x				x				x				x	
1160	6/12/17		x			x					x		6	x			1		x			x			
1161	6/12/17		x		6	x					x		3	x				x			1	x			
1162	6/12/17		x		5		x			x			3		x				x				x		6
1163	6/12/17			x	5	x			3		x		6	x			1	x			4	x			2
1164	6/12/17		x		1		x		6		x		5		x		4	x			3	x			2
1165	6/12/17	x			2	x			3		x		6	x			1	x			4			x	5
1166	6/13/17			x	3		x		6	x			1		x		5	x			2		x		4
1167	6/13/17		x				x				x				x				x			x			
1168	6/13/17		x		3		x		5		x		2		x		6		x		4	x			1
1169	6/13/17		x			x					x				x				x			x			
1170	6/13/17		x		3		x		6		x		1		x		2		x		5		x		4
1171	6/13/17	x			5	x			1		x		6			x	3	x			2	x			4
1172	6/13/17			x	4	x			2		x		6	x			3	x			1	x			5
1173	6/13/17			x	5			x	3	x			2		x		6			x	1	x			4
1174	6/13/17		x		5		x		4	x			3		x		2		x		6	x			1
1175	6/13/17			x			x		6			x	1			x	2		x		5	x			3
1176	6/13/17	x			1		x		6		x		4	x			3	x			2	x			5
1177	6/13/17		x				x				x				x				x				x		
1178	6/13/17			x	4			x	3		x		6			x	5	x			1	x			2
1179	6/13/17		x			x					x					x			x				x		
1180	6/13/17		x		6			x			x				x				x					x	
1181	6/13/17	x			1		x				x					x		x			3	x			2
1182	6/13/17		x				x				x					x				x		x			
1183	6/13/17		x		6	x			2			x	5	x			1	x			3	x			4

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1151	6/12/17	if it improves train quality
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	only if service improves by 50%
1156	6/12/17	
1157	6/12/17	if you are profitable why raise fares?
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	
1163	6/12/17	Have solicited feedback from big employers like Stanford?
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	Employers pay. Let them.
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	Agree only if costs are passed onto employers, not employees.
1182	6/13/17	
1183	6/13/17	The Go Pass program should be reworked so that prices correlate to the number of employees that have a Go Pass rather than the total number of local employees.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	
1156	6/12/17	
1157	6/12/17	if you are profitable why raise fares?
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	I think you will lose revenue. Most people I see on the train for work only work 2-3 times a wk and get the monthly for convenience.
1163	6/12/17	
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	There are only about 20/21 working days in each month. 2 days of fares is a huge difference for all of us.
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	We're being socked with fees as it is. Base on 14 days if you're going to increase it at all. This one sucks.
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	
1182	6/13/17	
1183	6/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	
1156	6/12/17	
1157	6/12/17	
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	
1163	6/12/17	Bad idea! It's important to offer something in between a single ticket and a monthly pass. Maybe make it simpler? 10 rides for the price of 9?
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	Agree with eliminating the 8-ride ticket.
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	Occasional riders or those with limited needs (i.e. temporary work assignments, several medical appointments over a few weeks) benefit from this option.
1173	6/13/17	
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	Decrease the discount if you must, but keep it discounted.
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	We need to have 8 rides pass. As we may travel only a few days in a week to an office. 15 days pass will restrict it to be used within 15 days but not the same in case of 8 rides it can be used for a month.
1180	6/13/17	
1181	6/13/17	Eliminate the 30-day window for 8-ride ticket holders and this could become a revenue generating, cashflow increasing option instead of a no-win option as it currently is
1182	6/13/17	
1183	6/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	
1156	6/12/17	
1157	6/12/17	don't use but many others will
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	I think you will lose revenue. Most people I see on the train for work only work 2-3 times a wk and get the monthly for convenience.
1163	6/12/17	
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	Even though we have been paying so much money for monthly parking, I don't see any improvements in Caltrain parking lots. There are cracks on the surface in Hillsdale Caltrain Parking lot. Parking lots get full frequently and I have to park on the road. This is while almost entire parking lots of Hillsdale mall on side of Ana Furniture are empty.
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	Perfectly fair and reasonable.
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	
1182	6/13/17	
1183	6/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	
1156	6/12/17	
1157	6/12/17	
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	Is fuel increasing? Gas is cheap now.. I think people will drive (carpool) rather than take the train if fares go up this much. at least that is what I am hearing from friends on the train.
1163	6/12/17	
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	Increaseing the zone fare for the singular tickets will help offset the costs to keep the constant customers happy.
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	
1182	6/13/17	
1183	6/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	
1156	6/12/17	
1157	6/12/17	
1158	6/12/17	
1159	6/12/17	
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	The ridership on wkends would not increase even if free. It's easier to drive on wkends and at night . .period than take public trans.
1163	6/12/17	
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	A pilot program discounting rates for weekend riders will put the burden on folks that rely on caltrain daily.
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	
1174	6/13/17	
1175	6/13/17	
1176	6/13/17	Should not be perceived as penalizing people who pay full fare.
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	
1182	6/13/17	
1183	6/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1151	6/12/17	
1152	6/12/17	
1153	6/12/17	
1154	6/12/17	
1155	6/12/17	WiFi? Continued motor failures? When will these stop?
1156	6/12/17	
1157	6/12/17	state how much money you are trying to get through increases
1158	6/12/17	I understand the need for fair raises but the current one is being handled very poorly. Your current fare raise proposed is 21% increase (using my Palo Alto – San Francisco commute as my benchmark) for your most loyal customers, monthly pass holders. To put it in context it is only a 7% raise for ticket machine purchases. A 21% rise is crazy enough on its own but it's even crazier that you are raising the rates 300% more for your most loyal and committed customers. I guess one could argue you've put the burden on your "captive audience" which seems counter to the spirit of CalTrain and a wee bit shady. This is the kind of monthly rate hike that leads people to push for legislation (look at rent control measures popping up all over the peninsula). To make matters worse I decided to leave work early to attend a station information session in Palo Alto on June 8th which was billed as: "There also will be several in-person outreach opportunities to meet with CalTrain staff to learn more about the fare changes and provide feedback," Well when I got to the station I found a very nice young gentleman handing out paperwork. I asked him if I could give him feedback, as promised in the outreach announcement, and he said "anything you say to me stays with me, you have to go online to fill out a survey if you want someone to hear it". I left work early to have a human being direct me to a website and to add NO value from me actually talking with him? Hardly qualifies as outreach. Again please note I do not have an issue with fare raises but they should be doled out equally on a % basis. Sincerely your formerly huge fan but now disappointed (and fare-mugged) monthly pass holder.
1159	6/12/17	I am a regular rider and I buy a monthly pass. On Giants game days, the evening trains are extremely crowded. You should take advantage of this demand to raise single-ticket fares on those days. Demand-based pricing just makes sense and it's easy to predict game day demand. This extra money could help hold down commuter fares and keep more cars off the road. You should also sell concessions licenses for the stations, at least for coffee, drinks, and simple food. You're missing out on a lot of revenue that could reduce the need to raise commuter fares.
1160	6/12/17	
1161	6/12/17	
1162	6/12/17	
1163	6/12/17	
1164	6/12/17	
1165	6/12/17	
1166	6/13/17	
1167	6/13/17	
1168	6/13/17	
1169	6/13/17	
1170	6/13/17	
1171	6/13/17	
1172	6/13/17	
1173	6/13/17	
1174	6/13/17	I want more services for less money!
1175	6/13/17	
1176	6/13/17	
1177	6/13/17	
1178	6/13/17	
1179	6/13/17	
1180	6/13/17	
1181	6/13/17	Get more creative: Idea to stage multiple ticket checkers on terminal platforms (4&K, Diridon, Tamien) to check tickets of departing passengers. And/or re-do zone map to collect more on the most popular routes like 4K To PA.
1182	6/13/17	
1183	6/13/17	An increase in parking prices should be matched with an increase in parking enforcement. A monthly pass is not useful if there are no free parking spots.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
1184	6/13/17		x		3		x		6			x	4			x	2			x	5	x			1
1185	6/13/17		x		3		x		6			x	2		x		5	x			1		x		4
1186	6/13/17			x	2		x		6			x	3			x	4	x			5			x	1
1187	6/13/17	x			1	x			4		x		6	x			2	x			3		x		5
1188	6/13/17	x			1		x		4		x		5			x	2		x		6	x			3
1189	6/13/17		x			x					x					x		x				x			
1190	6/13/17		x				x				x					x			x			x			1
1191	6/13/17	x			1		x		6			x	5			x	4	x			3	x			2
1192	6/13/17		x		5	x			3		x		6		x		4	x			2	x			1
1193	6/13/17	x			4		x		6			x	2	x			3	x			5	x			1
1194	6/13/17		x		6	x			4	x			3	x			1		x		5	x			2
1195	6/13/17		x		4		x		2		x		5			x	3		x		6	x			1
1196	6/13/17		x		6		x		5			x	4		x		3		x		1	x			2
1197	6/13/17			x		x					x					x		x				x			
1198	6/13/17	x			3		x		4		x		1		x		6	x			5	x			2
1199	6/13/17		x		6		x		5		x		4		x		3	x			2		x		1
1200	6/13/17			x	1		x		5			x	3			x	4		x		6	x			2
1201	6/13/17			x	1		x		6	x			5		x		3	x			2			x	4
1202	6/13/17		x		4	x			6		x		2		x		3		x		1	x			5
1203	6/13/17	x			1	x			3		x		2			x	5	x			4	x			6
1204	6/13/17		x				x				x				x				x				x		
1205	6/13/17		x		4			x	2			x	5			x	3		x		6	x			1
1206	6/13/17		x			x					x			x				x			1	x			
1207	6/13/17	x				x				x				x						x		x			
1208	6/13/17		x				x				x					x	1		x				x		
1209	6/13/17			x	2			x				x	1		x			x			3		x		
1210	6/13/17		x		1		x		4		x		6		x				x		2			x	3
1211	6/13/17			x			x					x		x					x			x			
1212	6/13/17		x		6			x	4	x					x				x			x			2
1213	6/13/17			x	4		x		6	x			2	x			1		x		5	x			3
1214	6/13/17	x			1		x		5			x	3		x		6	x			2	x			4
1215	6/13/17			x		x			3			x		x				x			1	x			2
1216	6/13/17	x			1	x			4			x	5			x	3		x		2	x			6
1217	6/13/17		x					x			x					x			x			x			
1218	6/13/17		x		4		x		5	x			1			x	3		x		6		x		2
1219	6/13/17		x				x					x			x				x				x		
1220	6/13/17	x			1		x		6		x		5		x		3	x			2		x		4
1221	6/13/17	x			1	x			4		x		6	x			2		x		5		x		3

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1184	6/13/17	50% is too large and disincentives giving commuter benefits
1185	6/13/17	For some, employee sponsor rides are how they get to work. This seems like it could make companies pullout of these contracts.
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	Employers are wealthy and can afford it.
1189	6/13/17	
1190	6/13/17	
1191	6/13/17	
1192	6/13/17	50%, Really!?!?
1193	6/13/17	
1194	6/13/17	10% per year might be better. Jacking it up all at once might push away employers from applying to this. Instead of getting more riders, there might be less because of this implemenation
1195	6/13/17	A smaller increase would be justified (even up to 25%), but a sudden 50% increase is not acceptable.
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	
1199	6/13/17	This is ridiculous, because we see no benefit. The Caltrain is consistently late and has terrible service. Instead, make sure everyone has a ticket. Why are you penalizing paying riders but failing to adequately ensure everyone buys a ticket. Instead, require that no one enter a train without a ticket. This is the most ridiculous thing I've ever heard - as a paying Caltrain rider.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	Public transportation should serve everybody, not just the rich. 50% in one year is far too much.
1204	6/13/17	Where is the Monty going?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	How will customers benefit from the fare increase? Improved communication during service interruptions (late night Twitter team!), additional trains operated around peak and shoulder commute hours? What commitment can Caltrain make to meaningfully improve service reliability of an aging fleet that would warrant a fare increase?
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1184	6/13/17	You will encourage more people to drive with this decision - 15 days is 3 weeks, so its close to a full month anyway. I drive one day a week, and I may just drive all of them if monthly is more expensive.
1185	6/13/17	It's too expensive. I won't be able to afford my monthly pass and parking if both increase. I will have to look into other ways of getting to work, or quitting my job so I can find something walkable. These fares increase, and we pay them, and are not guaranteed a seat. Often I'm standing for my train ride in the heat with no air conditioning. I know Trump is t funding Caltrain and the government doesn't want to fund fixes. But I can't afford them either...I don't know how to fix it :/
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	Be compassionate toward the poor.
1189	6/13/17	
1190	6/13/17	
1191	6/13/17	
1192	6/13/17	
1193	6/13/17	
1194	6/13/17	
1195	6/13/17	Please keep Monthly Pass prices affordable.
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	I ride the train every weekday. I should pay less based on my stats of regular ridership.
1199	6/13/17	This doesn't fix the problem.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	
1204	6/13/17	Where is the money going?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	We monthly pass holders are your bread and butter. Do not increase our fares.
1209	6/13/17	
1210	6/13/17	
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	Many people work at home 1 day per week or need to drive occasionally. If you switch to 15 days, then I and many others will switch back to paying daily. Paying daily means I'm much more likely to drive additional days, since I will not have the incentive of the monthly pass.
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	Weren't the fares just increased? These fare increases should be pushed out another year.
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1184	6/13/17	
1185	6/13/17	
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	Help for the poor among us, please.
1189	6/13/17	
1190	6/13/17	
1191	6/13/17	
1192	6/13/17	And replacing it with what??
1193	6/13/17	
1194	6/13/17	I honestly don't use it. I don't know if it is being used that often.
1195	6/13/17	A discounted 10-ride Ticket would be better than an 8-ride Ticket in my opinion since it would cover the average person's weekly commute in its entirety. However, if the choice is between having the 8-ride ticket or not at all, I would prefer to keep the 8-ride ticket.
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	Unless your usage stats shows this is not being used enough I see no reason to eliminate this service.
1199	6/13/17	This is ridiculous. If people buy in bulk they should get a discount. It's common sense. Apparently, you guys lack it.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	This is a good option for those who don't take Caltrain everyday but take it enough so they don't pay the monthly fare.
1203	6/13/17	No good reason to eliminate.
1204	6/13/17	Is there an analysis that supports a reason(s) why you would want to eliminate this?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	The 8 ride option is pretty confusing, especially with the 30 day limit. Should just be daily and monthly passes.
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1184	6/13/17	
1185	6/13/17	The increase will make it even harder to afford parking for commuters. Not only is parking already limited, but there are times I can't even park. So I'll be paying 1/3 more for no promise of even finding a parking space. That is ridiculous and not affordable.
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	
1189	6/13/17	
1190	6/13/17	
1191	6/13/17	
1192	6/13/17	If continue increases you will making driving seem a cheaper option
1193	6/13/17	
1194	6/13/17	
1195	6/13/17	
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	What are you going to do with the extra monies? Because nothing changed at the Redwood City underground parking when the rate was raised from \$50 to \$55. With an increase to \$82.50 I hope to see no more leaking ceilings when it rains. The emergency call boxes all working. The garbage being picked up from the floors 3x per week. The garbage along the tracks picked up 3x per week. Better signage for where to buy a ticket and how the parking payment works. Better lighting at night and once day light savings ends. Otherwise, why raise the cost?
1199	6/13/17	Again, why are you penalizing paying customers for instead of penalizing freeloaders.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	
1204	6/13/17	Where is the Monty going?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	Cost of parking has increased quite a lot in the time I've been taking the train, and this is an enormous increase.. seems a bit much.
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	Subsidizing parking lots next to the train makes no sense, especially given that the vast majority of riders do not drive to the train. The lots should be developed.
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1184	6/13/17	What do we get for the fair increases? More trains? Later service?
1185	6/13/17	This is an acceptable increase. 25 cents is something I can afford.
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	Again, this hurts the poor who have no transportation. Corporations subsidize or give transit to their employees for free.
1189	6/13/17	
1190	6/13/17	Increase the fare ok if you at least maintain passenger experience - seems like trains are more crowded over time
1191	6/13/17	
1192	6/13/17	
1193	6/13/17	
1194	6/13/17	
1195	6/13/17	Please keep Zone fares affordable. They are already expensive enough that sometimes it is cheaper to take Uber instead.
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	
1199	6/13/17	Sure, why not. But still, fix the problem, don't just make it larger.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	
1204	6/13/17	Reason for the price hike?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	Caltrain is already the most expensive transit in the area, with the highest farebox recovery. Fares also went up last year, this continues a trend of fares rising much faster than inflation.
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	Just make it different prices for distance traveled

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1184	6/13/17	
1185	6/13/17	The ticket system is confusing enough. Clipper cards themselves are a broken system. Seems like it would cause a ton of confusion.
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	Give it a try.
1189	6/13/17	
1190	6/13/17	Demand pricing makes sense
1191	6/13/17	
1192	6/13/17	
1193	6/13/17	
1194	6/13/17	
1195	6/13/17	This is an excellent idea. Weekend/evening discounts would be a very easy way to increase ridership.
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	Based on a limited time to see if it is being used and gets people off the roads.
1199	6/13/17	Charge the same price all the time. They are using a service. Why are you encouraging it on off-days.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	
1204	6/13/17	Where is the money going?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	Seems like a nice idea, but would it be based on what time you buy your ticket? What if your train is scheduled for just after the time the discount starts and you buy a ticket just before that time? (and other similar questions)
1211	6/13/17	
1212	6/13/17	
1213	6/13/17	
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	Keep the fare matrix simple. We don't need a complex fare system that can't fit on a sheet of paper like BART. It's one reason why 8-ride was unpopular. It's not worth confusing cost-sensitive tourists over whether they're getting the best deal.
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1184	6/13/17	Are you adding more trains for this increase? Please don't incentivize driving or fair evading.
1185	6/13/17	
1186	6/13/17	
1187	6/13/17	
1188	6/13/17	
1189	6/13/17	
1190	6/13/17	This is a terrible survey design
1191	6/13/17	
1192	6/13/17	How about basing these increases on the cost of living wage increase most of your riders get?
1193	6/13/17	
1194	6/13/17	
1195	6/13/17	
1196	6/13/17	
1197	6/13/17	
1198	6/13/17	
1199	6/13/17	Caltrain should invest time and resources into fixing the problem. The problem is that people are riding he train without paying. Why not fix that problem rather than raise the prices for people that are following the rules.
1200	6/13/17	
1201	6/13/17	
1202	6/13/17	
1203	6/13/17	
1204	6/13/17	Where is the money going?
1205	6/13/17	
1206	6/13/17	
1207	6/13/17	
1208	6/13/17	
1209	6/13/17	
1210	6/13/17	
1211	6/13/17	
1212	6/13/17	Student discounts please.
1213	6/13/17	
1214	6/13/17	
1215	6/13/17	
1216	6/13/17	
1217	6/13/17	
1218	6/13/17	
1219	6/13/17	
1220	6/13/17	
1221	6/13/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
1222	6/13/17	x			1		x			x				x				x				x				6
1223	6/13/17			x	4	x					x			6	x			1	x			3	x			2
1224	6/13/17		x		2	x					x			6	x			1	x			4	x			5
1225	6/13/17		x		5			x	4			x	3		x			6	x			1		x		2
1226	6/13/17		x		3		x					x	5		x			4		x		2	x			1
1227	6/13/17		x		4	x						x	3		x			5		x		6	x			2
1228	6/13/17	x			1		x				x		4			x	3		x			5		x		2
1229	6/13/17			x	4		x					x	2			x	5		x			6	x			1
1230	6/13/17	x					x				x				x				x				x			
1231	6/13/17		x				x				x					x			x				x			
1232	6/13/17			x				x			x						x			x						
1233	6/13/17			x			x				x						x			x					x	
1234	6/13/17	x			1		x					x	3		x			6		x		4			x	2
1235	6/13/17	x			3	x					x		6	x			1	x			5	x			2	
1236	6/13/17			x	1			x	3			x	5		x			6	x			4			x	2
1237	6/13/17	x			1		x				x		4		x			5		x			x			2
1238	6/13/17	x			2		x			x			1		x				x				x			3
1239	6/13/17		x		1		x				x		2		x			6		x		5		x		4
1240	6/13/17		x		4		x				x		6	x				2		x		5	x			3
1241	6/13/17		x				x				x				x				x				x			
1242	6/13/17			x	4		x				x		6			x	5			x		2	x			3
1243	6/14/17		x		4		x				x		3		x			5		x		2		x		1
1244	6/14/17			x	5			x	4			x	6	x			2	x			3	x				1
1245	6/14/17			x			x			x					x				x						x	
1246	6/14/17			x			x					x				x					x				x	
1247	6/14/17		x		5		x				x		3		x			2		x		6	x			1
1248	6/14/17	x				x						x				x			x				x			
1249	6/14/17		x				x				x		4		x			6		x			x			1
1250	6/14/17	x			1	x					x		6	x				5	x			4	x			2
1251	6/14/17		x		3		x				x		6		x			2		x		4	x			
1252	6/14/17	x			3		x				x		6	x				2	x			4	x			1
1253	6/14/17	x					x				x					x				x				x		
1254	6/14/17	x			2		x				x		5		x			4	x			1		x		3
1255	6/14/17		x		2		x				x		5		x			4	x			1			x	3
1256	6/14/17			x	5	x					x		4		x			2		x		1	x			6
1257	6/14/17		x		5		x					x	2		x			6		x		4			x	1
1258	6/14/17																									
1259	6/14/17			x	2	x					x		6			x	3		x			5	x			1

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	
1237	6/13/17	Tech companies can afford this easily.
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	I'm not sure which passengers would be delighted by spending more money...
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	I assume the big players can do it, not sure about startups. If providing a private shuttle service is cheaper than paying for go pass depending on the number of employees using the service
1255	6/14/17	I don't use Go Pass, but again, a significant fare hike seems like you're hoping to discourage people from using this service.
1256	6/14/17	
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	You are going to lose ridership
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	
1237	6/13/17	I don't work for a tech company so I think the monthly pass price is already expensive!
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	I'm not sure which passengers would be delighted by spending more money...
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	Crazy huge increase. With increases like this it will be cheaper to live in SF rather than to commute from the South Bay. I Make sure everybody pays and there will be no need for that increase.
1255	6/14/17	I strongly disagree with a monthly pass fare hike this year. Please consider the context in which you're asking for more money from your regular customers: just a couple of months ago, you asked us all to rearrange our lives to align with the new train schedule. We all had to reevaluate the public transportation options we use to get to/from the train stations, and we all had to have (yet another) conversation at work about how we'd be coming in/leaving at different times because of the train. This year's schedule changes seemed to be especially disruptive. An increased month pass fare, combined with inconvenient (seemingly annual) schedule changes, is making it more and more difficult for me to justify the hassle of commuting via public transportation. I really really WANT to support CalTrain, but man do you make it hard for your daily commuters. Don't take another "withdrawal" from your relationship with your customers. Consider a fare hike in a year when you DON'T force your daily commuters to rearrange their lives due to schedule changes.
1256	6/14/17	
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	As someone who tries to take Caltrain 2-3 days a week (I work remotely 1-2 day a week), it's not financially smart to purchase a monthly pass. However, the 8 ride pass is perfect for me. Eliminating it would also eliminate any financial incentive to take Caltrain, as taking the train would become more expensive than driving.
1233	6/13/17	Sometimes it's necessary
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	I use the 8 ride pass. Would not like to see it eliminated!
1237	6/13/17	I use to only take Caltrain to work once in a while. This helped me a lot financially as I didn't need a monthly pass.
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	I think it's useful to have a ticket type between one day and monthly pass.
1251	6/14/17	This is a very cost effective option for me and I would like it to remain an option for those riders in which a monthly pass is not a cost effective option.
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	
1255	6/14/17	It seems crappy to not encourage somewhat-regular usage of CalTrain.
1256	6/14/17	My employer does not give me my commuter check until the 5th of the month to purchase my monthly pass. I purchase the 8 ride ticket to get me from the 1st of the month to the 5th. I also work with employees that work between home and work. It's a waste of money to purchase a monthly pass if you're only going to use it 12 days a month. Please don't eliminate the 8 ride ticket. Thanks.
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	When you don't need a full month (like kids who ride who will be on Christmas, Spring, or Summer break) the 8-ride is the PERFECT solution. Buying a whole month for the kids is brutal if they aren't going to use it during their break. Please don't get rid of this!

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	This is a substantial cost increase. Basing the prices on 12-13 days per month would be a more reasonable increase.
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	82.50 is a lot of money
1237	6/13/17	Unless there is a security guard present at all times I don't think this can be justified.
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	Why this steep increase?
1255	6/14/17	A 50% increase seems steep. Is the purpose to discourage people from parking at CalTrain stations?
1256	6/14/17	I usually park at the Diradon Station in the handicap lot unless someone that is illegally parked in one of the handicapped spots. The increase would affect my budget greatly.
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	You are going to lose ridership
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	It's acceptable
1237	6/13/17	I think the price per zone is already quite expensive.
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	More info on why 25 cents and what it will be used for. Caltrain is already too expensive for riders.
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	CalTrain fares are already very high.
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	
1255	6/14/17	
1256	6/14/17	I have two students who use Caltrain to get back and forth from home to school. An increase would affect our monthly budget. Thank you.
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	
1237	6/13/17	I have taken the train on weekends and if there isn't a Giants game it is not very crowded. We should do this to encourage more people to take the train during non peak hours.
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	
1244	6/14/17	
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	Low and high peak, or local, limited and bullet should have different pricing. I do not understand discounts for evenings, nor one way, nor flipper cash
1255	6/14/17	I think you need to define "evening"... my afternoon commute during baseball season is already crowded and full of drinking/drunken fans. I'm not particularly interested in encouraging an even more crowded (and rowdy) commute home during baseball season.
1256	6/14/17	I feel for people using Caltrain to attend events should pay increased prices, especially during RUSH hours.
1257	6/14/17	
1258	6/14/17	
1259	6/14/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1222	6/13/17	
1223	6/13/17	
1224	6/13/17	
1225	6/13/17	
1226	6/13/17	
1227	6/13/17	N/A
1228	6/13/17	
1229	6/13/17	
1230	6/13/17	
1231	6/13/17	
1232	6/13/17	
1233	6/13/17	
1234	6/13/17	
1235	6/13/17	
1236	6/13/17	
1237	6/13/17	
1238	6/13/17	
1239	6/13/17	
1240	6/13/17	
1241	6/13/17	
1242	6/13/17	
1243	6/14/17	That's a ridiculous amount to increase parking cost and monthly passes. NO THANK YOU!!
1244	6/14/17	
1245	6/14/17	
1246	6/14/17	
1247	6/14/17	
1248	6/14/17	
1249	6/14/17	
1250	6/14/17	
1251	6/14/17	
1252	6/14/17	
1253	6/14/17	
1254	6/14/17	Why do you waby to move hillsdale station?
1255	6/14/17	The structuring of the previous survey question is poor and confusing.
1256	6/14/17	The Caltrain handicap lot needs to be monitored weekdays during RUSH hour times. The lot is abused on a daily basis by drivers picking up passengers who do not have a handicap plate on their car or have one displayed. Handicap passengers with mobility issues using Caltrain are forced to walk one block or more from public parking.
1257	6/14/17	Many people rely on Caltrain to get to and from San Francisco. It feels like ridership has been increasing, yet more trains have not been added, and the proposed fare increases are unfair to those who literally have no other options to get to and from their place of employment. The changes will likely be felt most for people like me who do not work in the tech industry, and whose employers only offer annual raises that cover a meager portion of the cost of living increase. Please don't raise prices for those of us who rely on Caltrain.
1258	6/14/17	
1259	6/14/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
1260	6/14/17	x			1	x			3		x		6	x			2	x			4	x			5
1261	6/14/17	x			1		x		6			x	3		x		4		x		5	x			2
1262	6/14/17			x			x		2	x			4		x					x				x	5
1263	6/14/17			x				x				x				x		x					x		
1264	6/14/17		x		4		x		6			x	1		x		5		x		3			x	2
1265	6/14/17		x		4	x			2		x		3		x		5		x		6	x			1
1266	6/14/17		x		6	x			2		x		4		x		5	x			3	x			1
1267	6/14/17			x	2			x	4		x		5			x	1		x		6		x		3
1268	6/14/17		x		3		x		6		x		2		x		4		x		5	x			1
1269	6/14/17			x				x				x				x				x				x	
1270	6/14/17		x				x					x			x					x				x	
1271	6/14/17	x			1	x			2		x		6	x			4			x	3			x	5
1272	6/14/17		x		4		x		6		x		5			x	2		x		1		x		3
1273	6/14/17		x			x					x				x				x			x			
1274	6/14/17			x	3	x					x		2	x						x		x			1
1275	6/15/17			x	6		x		3			x				x			x					x	
1276	6/15/17	x			1	x			2			x	6			x	5	x			3			x	4
1277	6/15/17			x	2		x		5			x	3		x		6		x		4	x			1
1278	6/15/17	x			4		x		6	x			2	x			1		x		5	x			3
1279	6/15/17		x		4	x			1			x	3		x		6	x			2		x		5
1280	6/15/17		x		1		x				x				x				x		5		x		
1281	6/15/17		x		6		x		3		x		5			x	4			x	2	x			1
1282	6/15/17	x			1		x		3		x		5			x	2		x		4		x		6
1283	6/15/17			x	2		x		4		x		6			x	3			x	5	x			1
1284	6/15/17			x	2		x		6			x	3			x	1		x		5	x			4
1285	6/16/17		x		3		x		6	x			1		x		4		x		5	x			2
1286	6/16/17		x		6	x			2		x		5	x			3	x			1			x	4
1287	6/16/17			x			x					x			x					x				x	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	too much increase
1267	6/14/17	
1268	6/14/17	Do you want the rideship woes of VTA? Because this is how you get the rideship woes of VTA
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	I am in favor of area businesses being charged more money for unrestricted pricing. That said, I don't really know the economics behind their decision-making processes.
1272	6/14/17	
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	
1281	6/15/17	STRONGLY disagree; this is outrageous
1282	6/15/17	
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	I am not sure if I understand this method, I just know you try to increase the fare, but if I don't need to, I don't want to...
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	
1267	6/14/17	
1268	6/14/17	Do you want the ridership woes of VTA? Because this is how you get the ridership woes of VTA
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	This is the method by which I pay for riding on CalTrain, though this is still probably a fair way to calculate pricing.
1272	6/14/17	I will more than likely look for alternative transportation if this were to change.
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	Indirect fee increase on top of the proposed \$0.25 increase and outpaces inflation
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	Service quality has declined considerably during the past year and trains are uncomfortably packed. Caltrain should improve its service before raising prices on riders.
1281	6/15/17	
1282	6/15/17	The monthly pass is already not cost-effective, this makes it even less so.
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	If Caltrain is not affordable price wise, people will just start to drive on their own.
1286	6/16/17	
1287	6/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	This is something I don't understand, but now it will goes a way, good! Bur even if I take 2 weeks off, I still need to get a monthly pass!
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	how about tourists?
1267	6/14/17	
1268	6/14/17	Do you want the rideship woes of VTA? Because this is how you get the ridership woes of VTA
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	I rarely use this, but I sometimes do, particularly if I somehow missed the first two weeks' to tag on to the train.
1272	6/14/17	I can see if maybe not enough people buy it, but it is a sufficient alternative to other passes.
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	8-ride tickets could be viewed as pre-payments for future rides that are financially beneficial to Caltrain
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	I am a frequent Caltrain user who relies on the 8 ride pass each month. As I commute about 10 days per month, a monthly pass is too expensive but an 8 ride pass meets my needs well.
1281	6/15/17	
1282	6/15/17	The 8-ride ticket is a cost-effective option to the monthly pass. Raising the monthly pass and eliminating the 8-ride pass at the same time may cost you riders
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	I think \$80 is about right.
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	too much of increase!
1267	6/14/17	
1268	6/14/17	Do you want the ridership woes of VTA? Because this is how you get the ridership woes of VTA
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	Parking in the area is quite high anyway; it seems reasonable to raise mass transit prices in this fashion to offset CalTrain costs.
1272	6/14/17	This change I believe will still be within most budget plans.
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	With the increase in fare and monthly parking, the monthly cost for 2-zone commuter (including parking) will increase from \$204.5 to \$262.5 - an almost 30% increase in price in a year.....Really?!!
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	
1281	6/15/17	
1282	6/15/17	
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	I am writing to you to express my deep concern with the proposed Caltrain fare increase. I purchase a monthly pass & monthly parking every month for a combined total of \$298 per month / \$3,576 per year. Your proposed increase would mean that I would need to spend an additional \$83 per month / \$996 per year. I take Caltrain for the convenience of not having to commute into San Francisco and the fact that it is (at present) cheaper than if I were to drive. I do not support the rate increase for monthly ridership nor monthly parking. If this increase is approved both myself and my coworkers who use Caltrain have agreed to begin commuting via carpool. We have all agreed to never to use Caltrain again if the rate increases go into effect, which will result in a 5-digit annual loss in revenue for Caltrain. This may seem like a very small number compared to the massive revenue that Caltrain generates but I think you will find that many of your riders reciprocate these same feelings toward the proposed increases. Riders have other options to get to work such as Uber, Lyft, Bart, buses and carpooling. I would strongly encourage you to listen to your riders because nobody wants to pay more for less. I hope that you will make the right decision.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	I am with Caltrain for 12 years now, I see the fare up but not my salary, I hope if you can discount a bit for those who can't afford to pay. we are not all IT guys you know!
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	
1267	6/14/17	
1268	6/14/17	Do you want the rideship woes of VTA? Because this is how you get the ridership woes of VTA
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	I don't know how much this would impact revenues.
1272	6/14/17	
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	Fare was increased in 2016 and further increase outpaces inflation
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	Service quality has declined considerably during the past year and trains are uncomfortably packed. Caltrain should improve its service before raising prices on riders.
1281	6/15/17	
1282	6/15/17	The zone fare should be abandoned in favor of a length of trip proportional fare like BART.
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	my ride basically is for commute to work, other time I drive.
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first
1266	6/14/17	
1267	6/14/17	
1268	6/14/17	Run bullets/limited stops on the weekends. 2-hour each way is ridiculous for getting into/out of the city
1269	6/14/17	
1270	6/14/17	
1271	6/14/17	I rarely ride CalTrain on the weekends.
1272	6/14/17	Unless this is implemented into the monthly pass or other non-one way tickets, i believe it will not be successful.
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	
1281	6/15/17	
1282	6/15/17	
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1260	6/14/17	
1261	6/14/17	
1262	6/14/17	commuter keep paying for more, this is to push people to take bus instead, more time on commute, less quality of life for family.
1263	6/14/17	
1264	6/14/17	
1265	6/14/17	fix Caltrain first, less breakdowns!
1266	6/14/17	don't increase it! no no no no no.
1267	6/14/17	
1268	6/14/17	
1269	6/14/17	Hello Members of the Board, I believe the proposed fare increase that is currently on the table exceeds the 10% threshold agreed upon in 2013. As a three zone monthly pass holder, the proposed fare increase seeks to increase my fare by over 20%. I request that you share the results of the Title VI Equity Analysis with special considerations for minorities and persons with low income. I am unable to attend the Board meetings as I am at work during the day.
1270	6/14/17	To Whom It May Concern: I am writing to you to express my deep concern with the proposed Caltrain fare increase. I purchase a monthly pass & monthly parking every month for a combined total of \$298 per month / \$3,576 per year. Your proposed increase would mean that I would need to spend an additional \$83 per month / \$996 per year. I take Caltrain for the convenience of not having to commute into San Francisco and the fact that it is (at present) cheaper than if I were to drive. I do not support the rate increase for monthly ridership nor monthly parking. If this increase is approved both myself and my coworkers who use Caltrain have agreed to begin commuting via carpool. We have all agreed to never to use Caltrain again if the rate increases go into effect, which will result in a 5-digit annual loss in revenue for Caltrain. This may seem like a very small number compared to the massive revenue that Caltrain generates but I think you will find that many of your riders reciprocate these same feelings toward the proposed increases. Riders have other options to get to work such as Uber, Lyft, Bart, buses and carpooling. I would strongly encourage you to listen to your riders because nobody wants to pay more for less. I hope that you will make the right decision.
1271	6/14/17	
1272	6/14/17	A better organized alert system is needed when a delay occurs.
1273	6/14/17	
1274	6/14/17	
1275	6/15/17	
1276	6/15/17	
1277	6/15/17	What tangible improvements to Caltrain could be expected after the fare increase??
1278	6/15/17	
1279	6/15/17	
1280	6/15/17	
1281	6/15/17	Less bike room and more room for humans please
1282	6/15/17	Caltrain needs to find other funding sources or restructure the fares to eliminate zones and charge proportional to the distance traveled. Caltrain is quickly becoming a less attractive option with all of the recent fare increases.
1283	6/15/17	
1284	6/15/17	
1285	6/16/17	
1286	6/16/17	
1287	6/16/17	

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
1288	6/16/17			x			x					x			x				x						x	
1289	6/16/17			x				x				x			x					x					x	
1290	6/16/17			x			x					x			x				x						x	
1291	6/16/17			x				x				x				x				x					x	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1288	6/16/17	
1289	6/16/17	
1290	6/16/17	
1291	6/16/17	Dear Chair Gee, On July 6, 2017, the Peninsula Corridor Joint Powers Board will consider possible changes to the agency's Codified Tariff. Within the proposed fare changes is a 50% increase to the Go Pass pricing starting in January 2018. Although this change, if adopted, will have a significant impact on the City of Palo Alto as a Go Pass employer, we are sympathetic to the need to address the Board's projected budget deficit. However, if these proposed fare changes are adopted, we would like to see two important changes made to the administration of the Go Pass program: 1. Allow employees working at other job sites to participate in the Go Pass program without their employer being required to pay an additional site fee. In the case of the City of Palo Alto, we could begin to offer the Go Pass to our library, community center, and municipal service center employees and others under the same pricing structure. 2. Form a partnership with the Palo Alto Transportation Management Association (PATMA) to pilot a Go Pass program for low-income employees of participating businesses, with PATMA as the sponsor. Many small businesses in downtown Palo Alto do not have the resources to participate in the Go Pass program on their own. The Palo Alto Transportation Management Association is assisting the City of Palo Alto in reducing single-occupant vehicle (SOV) trips and addressing transportation and parking challenges in downtown Palo Alto. Thank you for your consideration. Please let me know if you have any questions or concerns.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1288	6/16/17	
1289	6/16/17	
1290	6/16/17	<p>I think the proposed Fare Increases (18.7% for me) and Parking Increase (50%) are excessive. I understand that the rail system needs to be maintained and that costs rise, but the magnitude of these proposed increases does not seem warranted. I think that Caltrain could measurably improve ticket and parking revenues by stepping up enforcement of your existing fare and parking programs. Here is why: Fares/Tickets: I ride Caltrain twice each day, and other than having my Clipper card scanned at the San Francisco terminal gate when boarding Southbound trains during evening commute hours, I rarely have to prove that I have a valid ticket. I estimate that I am asked for "proof of payment" when on the train less than 15% of the time. Most regular Caltrain riders see suburban station passengers boarding the train without tickets, some of them chronically, and all with near impunity. I ask that Caltrain more rigorously enforce fare collection at today's rates before establishing a target increase for future fares. Parking: I buy a monthly Caltrain parking pass, and park daily in the Millbrae Caltrain lot. However, due to the construction of new apartments across California Drive, many guests or residents of those buildings park overnight in the Millbrae Caltrain lot. My assumption is that those parkers do not pay to park there. If that is true, it has a doubly detrimental effect on Caltrain, as 1) they do not pay for the space they occupy, and 2) they preclude the use of that space by a paying commuter parker. Additionally, there are other vehicles routinely parked in the Millbrae Caltrain lot that display long term parking permits issued by BART. Some of these vehicles remain in the Millbrae Caltrain lot for more than a week, but I have never seen a warning or a ticket left on one of them. Finally, many of the parking spaces in the Millbrae lot no longer have stenciled #s on them. Without a parking space #, how is a daily parker to know what space to "rent" even if they were inclined to pay the daily rate? So before determining that parking rates must rise 50%, please enforce posted parking regulations, and collect all requisite parking revenues, to maximize the value of your lots at today's parking rates, and establish a meaningful revenue baseline prior to recommending or implementing a future parking rate increase. Thank you for your consideration.</p>
1291	6/16/17	

Eliminate 8-ride Ticket		
No.	Date	Comments
1288	6/16/17	
1289	6/16/17	
1290	6/16/17	
1291	6/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1288	6/16/17	
1289	6/16/17	Dear Caltrain, I have been a Caltrain rider for the last 25 years and I have to say the proposed increase of 50% for monthly parking is the most unbelievable proposal ever! How can you justify a 50% increase?? There doesnâ€™t seem to be any explanation for the astronomical increase in your flyers or on the website. Can you please explain? I would appreciate it. Looking forward to receiving your response.
1290	6/16/17	
1291	6/16/17	

Zone Fare Increase		
No.	Date	Comments
1288	6/16/17	
1289	6/16/17	
1290	6/16/17	
1291	6/16/17	

Pilot Program		
No.	Date	Comments
1288	6/16/17	
1289	6/16/17	
1290	6/16/17	
1291	6/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1288	6/16/17	<p>First, allow me to comment on the "outreach". I showed up to the Hillsdale Caltrain Station on Tuesday, June 6, 2017 via NB 267. I had asked on Twitter where I could find the Outreach team, as I did not want to spend my evening running around looking for people. Thankfully, I was told to look for the "cute vests". I got off the train, walked the entire NB platform, crossed to the SB platform, walked that entire platform, and near the crossing gates I finally saw a single person in a vest. I shouted over to ask her to stop walking (We were literally doing circles). A train pulled into the station. She met me on the crossing platform, and standing ON THE TRACKS she asked what my question was. I said I wasn't going to stand on the tracks (did she not see that big train just pull in?!?) and got my two pages of questions out to ask. Connie walked away from me several times before I managed to complete asking one question. I thought she was very rude! When Caltrain published, "There also will be several in-person outreach opportunities to meet with Caltrain staff to learn more about the fare changes and provide feedback" I had anticipated that I would be able to talk to someone, ask questions, learn more, and provide feedback. Nothing in this description told the truth: "Caltrain staff will be on hand to hand out flyers" If you are going to do outreach, then I think you should accurately advertise what that means. Connie only listened to me after I said she was very rude, and then she refused to answer any questions. (I asked about Dedicated Funding, Connie said, "I can't tell you anything about that at this time.") Connie eventually did seem to understand that I had completely misunderstood the concept of the Outreach, and she did give me her email. I appreciated that small gesture. Overall, the "Outreach" was a very disappointing and frustrating experience. I hope in the future Caltrain will consider improving their Outreach. Connie did tell me that as a low income person, I can get a reduced price monthly pass. I am not disabled, senior, or youth. She said that I could get a low income monthly pass! And yet, I've followed up twice with her to ask what I need to do for this pass. She has not replied. I have read everything on http://www.caltrain.com/Fares/farechart.html and still can't find any information. Title VI Analysis has not been done at the time of this Fare Proposal. Julian Jest tells me the Title VI Analysis will be presented at the August 2017 Board Meeting, but that meeting will be the same day the Board makes it's recommendation about the Fare Proposal. Why isn't Title VI Analysis being done *prior to* proposing changes to the fares? Title VI Analysis will make a more informed decision for your low income and minority riders.</p>
1289	6/16/17	
1290	6/16/17	
1291	6/16/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
1292	6/16/17			x				x				x				x				x					x	
1293	6/16/17			x	3			x	4		x		6			x	5	x			1	x				2
1294	6/17/17		x		4		x		6		x		2		x		5		x		3			x		1
1295	6/18/17		x		3		x		6		x		4	x			1		x		5	x				2
1296	6/18/17		x		4	x			2		x		5			x	3		x		6	x				1
1297	6/18/17		x		5		x		6		x		2		x		4		x		3	x				1
1298	6/19/17		x		2	x			5		x		4		x		1	x			6		x			3
1299	6/19/17		x		6			x	3		x		4		x		5	x			2	x				1
1300	6/19/17		x				x				x					x			x				x			
1301	6/19/17		x				x				x				x				x				x			
1302	6/19/17			x	2		x		3	x			1	x			4		x		6		x			5

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1292	6/16/17	Dear Chair Gee: Thank you for the opportunity to provide input on Caltrain's 2017 fare change proposal as it relates to the Go Pass Program. Stanford University appreciates Caltrain's need to increase fare revenue to fill a large operating funding gap; however, we respectfully ask you to wait on making changes to the Go Pass Program until after your fare study is complete and a comprehensive evaluation is done on the current Go Pass Program structure. Stanford University is the largest Go Pass participant, purchasing over 31,000 passes each year, representing over 40 percent of all Go Pass sales. The University purchases these passes for faculty, staff, graduate students, and post-doctoral researchers, including the employees of the Stanford University Medical Center. The Caltrain Go Pass Program is an important part of the Stanford's trip reduction efforts, and Caltrain accounts for nearly 20 percent of our overall commute mode share. Furthermore, the University has made substantial contributions to ensure the commuter rail system remains robust in the following ways: â€¢Stanford spends millions of dollars each year to operate the Marguerite shuttle service, which provides free last-mile connections to and from the Palo Alto Transit Center to anyone, regardless of their affiliation with the University. The Marguerite service is essentially a small transit system that is comprised of 20 routes throughout Stanford's main campus, Stanford Research Park, the Stanford Medical Center and surrounding retail and residential properties. Without the free Marguerite service, the use of Caltrain would be significantly reduced since people would not be able to use this last-mile connection to get to their final destinations. â€¢Stanford already absorbs the cost to administer the Go Pass Program. The distribution of over 31,000 passes over multiple locations incurs significant costs and expends considerable resources including staff time due to implementing accounting and administrative processes, and verifying Go Pass Program eligibility. â€¢Stanford has remained an active and willing partner in assisting Caltrain in its efforts to obtain federal FTA grant funding for its electrification project. Stanford's Government Relations team joined Caltrain staff in meetings held in Washington, D.C., with congressional members and the Administration 's staff urging the signage of the Full Funding Grant Agreement. Stanford has been an active member of the Caltrain Commuter Coalition (C3) since the coalition's inception and hosted the first C3 meeting on our campus. The proposed 50 percent increase in the Go Pass Program would be the largest single increase in the Program 's history and would create significant financial impacts on the University. The magnitude of the proposed price increase is unexpected and would make it challenging for Stanford University and Medical Center to obtain approval and funding in already approved budgets for the upcoming fiscal year. Our institutions are non-profit entities that employ a substantial number of lower income employees, and Stanford recently extended the Go Pass Program to limited-income graduate students and post-doctoral scholars. Understanding that Caltrain is facing a financial deficit in the upcoming year and if implementing a new Go Pass Program rate cannot be put on hold until after the fare study is complete, Stanford respectfully asks that you consider the following: â€¢Since Stanford is already making significant contributions to the Caltrain system as noted above, allow the University to have a reduced Go Pass fare increase of no more than 20 percent. This percentage increase is in the mid-range of the proposed fare changes for the monthly pass across the different zones. This more modest increase acknowledges the University's significant funding of services needed to support and complement Caltrain ridership without causing unreasonable financial impacts to the University. â€¢Phase in Go Pass rate increases over time so that agencies/companies can budget and plan for future costs increases. An immediate, one-time 50 percent rate increase makes it difficult for companies to cover the cost of the Go Pass. Instead, if the fare study justifies a need to make this level of increase for the future, we recommend increasing the Go Pass Program rates in smaller increments over an extended period of time--e.g., increase the fare by 5 percent over 10 years. â€¢Create a reduced nonprofit Go Pass Program rate. Our internal evaluation of the Go Pass Program shows that there are approximately 11 out of the 123 Go Pass companies that are nonprofit agencies, comprising roughly 45 percent of the Go Pass program participants. These agencies often provide passes to students, teachers/faculty, public service employees, and lower income workers. This approach is consistent with what other transit agencies in the region have implemented with their employer-subsided programs. For example, VTA has recently created a new EcoPass category for nonprofit agencies, increasing the EcoPass fare for these users at a rate of 15 percent versus 25 percent for for-profit companies. We recognize the higher revenues from the Go Pass Program would help meet Caltrain's funding needs; however, we believe there may be opportunities to make structural changes to the Go Pass Program to make it more effective. We would welcome the opportunity to work with Caltrain staff to optimize the Go Pass Program based on the results of the fare study and work towards a fair and equitable pricing structure that can better serve Bay Area commuters. We appreciate your consideration of our comments and look forward to working with Cal train in the future as we embark on a new chapter of this vital commuter rail system.
1293	6/16/17	
1294	6/17/17	
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	I don't personally utilize this, but this is incredibly unaffordable for many companies to continue this program.
1298	6/19/17	While I am not a recipient of a Go Pass, a 50% increase is ridiculous. You will drive employers out of the program and end up with lower revenue as a result.
1299	6/19/17	
1300	6/19/17	i think a 50% increase is extreme
1301	6/19/17	
1302	6/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1292	6/16/17	
1293	6/16/17	
1294	6/17/17	Increase the value for money and then you can increase the fare.
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	I highly disagree with this. It's no longer more cost efficient to take public transportation. It's actually cheaper for me, and many others to drive. I only get 20 mpg on my vehicle, which is pretty low. This seems like a way to decrease ridership even further. I'm really disappointed with this proposal, and know many people who plan to stop riding daily due to this high increase, following an increase just over a year ago. It's alienating many of its riders in favor of profits. <u>These prices will never go down, regardless of the new high speed rail savings for Caltrain.</u>
1298	6/19/17	
1299	6/19/17	
1300	6/19/17	i don't like it but i can live with it.
1301	6/19/17	"Caltrain plans assume consideration of a fare increase every two years. Unlike most transit systems, Caltrain does not receive dedicated funding to support its operations. The cost of operating the service has increased due to the challenge of accommodating record-setting ridership demand and maintaining an aging diesel system in a state of good repair. Without dedicated funding, Caltrain depends on its member agencies to cover the cost of operating the system, but those agencies are unable to fully cover those costs in Fiscal Year 2018, leaving Caltrain with a projected \$20.7 million operating budget shortfall." Short fall and yet the boss gets a \$50,000.00 bonus? Enforce parking and maximize revenue instead of making the honest people pay more while the dishonest continue to pay nothing. Enforce the no ticket=no ride on your trains. I have not once had my ticket checked during my morning commute this calendar year. There are only two conductors that i see on my afternoon commute who check tickets. On Giants game days, tickets are never checked on northbound trains. "record setting ridership"...the shortfall should be paid for right there if you are doing it correctly. Which you are not...so the boss shouldn't be getting bonuses and a mid 6 figure salary. An increase is one thing but your increases are in some areas close to a 50% increase. REALLY? What is the justification for that other than you don't have the money to meet your operating budget? The trains aren't better. The trains aren't running on time. You are not checking tickets. You are not enforcing parking. Your conductors don't enforce policy like luggage on the rack in the designated car, no feet on the seats etc... What you are going to find is for all the increases, less people will pay more to ride and you will either break even from current revenue levels or find you are losing money. Your business plan is a joke and your justification for fare increases hold no merit. get someone who has a brain in their head to operate the system, create a budget and find ways to meet that budget or get out of the way and let a new agency take it over.... If I did my job the way you people do yours, I wouldn't need to use the train to get to work....because I wouldn't have a job. Of course this is all happening no matter what I or anyone else says, so I am just wasting my time with this. No Thank You,
1302	6/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1292	6/16/17	
1293	6/16/17	Increase price is fine, but why cancel it? Don't understand. I currently using 8-ride, and not taking train every day.
1294	6/17/17	
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	Expiring after 30 days makes this unusable, as it's activated during any use with clipper, even if you're still in a monthly pass month. Need to make this more accessible with use on clipper.
1298	6/19/17	This will discourage occasional users from taking public transit and drive them to their personal vehicles.
1299	6/19/17	
1300	6/19/17	
1301	6/19/17	
1302	6/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1292	6/16/17	
1293	6/16/17	
1294	6/17/17	Caltrain parking is miserable and you don't provide enough of it, plus you make it difficult to buy monthly parking passes. Again, where is the value for money?
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	No one is going to pay that much for daily parking. It's no longer saving money when considering just driving instead.
1298	6/19/17	Really? A 50% increase? Monthly parking just increased by 10%. Why not start charging for parking at stations that are currently free, like Tamien? And increase special event parking fees for those occasional parkers that are partying in the lot and leaving a mess behind (at least they are at Diridon). A 50% increase is absurd. What's the benefit for monthly parkers in paying for 15 days/month when we generally use it no more than 20 days/month?
1299	6/19/17	
1300	6/19/17	
1301	6/19/17	
1302	6/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1292	6/16/17	
1293	6/16/17	
1294	6/17/17	Caltrain fares are extremely expensive as it is, but staff members are not helpful and passenger information is lacking. Provide more value for money and then a fare increase would be reasonable.
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	There is no reason to do this, period.
1298	6/19/17	
1299	6/19/17	
1300	6/19/17	Disagree but i can live with it.
1301	6/19/17	
1302	6/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1292	6/16/17	
1293	6/16/17	
1294	6/17/17	
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	Any discounts are highly appreciated, but trying to generate more profit from monthly pass riders is highly disappointing.
1298	6/19/17	Why offer discounts for these times yet increase fares for regular commuters? Unfair.
1299	6/19/17	
1300	6/19/17	i don't think this buys Caltrain anything neither loyalty nor future customers
1301	6/19/17	
1302	6/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1292	6/16/17	
1293	6/16/17	
1294	6/17/17	I note these fare changes were extremely poorly advertised. Again, passenger information is lacking. Provide better value for money and there will be more interest in increasing fares.
1295	6/18/17	
1296	6/18/17	
1297	6/18/17	The schedule change has been a huge let down because now, there's only one daily train for the 9-5 crew that drops people off in SF with enough time to transfer to a secondary mode of transportation before going to their work. These trains are completely full and it's has a major impact on the transfers in other cities, as well as rider's decisions whether or not to continue riding Caltrain.
1298	6/19/17	
1299	6/19/17	
1300	6/19/17	caltrain reduced weekend frequency plays havoc with my weekend activities. please reconsider. ill advised and may reconsider my status as a monthly pass holder.
1301	6/19/17	
1302	6/19/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
1303	6/20/17		x				x				x				x				x			x			
1304	6/20/17		x		4			x	6		x			5	x			1			x	3			2
1305	6/21/17	x			4	x			2	x				1	x			3			x	6	x		5
1306	6/21/17	x			1		x			x					x			3	x					x	6
1307	6/22/17			x				x			x		6			x					x			x	
1308	6/22/17	x					x				x				x				x			1	x		6
1309	6/22/17		x					x			x				x					x					x
1310	6/22/17	x			1		x				x					x				x					x
1311	6/22/17		x				x				x				x					x				x	
1312	6/22/17			x	2	x			5		x		6			x	4	x			3	x			1
1313	6/23/17			x	3		x		6		x		5		x		4	x			1		x		2
1314	6/23/17	x			4	x			3		x		6	x			1	x			5	x			2
1315	6/23/17		x				x				x					x				x			x		
1316	6/23/17			x				x			x		6			x					x				x
1317	6/23/17		x				x			x				x						x				x	
1318	6/23/17	x			1		x		6	x				x						x				x	
1319	6/23/17			x	1		x		6			x	3		x		5			x	4	x			2
1320	6/23/17		x		5		x		4			x	2			x	3			x	6	x			1
1321	6/24/17			x	3		x		6	x			2		x		5	x			1			x	4
1322	6/24/17		x		6		x				x					x	5			x	4	x			2
1323	6/26/17			x				x			x				x		6			x					x
1324	6/26/17			x	4		x		6		x		5			x	3	x			1	x			2
1325	6/26/17			x		x			6		x				x		5			x					x
1326	6/26/17			x	1		x		6		x		4		x		3			x	5			x	2
1327	6/26/17	x			1		x		6		x		3		x		5			x	2			x	4
1328	6/26/17	x			1		x		4		x		3		x		6			x	5	x			2
1329	6/26/17	x			1	x			4		x		6			x	5			x	2			x	3
1330	6/26/17	x			6	x			2	x			5			x	4	x			3	x			1
1331	6/26/17		x		2		x		6		x		4		x		3			x	5	x			1
1332	6/26/17		x		5		x		2		x		6		x		1	x			3	x			4

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1303	6/20/17	
1304	6/20/17	The minimum annual cost for employers discourages employers with less than 80 employees from participating; increasing the minimum cost will make it even harder for small employers to participate.
1305	6/21/17	
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	The price is way too high and will push riders such as myself to move from public transportation to driving. Since at that point it will be cheaper.
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	Not sure how many employers you will loose, seems like an excessive increase.
1314	6/23/17	
1315	6/23/17	You haven't provided any detail as to why you believe that a 50% increase is reasonable. That's a very large increase that needs explanation.
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	Caltrain receives federal funds and is already unaffordable for most working people. It is obscene to charge what Caltrain charges for public transport. These fare hikes are unjustified, inequitable and downright ridiculous.
1321	6/24/17	
1322	6/24/17	
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	
1326	6/26/17	
1327	6/26/17	Go Pass is underpriced too much. It should be raised drastically to avoid hiking other prices to offset for this loss.
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	Again - extreme hike.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1303	6/20/17	
1304	6/20/17	
1305	6/21/17	It is fair to base fares on usage. 15 days would still provide a discount for many commuters.
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	Strongly disagree, you are now going to make this a wealthy person form of transportation! With your last fare increase for a Zone 4 to 2, you raised the cost of your service to more than it cost me to drive my car M-F each month. It takes me 25 minutes longer to take the train in the morning loosing 45 minutes of sleep to take the train, saving me 45minutes to 1 hour to get home. I will be back in the car if you put through your proposed changes to the monthly pass.
1314	6/23/17	
1315	6/23/17	This is an under-handed way of saying that you are increasing the cost of the monthly passes. How did you come to the decision that 15 days was more reasonable than 13? I'm unlikely to support this without more details as to how you came to this decision.
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	Again--unaffordable and driving middle and low-income people out of the Bay Area.
1321	6/24/17	The monthly pass is already a big cost every month for every regular commuter. I think the burden should be carried by everyone.
1322	6/24/17	This costs more for me to pump gas for my own car to ride back & forth to work including driving to the stores for groceries shipping monthly. If it's too expensive, who wants to use public transportation.
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	26% increase from zone 2 to zone 1? Really? Along with a 51% increase in parking? I've been riding CalTrain for 15 years commuting to SF and the service has gotten worse and then you put these unreasonable proposed increases to us for comment? No one can afford this; be reasonable and step up the increases over 5-years, like businesses do.
1326	6/26/17	
1327	6/26/17	This will make the monthly pass pointless for people that use the Caltrain 3 - 4 times a week.
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	price increase to 14 days days

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1303	6/20/17	
1304	6/20/17	Some months, I ride infrequently enough that I use 8-ride tickets instead of a monthly pass.
1305	6/21/17	
1306	6/21/17	
1307	6/22/17	Please don't eliminate the 8-ride ticket. I am a long time train rider and financial supporter of over 4 years. I depend on the 8-ride pass every week since I commute from SJ to SF only a couple times a week. The monthly pass would be a large waste of money and the daily fare is becoming cost prohibitive. Thanks!
1308	6/22/17	
1309	6/22/17	Why? Not everyone needs a monthly pass and daily rides add up
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	I only commute 1-2 days per week, on weekdays. Therefore the monthly pass is always too expensive for my uses. I feel I should get the discount an 8-ride offers. I ride consistently, bust not as much as a monthly pass would deem necessary. I should get some discount. Caltrain is expensive already.
1313	6/23/17	This is a good alternative for monthly pass users that will be traveling for a majority of the month, obviously it would not be an option when you really stick it to your monthly pass holders and they try to use. I feel a large number of riders use CalTrain 2-4 days a week. This is a good product that I feel helps overcome the excessive cost of your day tix or one way tix.
1314	6/23/17	This is one of the widely used options by commuters like who do not travel every day but make couple of trips a week. I would strongly disapprove eliminating this. Though, a fare hike seems reasonable.
1315	6/23/17	
1316	6/23/17	Hi, I would like to provide feedback on the request to discontinue to 8-ride pass. There are numerous individuals, including myself, that do not need to commute everyday either due to flexible work schedules or part-time positions. I believe the option of only a month pass or daily ride is too limiting. I would propose a fair increase to the 8-ride pass, similar to the increase in rates for the month pass and parking passes. Having the option of an 8-ride pass is helpful for those who commute 2, 3 or 4 days a week, but where the cost of the month pass is still not warranted and the cost of a daily ticket would be too high. I sincerely hope you take this request into consideration when reaching a decision. Thank you, Linda
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	
1321	6/24/17	
1322	6/24/17	Why is it only valid for 30 days?
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	
1326	6/26/17	
1327	6/26/17	This will make Caltrain unaffordable for occasional users.
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	Why?

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1303	6/20/17	
1304	6/20/17	Providing parking is a major expense, and riders who do not use parking should not subsidize that major cost for drivers.
1305	6/21/17	It is fair to base fares on usage. 15 days would still provide a discount for many commuters
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	Again Excessive. The working person uses your lots 20-23 days a month depending on the month I would not go more than \$60.00. This and the fact there is no parking available at San Jose after 6:55am due to the lots being full makes this a hard pill to swallow.
1314	6/23/17	
1315	6/23/17	
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	
1321	6/24/17	As a Caltrain rider who needs parking, you're already not guaranteed a parking spot, even though you're paying a lot of money for it on a monthly basis. If I arrive at the train station after 7 am, I can't park my car. This makes it very hard for commuters who have children. Since parking is in high demand, I would feel more inclined to pay for a parking spot if I would know for sure, I would get one.
1322	6/24/17	
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	a 51% increase is more than substantial. The garage at Redwood City is never full and more people will be forced to park on the street with this outrageous increase. A 20% increase is reasonable. This one is so very unreasonable.
1326	6/26/17	
1327	6/26/17	This will make Caltrain parking unaffordable for many users. Most parking lots aren't full, so there isn't enough demand for a price hike.
1328	6/26/17	I think this is absolutely absurd rate hike. That is almost a 35% increase; I don't see how this can be justified, especially when this rate has already increased substantially over the years.
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	That hike is quite extreme. Prices should be adjusted to 12-13 days.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1303	6/20/17	
1304	6/20/17	
1305	6/21/17	
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	Seems like a reasonable increase, however you are also trying to pass a sales tax increase at the same time that is not mentioned in your disclosure of proposed fare increased, WHY BOTH without disclosure???
1314	6/23/17	
1315	6/23/17	Could you not work harder to get more funding from cities in the Bay Area? Caltrain is already quite costly compared to trains in other areas. The Bay Area should find ways to keep the cost down such that it's not cheaper to drive places where the train currently goes (as is currently the case). :(
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	This is not necessary or justified.
1321	6/24/17	This would evenly distribute the burden of the extra money Caltrain needs between all users of the train.
1322	6/24/17	
1323	6/26/17	Cal train is already quite expensive
1324	6/26/17	
1325	6/26/17	
1326	6/26/17	
1327	6/26/17	
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1303	6/20/17	
1304	6/20/17	Reducing the cost of the train when traffic is light will make riding the train more attractive.
1305	6/21/17	
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	You are going to take advantage of the low to moderate working person in order to subsidize the rich people attending Giants and Sharks games....
1314	6/23/17	
1315	6/23/17	
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	
1321	6/24/17	
1322	6/24/17	
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	
1326	6/26/17	
1327	6/26/17	Most people use Caltrain for commuting to and from work. The point of Caltrain is to relieve the load on the public roads. Increasing weekend, and evening ridership won't solve any problem, while diverting funds away for the discounts
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1303	6/20/17	
1304	6/20/17	
1305	6/21/17	On the principal of fairness, everyone should expect to pay (around) the same per seat, with some minor bulk discounts. As to that "fairness" principal, I would propose that bikes should need a ticket too. Per Caltrain's docs, every bike is the equivalent of one seat. They should pay their fair share for the seat they are using. Implementation: add a pocket on the bike tags for the ticket and/or clipper card that the conductor can check as appropriate. If bikes continue to ride for free, I want to declare myself as identifying as a bike. I will agree to be tethered in the bike car for the duration of my trip. Fair is fair, charge for seats, and that means charge for bikes too.
1306	6/21/17	
1307	6/22/17	
1308	6/22/17	
1309	6/22/17	
1310	6/22/17	
1311	6/22/17	
1312	6/22/17	
1313	6/23/17	In very poor taste you don't mention you sales tax proposal in Santa Clara, San Mateo & San Francisco counties at the same time you are proposing and increase in fares and fare structures.
1314	6/23/17	
1315	6/23/17	Y'all should be doing more to get cities to subsidize more of the cost.
1316	6/23/17	
1317	6/23/17	
1318	6/23/17	
1319	6/23/17	
1320	6/23/17	
1321	6/24/17	I don't feel I get a lot of value for my very expensive monthly pass. I'm used to having fast electrified trains, with wide enough platforms so that it doesn't take forever for all passengers to get off of the train, Wi-fi on the train, coffee stands at train stations, bathrooms at the train stations for monthly fees that are far lower than Caltrain's fee. I understand there is a budget deficit, but honestly that makes me question how Caltrain manages their finances.
1322	6/24/17	
1323	6/26/17	
1324	6/26/17	
1325	6/26/17	
1326	6/26/17	
1327	6/26/17	
1328	6/26/17	
1329	6/26/17	
1330	6/26/17	
1331	6/26/17	
1332	6/26/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
1333	6/26/17		x		2		x		4		x		3		x		5		x		6	x			1
1334	6/26/17		x		4	x			2		x		5			x	3	x			1		x		6
1335	6/27/17		x		5	x			2		x		4	x			1		x		6	x			3
1336	6/27/17	x			1			x			x					x	3			x	2		x		
1337	6/27/17		x				x					x				x			x					x	
1338	6/27/17		x		4		x		6		x		3		x		2		x		5	x			1
1339	6/27/17			x	1	x			3		x		6		x		5		x		4	x			2
1340	6/27/17		x		4		x		6		x		5			x	3	x			2	x			1
1341	6/27/17			x			x				x				x				x			x			1
1342	6/27/17		x			x				x				x			3	x			1	x			
1343	6/27/17		x			x					x				x				x		6	x			1
1344	6/27/17		x		4		x		3		x		1		x		2	x			6		x		5
1345	6/28/17			x	1		x		5			x	2		x		6			x	4			x	3
1346	6/28/17		x		6	x			3	x			2		x		5			x	4	x			1
1347	6/28/17	x			6	x			1	x			5	x			3	x			2	x			4
1348	6/28/17		x		3		x		5		x		2		x		4		x		6		x		1
1349	6/28/17			x	1		x		6		x		5			x	3		x		4		x		2
1350	6/28/17	x			6			x	4			x	2	x			3		x		1	x			5
1351	6/28/17		x		6		x		5	x			1		x		4		x		2	x			3
1352	6/29/17		x		4		x		3			x	3		x		5		x		2		x		6
1353	6/29/17	x				x				x				x					x			x			
1354	6/29/17	x			1	x			6	x			6	x			4		x		5	x			2
1355	6/29/17	x			1		x		5		x		5	x			3	x			2		x		6
1356	6/30/17			x	3			x	5			x	5			x	2		x		6	x			1
1357	6/30/17		x				x				x				x				x			x			1
1358	6/30/17		x		6	x			3		x		3	x			2	x			1	x			5
1359	6/30/17	x			1		x		5			x	5		x		6		x		4	x			2

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1333	6/26/17	See question 2.
1334	6/26/17	This is a steep one-time increase and could significantly change the cost-benefit equations for many employers.
1335	6/27/17	
1336	6/27/17	
1337	6/27/17	
1338	6/27/17	
1339	6/27/17	
1340	6/27/17	
1341	6/27/17	
1342	6/27/17	Seems a bit high. Could it be increased by 25%?
1343	6/27/17	
1344	6/27/17	The fare jump is too big too soon. My salary increase is far from that, if my salary increase was the same as your fare proposal increase then it would be reciprocal increase both for Caltrain and Commuters which is ideal.
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	Caltrain should seriously consider making parking free on evenings/weekends after the lots free up from the commuters. Bart has a similar policy and it really makes taking transit more attractive. Especially with the upcoming weekend schedule changes which will really make taking the train unattractive on the weekends.
1351	6/28/17	
1352	6/29/17	How am you get away with a 50% increase. This seems very outrageous. Smaller companies that offer this as a benefit will be greatly impacted and may not be able to afford such a steep increase from one year to the next. Why not gradually increase rates over the course of a few years?
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	
1356	6/30/17	
1357	6/30/17	Same as my previous comment.
1358	6/30/17	This would greatly discourage employers from providing. I strongly oppose.
1359	6/30/17	Yesterday on the Caltrain, I overheard 2 people talking about how to sell their Go Pass tickets which they are getting for free. Since I have to pay for my own Caltrain monthly pass, this was upsetting to hear how other people are taking advantage of the Go Pass system.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1333	6/26/17	See question 2
1334	6/26/17	
1335	6/27/17	
1336	6/27/17	
1337	6/27/17	
1338	6/27/17	
1339	6/27/17	
1340	6/27/17	that's almost the max \$255 pretax subsidy for monthly public transportation for 3 zones not including allocating \$'s for other transportation
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	
1344	6/27/17	I believe 13 days is fine
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	
1351	6/28/17	
1352	6/29/17	Please see previous comment to first question.
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	This is nearly a 19% increase at one time. How about spreading the increase over 2 years? Why not start charging companies like The SF Giants, Shoreline Theater and other businesses when Caltrain provides extra trains for games, performances, etc. They're getting a special service that someone must pay for, so why not these profit making businesses. Everyone using the service should have to contribute.
1356	6/30/17	
1357	6/30/17	This is horrible to charge riders because Caltrain is too incompetent to manage their budget.
1358	6/30/17	
1359	6/30/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1333	6/26/17	See question 2
1334	6/26/17	
1335	6/27/17	
1336	6/27/17	Please, please keep the 8 ride ticket. I don't work every day, and paying for a full monthly pass isn't worth the cost. The 8 ride ticket lets me commute affordably on an as needed basis.
1337	6/27/17	
1338	6/27/17	
1339	6/27/17	I use the 8-ride tickets exclusively because I go to the office everyday but sometimes my coworkers will work from home unexpectedly so I like the discounted 8-ride ticket as a middle ground. I would be very disappointed to hear the 8-ride pass is discontinued.
1340	6/27/17	should have some sort of weekly pass like the NYC subway
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	
1344	6/27/17	commuters whom use 8Rides like myself can purchase the discounted monthly parking pass but if taken away how are we gonna get a discounted parking pass?? Unless Daypass holder's can receive a discount monthly parking pass with Daypass purchases...
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	
1351	6/28/17	
1352	6/29/17	
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	Helpful for regular commuters with a shortened work month.
1356	6/30/17	
1357	6/30/17	Horrible idea.
1358	6/30/17	This is an important option for commuters with flexible work schedules.
1359	6/30/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1333	6/26/17	Push too hard on parking pricing and you will create issues on the nearby city streets...
1334	6/26/17	I suspect that more people will switch to pay-per-use from monthly parking, so it is dubious how much increase in revenue can be expected.
1335	6/27/17	
1336	6/27/17	
1337	6/27/17	
1338	6/27/17	
1339	6/27/17	Making the parking more expensive will only encourage people to take uber to the caltrain station instead of driving. I don't think this is a good idea.
1340	6/27/17	
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	
1344	6/27/17	There are many senior commuters like myself, and having discounted parking rate as commuters should be a privilege and be based on 10days to favor commuters, and with sports and entertainment done in San Jose and elsewhere parking revenues are up...
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	
1351	6/28/17	
1352	6/29/17	Please see my last comment.
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	
1356	6/30/17	
1357	6/30/17	This is a stupid idea. I think I'll just park in residential across the street and save the \$82.50 per month / \$990 per year.
1358	6/30/17	
1359	6/30/17	This would make Caltrain monthly parking generally more expensive than EZ-pass or BART parking at Millbrae.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1333	6/26/17	See question 1. Increasing ridership will increase revenue. Raising the already expensive peak time pricing will simply push passengers onto the highways.
1334	6/26/17	
1335	6/27/17	
1336	6/27/17	
1337	6/27/17	Because I live in Gilroy and have very limited commute options, I will be unable to attend the meeting in Mt. View today, June 26, 2017, to hear about the proposed fare increase. I just want to express how completely wrong it is to charge me, a person living in Gilroy (Zone 6) and traveling to California Ave (Zone 3) the same fare that is charged for a person boarding in San Jose (Zone 4) and travelling to San Francisco (Zone 6) because the latter traveler has access to MORE THAN THREE trains per day, each way. Also, Gilroy receives NO SERVICE on the weekend, but my Clipper Card costs the same per month as it costs a person living in San Jose, If Caltrain insists on raising fares, give the Gilroy / San Martin / Morgan Hill people a break, or give us more trains! I would very much appreciate hearing from someone regarding this issue. Thank you
1338	6/27/17	
1339	6/27/17	
1340	6/27/17	
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	I would have to pay more than last year since I travel from Hilldale to SF and to SJ
1344	6/27/17	if 25cent for the whole 2018 I think its on a borderline of fairness.
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	
1351	6/28/17	
1352	6/29/17	These increases in parking are a very large jump and make taking Caltrain more expensive than driving. If Caltrain simply enforced parking and ticketed those who do not purchase daily parking passes more regularly they would easily make up this cost much more easily. Rather than place a heavier burden on those who are following the rules. The same goes for the fare increase. Fares were just increased last year. On the 4 regular trains I take (two in the morning and two in the evening). Only one of those trains, the 8:23am NB from diridon have I ever been checked for my ticket. And when people are caught riding without one the conductor just kicks them off the train rather than writing them a ticket and charging a fine. If Caltrain enforced their polices properly and regularly, again a fare increase would not be needed. Again, this increase just punishes those who are following the rules and makes Caltrain a less fatale option thsn driving. If this forces many people to stop using the service, the fare increase and parking increase may actually lead to Caltrain making less money in the long run as it will deter people from taking the train.
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	
1356	6/30/17	Do not raise the fares for seniors and those who receive an eligible discount. These are the people who can least afford the fare increase but rely on Caltrain the most.
1357	6/30/17	
1358	6/30/17	
1359	6/30/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1333	6/26/17	This should have been done long ago. Weekend pricing. Group fares. Family tickets. These are all ways to increase ridership during off peak hours. The trains run anyway, they may as well be full. Right now, Caltrain does not offer any persuasive value to the casual rider to get them out of their car.
1334	6/26/17	
1335	6/27/17	
1336	6/27/17	The occasional users don't need discounts. Why prioritize them over the daily commuters who rely on Caltrain to get to work? I don't have a vehicle to take to work, and Caltrain is a huge lifesaver.
1337	6/27/17	
1338	6/27/17	
1339	6/27/17	If there is an incentive to use the caltrain on the weekends, then I would choose it over driving. The reason I do not right now is because it is more expensive than driving my car and since there's no traffic on the weekends, I choose not to drive.
1340	6/27/17	or give incentives for commuting off-hours (cash, gift cards)
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	I would like to have a morning off peak and evening off peak fares alongside with anytime low fare weekends.
1344	6/27/17	I believe discounts should be concentrated on weekday commuters like discounted Day pass as you mentioned if 8 Rides is gonna be eliminated. Because the monthly pass doesn't satisfy my work schedule I only ride the Caltrain.3 days out of the weekdays and drive on the weekends because Caltrain doesn't operate early like the weekdays. I do thnik the Caltrain increase should in increments because my salary increase is alot less. Ridership is high , and parkingship is high especially in San Jose. And sportfans ridership is high too? I've been a commuter since 1989... I've through alot of fare proposes yet this proposal substancial fare hike both ridership and parking. Commuters are your bread and butter.
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	This would help incentivize off-peak travel and somewhat help with crowding on trains. Also make the train more attractive for Giants and Sharks games.
1351	6/28/17	
1352	6/29/17	Please see previous comment to first question.
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	If Caltrain is stretched beyond capacity and has such a revenue shortage, why provide new discounts? BART doesn't.
1356	6/30/17	
1357	6/30/17	
1358	6/30/17	Clipper Card cash discount is good alternative if 8-ride pass is eliminated.
1359	6/30/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1333	6/26/17	Caltrain needs to review their staffing expenses and cut positions as needed. The admin staff is bloated and the train staff is more than required. One train operator and one conductor is sufficient. Fare control should be done on a spot check basis and should be done by the San Mateo Sheriff's Department so as to further utilize a contracted cost center.
1334	6/26/17	Would you consider adding paid wifi service on Caltrain (similar to Gogo in-flight)? I think it would be fairly popular and could supplement the revenues.
1335	6/27/17	The survey is too long and confusing (with the ranking priority). It is not a well-designed survey. I wonder what your response rate will be.
1336	6/27/17	
1337	6/27/17	
1338	6/27/17	If monthly rates are increased more than 5%, I will find alternative means for commuting. Caltrain should focus on its current costs and improving efficiencies, rather than looking to raise rates every 18-24 months. Your revenues exceed \$90 million and Caltrain is still unable to make any significant upgrades to equipment or ensure trains are reliably maintained, so as to avoid going out of commission while people are on board. Fares have represented the greatest source of overall revenue increases. If any rate increases are implemented, parking should be the first source of the increase.
1339	6/27/17	If you want to increase the rates, as a rider, I am not opposed to this because I understand you have costs to cover. But then please provide more value by running more cars so we can sit down during the heavy commute times and live updates when there is a disruption in the service because of mechanical breakdowns and trespassers. It's hard to swallow price increases without feeling like we get more value from the change.
1340	6/27/17	need more frequent evening & weekend trains
1341	6/27/17	
1342	6/27/17	
1343	6/27/17	
1344	6/27/17	Any fair proposals should cater the daily commuters than sports or special event fans.
1345	6/28/17	
1346	6/28/17	
1347	6/28/17	
1348	6/28/17	Your fare increases are so unfair to so many people. This is supposed to be a public service not a cash cow. Your dramatic increases are astonishing and indicative of the poor management of the system. You should all be fired.
1349	6/28/17	
1350	6/28/17	Caltrain should seriously consider making parking free on evenings/weekends after the lots free up from the commuters. Bart has a similar policy and it really makes taking transit more attractive. Especially with the upcoming weekend schedule changes which will really make taking the train unattractive on the weekends.
1351	6/28/17	
1352	6/29/17	Caltrain just recieved approval for grant money. What will these fee increases accomplish?
1353	6/29/17	
1354	6/29/17	
1355	6/29/17	
1356	6/30/17	
1357	6/30/17	All of these ideas are really dumb. At first I thought all of these fare increases were a joke but I am shocked at the revelation that this is true. I think as an alternative, all Caltrain management should take a 30% pay cut to compensate for the budget shortfall and all salaries should be capped at \$70,000 maximum.
1358	6/30/17	
1359	6/30/17	Are conductors checking tickets while on board the train as often? I have noticed a drop in ticket checking over the past five years.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program						
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R			
1360	6/30/17		x				x				x				x					x				x				
1361	6/30/17		x				x				x				x					x				6		x		1
1362	6/30/17	x			2	x			5	x			5	x			1		x			6	x				4	
1363	7/1/17			x			x				x					x				x			x					
1364	7/1/17			x	2		x		6		x		6		x		5			x		4				x	1	
1365	7/2/17			x	2		x		5		x		5		x				x			4				x	1	
1366	7/2/17		x				x				x				x				x								x	
1367	7/3/17			x			x				x				x		6			x							x	
1368	7/3/17	x					x				x				x					x							x	
1369	7/3/17			x	3			x	4		x		4		x		5	x				1	x				2	
1370	7/3/17		x		6	x			3		x		3	x			2	x				1			x		5	
1371	7/3/17		x			x					x				x				x				x					
1372	7/3/17		x		5			x	3	x			3	x			4	x				2	x				6	
1373	7/3/17		x		6			x	3		x		3			x	4		x			5				x	1	
1374	7/3/17	x				x			3		x		3	x			4	x				1	x				2	
1375	7/3/17		x		5	x			2		x		2	x			3	x				1	x				4	
1376	7/3/17		x		1		x		3		x		3		x		4				x	5			x		2	
1377	7/3/17		x		2		x		6		x		6		x		4		x			5	x				1	
1378	7/3/17		x		6		x		5		x		5	x			1		x			3	x				2	
1379	7/3/17	x			1			x	4				x	4			x	3		x		6	x				2	
1380	7/3/17		x				x				x				x			x				1	x					
1381	7/3/17		x		6		x		3		x		3		x		5		x			4			x		1	
1382	7/3/17			x	4		x		6	x			6			x	1		x			5	x				2	
1383	7/3/17	x			5		x		3	x			3		x		6	x				2	x				1	
1384	7/3/17		x				x				x				x			x				1	x				2	
1385	7/3/17	x			1	x			2				x	2	x		3	x				4	x				5	
1386	7/3/17		x		2		x		6		x		6		x		3		x			5			x		1	
1387	7/3/17		x		6		x				x				x				x				x				1	
1388	7/3/17	x				x			3		x		3	x			1	x					x					
1389	7/3/17			x			x				x			x			x						x					
1390	7/3/17		x					x				x				x						x					x	
1391	7/3/17			x			x					x				x						x					x	
1392	7/3/17		x				x				x			x								x				x		
1393	7/3/17			x	4		x		6	x			6	x			2	x				3	x				1	
1394	7/3/17	x			1		x		6	x			6		x		5		x			3			x		4	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1360	6/30/17	
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	I do not have an employer that supports this program.
1370	7/3/17	Too much, too fast an increase!
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	Strongly disagree. That would encourage people to no take Caltrain since it would become so expensive :(.
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	We need less commuters on the road.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	Good afternoon: I want to express my opposition to the proposed fare change for the Go Pass program. We are an employer with about 95 employees in Menlo Park. A 50% increase is unconscionable. We will probably cancel this program if this fare increase is approved. This will result in more of our employees driving to our office in Menlo Park, thus increasing traffic in a busy area even further. We currently offer this program because itâ€™s cost efficient for employees and the company. The program is an administrative burden that we are willing to put up with only because of the cost savings. If the fares increase as proposed, itâ€™s unlikely that the program would make sense for us from a cost or administrative perspective. Please reconsider the magnitude of the fare increase.
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1360	6/30/17	
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	Monthly passes are my main reason for not just biking the one station difference to get to work.
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	I do not use this.
1370	7/3/17	
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	I am confused by this language.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1360	6/30/17	
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	Replace it with a 7 day pass.
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	I use this almost exclusively.
1370	7/3/17	
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	This is a mistake.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1360	6/30/17	
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	Don't own a car.
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	This increase will make the combination of the monthly Caltrain 2 zone pass and the monthly parking pass more expensive than commuting as a solo driver in my gasoline powered car. It already takes longer to commute via Caltrain, now it's going to cost more too, so why take the train?
1368	7/3/17	
1369	7/3/17	What will the daily parking prices increase to in order to justify this? This seems cost prohibitive for the lack of security provided at parking lots.
1370	7/3/17	
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	Parking needs to reflect congestion rates.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	I am writing to you to express my deep concern with the proposed Caltrain fare increase. I purchase a monthly pass & monthly parking every month for a combined total of \$298 per month / \$3,576 per year. Your proposed increase would mean that I would need to spend an additional \$83 per month / \$996 per year. I take Caltrain for the convenience of not having to commute into San Francisco and the fact that it is (at present) cheaper than if I were to drive. I do not support the rate increase for monthly ridership nor monthly parking. If this increase is approved both myself and my coworkers who use Caltrain have agreed to begin commuting via carpool. We have all agreed to never to use Caltrain again if the rate increases go into effect, which will result in a 5-digit annual loss in revenue for Caltrain. This may seem like a very small number compared to the massive revenue that Caltrain generates but I think you will find that many of your riders reciprocate these same feelings toward the proposed increases. Riders have other options to get to work such as Uber, Lyft, Bart, buses and carpooling. I would strongly encourage you to listen to your riders because nobody wants to pay more for less. I hope that you will make the right decision.
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	Horrible decision. Reduce costs not increase fare

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1360	6/30/17	
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	Get rid of zones altogether.
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	25 cents per zone is an acceptable increase.
1370	7/3/17	
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	Once you raise fares very high there is no going back. Find alternate funds first.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1360	6/30/17	
1361	6/30/17	I would prefer a weekly daily cap on fares up to 10 dollars for youth and 23 dollars for adults
1362	6/30/17	
1363	7/1/17	
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	This would allow me to bring my family on a short trip for the day, which they have been looking forward to.
1370	7/3/17	
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	This is a good idea.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	Parking is essential

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1360	6/30/17	Please provide a student discount for those in college. I am not offered any transportation discount or stipen from my university, and eould appreciate Caltrains assistance. I am a full supporter of public transportation. But Caltrain's prices are above even my lower-middle class budget. Please make public transportation accessible for all, promoting an environmentally conscious way of travel, and a community based way of travel. Caltrain is the only way I can connect with the greater Bay Area, and it is increasingly unaffordable and unsustainable. Driving a car that requires gasoline and sitting in an hour or more of traffic is becoming more reasonable, and that's not how it should be
1361	6/30/17	
1362	6/30/17	
1363	7/1/17	
1364	7/1/17	
1365	7/2/17	
1366	7/2/17	
1367	7/3/17	
1368	7/3/17	
1369	7/3/17	No additional comments.
1370	7/3/17	Be careful not to overtax your commute ridership lest you lose it!
1371	7/3/17	
1372	7/3/17	
1373	7/3/17	
1374	7/3/17	
1375	7/3/17	
1376	7/3/17	Why don't you just charge fare cheats more? I have taken CalTrain 10 times and never been caught.
1377	7/3/17	
1378	7/3/17	Thanks for the survey.
1379	7/3/17	
1380	7/3/17	
1381	7/3/17	
1382	7/3/17	
1383	7/3/17	
1384	7/3/17	
1385	7/3/17	
1386	7/3/17	
1387	7/3/17	
1388	7/3/17	
1389	7/3/17	
1390	7/3/17	
1391	7/3/17	
1392	7/3/17	
1393	7/3/17	
1394	7/3/17	Cost reduction or privatise if you can't handle it

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
1395	7/3/17		x		6	x					x				x				x				x			1
1396	7/3/17	x				x					x				x				x				x			
1397	7/3/17		x		4		x		6		x		6		x		5		x		3		x			1
1398	7/3/17	x				x					x				x				x				x			
1399	7/3/17	x			1	x			3		x		3		x		4		x		2		x			6
1400	7/3/17		x					x			x				x					x			x			
1401	7/3/17		x		5		x		6			x	6		x		4		x		1		x			2
1402	7/3/17			x	4			x	3			x	3		x		1			x	6		x			2
1403	7/3/17			x	2		x		6			x	6			x	5		x		1		x			4
1404	7/3/17		x		4		x		6		x		6		x		1		x		3			x		5
1405	7/3/17		x			x					x				x				x				x			
1406	7/4/17		x		2		x		6		x		6		x		4		x		1		x			3
1407	7/4/17		x		6		x		4		x		4		x		5		x		2		x			1
1408	7/4/17			x	5		x		4			x	4		x		3		x		6		x			1
1409	7/4/17	x			2		x		4		x		4		x		5		x		1			x		6
1410	7/4/17		x		1		x		6			x	6		x		2		x		5			x		4
1411	7/4/17	x			1		x		4			x	4		x		2		x		5		x			3
1412	7/5/17		x		3		x		5			x	5		x		4		x				x			6
1413	7/5/17			x			x					x				x			x						x	
1414	7/5/17		x					x				x								x					x	
1415	7/5/17			x	6		x		3		x		3		x		4		x		5		x			1
1416	7/5/17		x				x				x				x				x				x			
1417	7/5/17		x		6			x	3			x	3			x	1			x	5		x			2
1418	7/5/17		x				x					x				x				x					x	
1419	7/5/17			x				x				x				x				x					x	
1420	7/5/17		x					x				x				x				x						
1421	7/5/17	x			1		x		3			x	3		x		2			x	6			x		5
1422	7/5/17		x		3			x	6			x	6		x		2		x		1				x	4
1423	7/5/17	x			1		x		2		x		2		x		3			x	6			x		5
1424	7/5/17		x		1			x	6			x	6			x	5			x	3				x	2

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	A 50% increase is ridiculous.
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	Increase is much at one time my salary doesn't compare to the increase, perhaps if they consolitate the zones it would be helpful. Ridership is at all-time with your regular commuters, and sporting event fans.
1413	7/5/17	
1414	7/5/17	Honorable Board Members, The City of Redwood City is committed to high quality, high frequency transit service as an essential alternative to driving alone for our residents, employees and visitors. The heart of downtown Redwood City is steps away from our Caltrain station. We are actively encouraging transit-oriented development to maintain and build ridership for increased Caltrain service. Each day thousands of our downtown employees, residents, and visitors commute via Caltrain. While many of our larger employers, such as high tech firms, are able to purchase Go Passes under the current Go Pass Program guidelines, participating in the Program is not viable for numerous smaller employers, including restaurants and retailers in downtown Redwood City. At your July 6, 2017 meeting, you will be holding a public hearing on proposed fare and parking fee changes. We understand that the Board is considering increasing Go Pass fares by 50%. While we appreciate the agency's need to increase revenue, we are concerned that such an increase would further limit the Go Pass Program's utility - potentially decreasing, rather than increasing, the number of employers who would participate in the Program. Any fare or Program changes should increase Caltrain revenues while also expanding ridership and the availability of the Go Pass Program for our downtown community. We understand the need to strengthen Caltrain's business model, and we support and encourage Caltrain's consideration of adjustments to the Go Pass Program to provide greater flexibility and increased Program
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	I do not have access to a Go pass, but it seems likely a 50% increase in one jump would make some companies stop participating in the program. That could both reduce revenues and reduce ridership. Would a smaller increase such as 25% or 33% be a better balance of revenues and ridership?
1423	7/5/17	
1424	7/5/17	We are punishing forward looking companies who are encouraging their employees to take public transit rather than drive -- don't we want *more* of that in our community, not less? With such a drastic increase, I worry that the smaller companies will just pull out of the program entirely. I would be in favor of a smaller increase in Go Pass fares, but 50% is absurd.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	As is , is fine.
1413	7/5/17	
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	I don't use the monthly pass due to the fact that I would use transit only 13 days a month anyway, was using the 8 ticket passes instead because they were a better value though I didn't like the 30 day time line for them because sometimes my schedule requires more driving than biking in a month. also in months with a lot of holidays the monthly pass is no longer useful for people if it goes up to 15 days (look at july, it would mean that you only save 4 days of tickets if you got the 3rd and 4th off of work).
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	The fare table does not accurately represent the described change. For example, for 2 zones, the proposed monthly and daily prices are 163.50 and 12.00. $163.50 / 12 = 13.6$ days, not 15 days. Is the proposal really for a 2-zone monthly pass to cost $12 * 15 = 180$? If so, the proposed fare schedule on your website may skew survey results, if people think "the new fare is only 163.50" not "the new fare is 180". Why is there a discrepancy between this proposal statement of "15 days" vs the fares on the fare chart? Without an answer for that question, nobody knows what you are saying. So this proposal seems unclear, which makes it sound like a bad idea.
1423	7/5/17	
1424	7/5/17	This is a really big increase (13-24%) that is going to suddenly and materially affect riders' budgets. Since it is supposed to go into effect in only a few months, there is not much time for budget planning for something of this scope. I'm unhappy that this proposes to further tax the commuters that take the most cars off our overcrowded highways already. Plus, ridership is increasing = revenue increasing, and the response is to slap a huge fare increase on riders to the tune of 20M+? I already pay my monthly pass out of pocket, and a large portion of my monthly budget already goes towards public transportation. This steep hike would be an imposition and would make me seriously rethink taking Caltrain altogether.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	8riders whom have off work schedule should be entitled to monthly parking pass not only monthly riders who work mon-fri but other riders whom work 3 days out of the weekdays.
1413	7/5/17	Caltrain commuter, I've been a Caltrain commuter for about 20years recalling the one-way fares to San Jose \$4.25. I work wed-sun so a monthly pass wouldn't fit my situation nor the weekend trains leave early enough to arrive on time to my work. Thats why having the option of the 8 ride where I work a partial schedule on the weekdays, and still being able to purchase a monthly parking pass is vital, though you proposed discounts on one-way, daypass, clippercards they won't be able to purchase a monthly parking pass... Also I believe fare increases should be increments because our work salary increase in small increments if any... Also ridership is at a all-time high, and also the sport fans... All your propose changes I'm not really in agreement with your senior commuters throughout the years are your bread and butter, and should be catered to... Then you have your seasonal passengers whom go to see the Giants or 49ers or Sharks etc. Before I was a monthly pass commuter but not I work a different schedule having the 8ride and still be able to purchased a monthly parking pass with it is vital to my schedule. I do agree with the 25cent increase per zone as reasonable though. I will commend that Caltrain is on time more than Bart. Attentively, Alberto Fonseca
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	The discounted 8-ride ticket is a good incentive to take transit, for tech workers who split time between telecommuting and office work. For these commuters, a monthly pass is not cost effective because of the reduced number of days the train is used. The 8-ride discount makes it more likely people will take the train instead of a car. Please keep the discounted 8-ride ticket.
1423	7/5/17	
1424	7/5/17	Why is this being proposed? Surely the logistical cost in maintaining this option can't be that high. This is also a very anti-rider move, since it will only leave a daily pass and a monthly pass. Neither of those options are good value for a part-time worker.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	That's a ridiculous price hike!!
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	Parking should be resonable for your regular commuters whether having a monthly pass or 8 ride.
1413	7/5/17	
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	The number of parking spaces at many stops seems to be smaller than the number of people who take the train. So many people already cannot use the parking lots. Adding to the cost won't affect most commuters. Please use the additional parking revenues just on parking lots - security, maintenance, bicycle storage, lot expansion, etc.
1423	7/5/17	
1424	7/5/17	This is a big increase, and discourages people who live further away from a station from using Caltrain. This plus the other proposed changes will result in a really big financial hit to riders.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	Caltrain has prohibitively high fares compared to other transit options already. I would take Caltrain more if fares were lower.
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	This sounds like a reasonable fare hike.
1413	7/5/17	
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	This will cause me to specifically bike to a different zone to get on rather than paying that increase. (I'm at the edge of a zone and it really sucks to have to pay for that zone when biking to work). I'd also get more trains by taking that other station. Rather you run more trains.
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	
1423	7/5/17	
1424	7/5/17	You just raised zone fares last year, and your proposed increases are 3x inflation rates. No way!

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	
1404	7/3/17	
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	I agree somewhat but it should cater commuters whom are your regular commuters.
1413	7/5/17	
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	
1423	7/5/17	
1424	7/5/17	if you are trying to encourage off-peak ridership, shouldn't that apply to midday and early morning trains as well?

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1395	7/3/17	
1396	7/3/17	
1397	7/3/17	
1398	7/3/17	
1399	7/3/17	
1400	7/3/17	
1401	7/3/17	
1402	7/3/17	
1403	7/3/17	While very hard, look at increasing transit hub density. Probably more on the cities themselves, but they need to do more to promote and connect. Like the idea of Google Transit Village.
1404	7/3/17	Increasing monthly passes makes cost more like cost of driving, takes away incentive to ride caltrain and will decrease ridership
1405	7/3/17	
1406	7/4/17	
1407	7/4/17	
1408	7/4/17	
1409	7/4/17	
1410	7/4/17	
1411	7/4/17	
1412	7/5/17	
1413	7/5/17	
1414	7/5/17	
1415	7/5/17	
1416	7/5/17	
1417	7/5/17	More trains. More bike spots on trains.
1418	7/5/17	
1419	7/5/17	
1420	7/5/17	
1421	7/5/17	
1422	7/5/17	Will Caltrain ever have wifi networking on trains? It seems like this issue has been ignored for a decade. It's weird, in Silicon Valley's main train line.
1423	7/5/17	
1424	7/5/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
1425	7/6/17	x			3		x		6		x		6		x		5			x	2	x			1
1426	7/6/17		x				x				x					x	2			x	1	x			3
1427	7/6/17			x	1		x		5		x		5			x	2	x			3			x	4
1428	7/6/17		x					x				x				x				x				x	
1429	7/6/17		x				x					x			x					x				x	
1430	7/6/17		x				x					x			x					x				x	
1431	7/6/17			x				x				x				x				x				x	
1432	7/6/17		x				x					x			x					x				x	
1433	7/6/17		x				x					x			x					x				x	
1434	7/6/17			x				x				x				x		x						x	
1435	7/6/17		x				x					x			x					x				x	
1436	7/6/17		x					x				x				x				x				x	
1437	7/6/17			x				x				x				x				x				x	
1438	7/6/17			x	4		x		1			x	1			x	5	x			3		x		2

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1425	7/6/17	
1426	7/6/17	The go pass is already expensive for many small employers. It should be decreased in cost rather than increased.
1427	7/6/17	
1428	7/6/17	Hi, Any changes to the Go Pass program will impact my commute. Although I like to base my decisions on what is good for the environment, if the Go Pass program through Stanford University is eliminated or the fares increase to a point that it is way more cost effective to drive alone, I will do that.
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	
1435	7/6/17	
1436	7/6/17	Please include service workers for small businesses in the GoPass program. This will increase revenue.
1437	7/6/17	
1438	7/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1425	7/6/17	Again for commuters who rely on the train, the monthly pass is the most affordable option.
1426	7/6/17	The monthly pass now becomes 15 percent more expensive for two zones and 20 percent more expensive for three zones. It's a very steep increase.
1427	7/6/17	Do one or the other, this combined with both of the above means it will no longer be financially an option for me to take caltrain. I think you will actually lose money on this because I'm not the only one who will no longer consider it an option.
1428	7/6/17	
1429	7/6/17	Please rethink increase until the study comes out. Spending on this study and not waiting for results is a waste and not a solution
1430	7/6/17	hello - I just want to say that proposing a fare increase BEFORE you have all the relevant data is backwards, cart before the horse, etc etc. You can't make any sort of prediction without that data, so there is no way you can come up with a sensible figure for the increase. PLEASE wait until you have all the data, including the potential loss of some % of riders, before you plan any changes. And please consider all economic levels of riders when you do that planning.
1431	7/6/17	
1432	7/6/17	These are huge increases, unheard of in transit systems! Many people take Cal-Train only for a slight convenience and the feeling that they are helping the environment. Substantial fare increases will make them find other ways like carpooling and web assisted ride sharing. You should work on more frequent trains and more stations to attract more riders, like the Muni in San Francisco.
1433	7/6/17	Honorable Members of the Peninsula Corridor Joint Powers Board and Staff, I am greatly concerned that you are holding a public hearing about raising fares before anyone receives or can consider the results of a fare study exploring how many riders Caltrain would be likely lose by raising fares. Neither you nor Caltrain staff nor members of the public can make informed recommendations without having basic information available such as the still-in-process fare loss study. It seems at best like an unwise expenditure of limited public funds to discuss issues like raising fares without all parties'€"including the public and Caltrain riders'€" having all of the necessary data in hand first. As occasional users of Caltrain, my wife and I will probably not be affected by any fare increases, but Linda commutes daily on the Capitol Corridor trains from Oakland to Santa Clara so we understand how the cost of monthly train passes affects one's€" choices. I am concerned that the Peninsula Corridor Joint Powers Board risks decreasing its ridership and losing farebox revenue unless it does the following: 1. Postpone any consideration of a fare increase and any public hearings on the subject until everyone can consider the findings of the pending study on potential farebox revenue losses if fares are raised. 2. Revise and expand the Go Pass program so major employers and Transportation Management Associations can provide Go Pass coverage to contract workers and employees of collections of small services businesses. This expansion would increase Caltrain's revenue and ridership, while increasing access to sustainable transportation to lower-income workers. I agree with and support the July 6, 2017, letter to Caltrain on this topic signed by Adina Levin and many others. This simple expansion is long overdue. 3. Caltrain needs and deserves greater support from local, state, and federal governments in the form of subsidies and grants for operating expenses as well as capital costs. Changes in public policies to increase public taxpayer support for transit should be pursued at all levels of government. Along with raising fares, Caltrain needs to improve its service and offer additional incentives to regular and occasional commuters. Some of the many options for this include: adding wifi to every train, making sure that restrooms are accessible and clean, and adding to its capacity to carry bicycling and non-cycling commuters where they need to go in a timely manner. In addition, Caltrain should work with local transit agencies and employers to improve transfer connectivity for commuters: connecting with transit and other modes to complete their '€"last mile'€" should be easier than it is now. Lower-income passengers (those making \$75,000 or less annually) may be the first to leave Caltrain and return to driving to work, which is counterproductive from both congestion management and environmental bases. This makes raising fares both an economic and environmental justice concern: Caltrain fares should be raised in a way that harms lower-income commuters as little as possible. Thank you for considering my comments'€" and for postponing any discussions of fare increases until all the relevant data is published and available.
1434	7/6/17	
1435	7/6/17	Good morning Adina! I have some concerns about the fare increases under consideration. First, I don't make \$125,000 a year, nor do I fall below the \$75,000 a year. I am in the middle. Second, I travel from Gilroy to Redwood City 5 days a week on a monthly pass. I drive 23 miles to Gilroy. Third, I pay almost \$298 a month for the monthly pass, out of pocket; there are no subsidies from my company. What I am seeing here is that Caltrain will be making fare increases to help balance their budget. What about that tax that was passed recently by the voters; where is that money going? Isn't it being used to help with the budget and make system improvements with the surplus? Electrification will hurt those of us coming from Gilroy (and there are a lot of us) unless it is extended to Gilroy (and that is never mentioned and apparently is not in the plans). While there seems to be much consternation about ridership drops, I doubt you will see much of it long term. The 20-somethings are lazy and think they are entitled; they are the ones that are making that average of \$125,000 per year and they don't like crowded freeways. How do I know? I work in a building full of them and they are very vocal about the crowded freeways and believe they are the only ones entitled to use them. I do believe that Go-pass prices should be raised to at least 75% of what a normal fare is, per rider. Go-pass riders are using the same equipment as full-fare riders, but not paying for it. Large companies and institutions can afford higher fares whereas the rest of us cannot. I view the Go-pass as subsidized from my fare as well (and it is). I see that a 3-zone pass will go up considerably (from \$190 to \$231). What will a 5-zone pass do? Go to \$500 per month? As a long distance rider am I expected to subsidize people who "fall below the income threshold"? How are you going to establish they fall below that threshold? Am I expected to subsidize reduced-fare travel up and down the peninsula on weekends as well? Is that what I get for the increased fare for my pass? I think some re-evaluation of priorities is in order before fare increases are even considered. First those who are below the \$75,000 are subsidized from grants, not from my fare. Second the idea of reduced-fare travel on weekends needs to be thrown in the waste basket and full-fare travel implemented 7 days a week, like now. If people are going to travel by train on weekends, they will do it anyway. And the more traffic there is the more likely they are to use the system, fares aside. I doubt what I have to say here means anything. Caltrain will do whatever it wants to do, regardless of what anyone has to say anyway. But I have said what I think.
1436	7/6/17	
1437	7/6/17	Hello! I currently commute from Tamien to Millbrae (to a free shuttle to Sierra Point in Brisbane). I pay \$190.80 for a monthly pass, and my company reimburses me \$125, the maximum they reimburse for transit costs. I am willing to pay \$231, but I am concerned whether everyone will be able to afford such an increase, especially those who pay for the whole thing out of pocket. If many people have to stop, roads will crowd more, and Caltrain might null in less money on fares. Can you get by with a smaller fare increase?
1438	7/6/17	The problem is that the zones are too spaced out - the rates can be spread out. There is no reason I should have to pay the same rate to go from San Jose to Sunnyvale as others do to Menlo Park.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1425	7/6/17	Why?
1426	7/6/17	Eight ride tickets are useful for occasional riders of Caltrain. Also they are useful for monthly commuters who may be taking a long vacation and don't need a whole month of rides.
1427	7/6/17	I don't go into work every day, the 8 pass is what I use because it is what I can afford. Get rid of this and I probably will stop riding because it will get too expensive.
1428	7/6/17	
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	
1435	7/6/17	
1436	7/6/17	
1437	7/6/17	
1438	7/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1425	7/6/17	This is already expensive, what will the extra money do?
1426	7/6/17	
1427	7/6/17	
1428	7/6/17	
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	
1435	7/6/17	
1436	7/6/17	
1437	7/6/17	
1438	7/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1425	7/6/17	Whatever
1426	7/6/17	
1427	7/6/17	This is fine, it sucks but I get that caltrain needs to make money somehow.
1428	7/6/17	
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	Because I don't take the train regularly, and use a Clipper card when I ride, I wouldn't notice the fare increase immediately. It would get my attention only if I used my card on VTA Light Rail, Caltrain, BART, and MUNI on 2-3 days in succession, and noticed a \$20 auto-load on tagging-on or off more than twice during that period.
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	I buy single fares on my Clipper card, and do not object to the 20% rais. Using a car also means I'd barely notice it. Muni fares have \gone up similarly. Driving still costs more.
1435	7/6/17	
1436	7/6/17	
1437	7/6/17	
1438	7/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1425	7/6/17	Pilot programs are always good
1426	7/6/17	I like the idea of enhancing non peak usage.
1427	7/6/17	This doesn't affect the majority of people than I ride with. We all take the train to work and back and so we ride before what would be understood as "evening". This is a useless program and will only affect the people who actually don't really need the discount.
1428	7/6/17	
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	
1435	7/6/17	
1436	7/6/17	
1437	7/6/17	
1438	7/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1425	7/6/17	
1426	7/6/17	Caltrain is a viable alternative for many Silicon Valley commuters. Unfortunately the proposed changes may cause many people to decide not to use it because it is so expensive.
1427	7/6/17	
1428	7/6/17	
1429	7/6/17	
1430	7/6/17	
1431	7/6/17	
1432	7/6/17	
1433	7/6/17	
1434	7/6/17	
1435	7/6/17	
1436	7/6/17	
1437	7/6/17	
1438	7/6/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
1439	7/6/17			x	5		x				x				x			2		x		1			x	6
1440	7/6/17			x		x					x			x				x				x				
1441	7/6/17		x		2		x		6		x		6		x		3	x			1	x				5
1442	7/6/17	x			1		x		4		x		4	x			3			x	2			x		6
1443	7/6/17	x			2	x			6	x			6		x		5		x		4	x				1
1444	7/6/17	x			2		x		4		x		4	x			1	x			3				x	5
1445	7/7/17	x			2	x			4	x			4	x			1		x		6	x				5
1446	7/7/17			x			x				x				x			x			1				x	
1447	7/7/17			x			x					x			x					x					x	
1448	7/7/17			x			x					x			x				x						x	
1449	7/7/17			x			x					x			x				x						x	
1450	7/7/17			x				x				x			x				x						x	
1451	7/7/17			x				x				x				x				x					x	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1439	7/6/17	
1440	7/6/17	
1441	7/6/17	
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1439	7/6/17	
1440	7/6/17	
1441	7/6/17	The increase for monthly passes is drastic in comparison to last year's increase. This number must be renegotiated.
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	<p>Hello all, I am unable to attend the meeting in person (work, difficulty using transit mid-day), and am listening to the stream. Rose Guilbault, I am low income. I have tried to find information about low income fare purchases. My company does not participate in Go Pass. I am not disabled, a senior, or a youth. I have called several people at Caltrain and spoke in person to Connie Mobley-Ritter in person about the reduced Caltrain passes. Last thing was I was passed along to Tasha Bartholomew and she has yet to return my calls. That is why lower income people are not utilizing the lower fare prices: we literally cannot get to them. And, there is no information here: http://www.caltrain.com/Fares/tickettypes.html Please, help me - direct me to how I can get this fare, because my wages are not keeping pace with rent, food, and Caltrain. I listened to every comment from the public, and not a single person was in favor. Most appropriately challenged you to collect better information. Many of us will be put in financial dire straights by the current fare proposal. I really hope that the Board was listening and hears the concerns from the public. We understand your budget needs, but frankly, it can't be balanced on our backs any longer. Why doesn't Caltrain have dedicated funding? Why am I still asking that question after so many years? How can you make a decision on August 3rd without having the fare elasticity information? Without the other options? Without Title VI analysis? Why doesn't Seamus have the information about ridership analysis for this meeting? Why is Caltrain so very unprepared for this meeting? Why don't the riders have this information when being asked to submit comments? I appreciate Dev Davis asking the thoughtful questions regarding the lack of information at this meeting. I appreciate that she is considering other options. Director Hartnell, if you implement the current proposed fare increases and ridership leaves, then how does your budget look? Cheryl Brinkman, thank you for remembering you have lower income riders. Thank you for questioning why we lower income persons are supporting the bulk of the budget. Jeff Gee, thank you for asking for more information and better data. In the nine years I have been a rider, this is the most nutty and confounded fare proposal I have ever seen. Finally, how can you even consider changing the fares without completing Title VI analysis? I appreciate you taking the time to read my questions, and would genuinely appreciate getting a reply about a lower income monthly pass.</p>
1448	7/7/17	<p>Hello all, I am unable to attend the meeting in person (work, difficulty using transit mid-day), and am listening to the stream. Rose Guilbault, I am low income. I have tried to find information about low income fare purchases. My company does not participate in Go Pass. I am not disabled, a senior, or a youth. I have called several people at Caltrain and spoke in person to Connie Mobley-Ritter in person about the reduced Caltrain passes. Last thing was I was passed along to Tasha Bartholomew and she has yet to return my calls. That is why lower income people are not utilizing the lower fare prices: we literally cannot get to them. And, there is no information here: http://www.caltrain.com/Fares/tickettypes.html Please, help me - direct me to how I can get this fare, because my wages are not keeping pace with rent, food, and Caltrain. I listened to every comment from the public, and not a single person was in favor. Most appropriately challenged you to collect better information. Many of us will be put in financial dire straights by the current fare proposal. I really hope that the Board was listening and hears the concerns from the public. We understand your budget needs, but frankly, it can't be balanced on our backs any longer. Why doesn't Caltrain have dedicated funding? Why am I still asking that question after so many years? How can you make a decision on August 3rd without having the fare elasticity information? Without the other options? Without Title VI analysis? Why doesn't Seamus have the information about ridership analysis for this meeting? Why is Caltrain so very unprepared for this meeting? Why don't the riders have this information when being asked to submit comments? I appreciate Dev Davis asking the thoughtful questions regarding the lack of information at this meeting. I appreciate that she is considering other options. Director Hartnell, if you implement the current proposed fare increases and ridership leaves, then how does your budget look? Cheryl Brinkman, thank you for remembering you have lower income riders. Thank you for questioning why we lower income persons are supporting the bulk of the budget. Jeff Gee, thank you for asking for more information and better data. In the nine years I have been a rider, this is the most nutty and confounded fare proposal I have ever seen. Finally, how can you even consider changing the fares without completing Title VI analysis? I appreciate you taking the time to read my questions, and would genuinely appreciate getting a reply about a lower income monthly pass.</p>
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1439	7/6/17	this is a valuable option between single ride and monthly pass for me, as I cannot take train every day.
1440	7/6/17	
1441	7/6/17	
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1439	7/6/17	Parking is WAY too \$\$\$\$\$
1440	7/6/17	
1441	7/6/17	
1442	7/6/17	
1443	7/6/17	Too expensive.
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1439	7/6/17	that will make taking Caltrain NOT cheaper than driving. I drive to work on one gas tank for \$25.00 for one week. Taking the train for 2 zones one day costs me \$12. Even with wear and tear/time it is difficult to justify... In addition taking caltrain takes longer than driving.
1440	7/6/17	
1441	7/6/17	
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	The Bicycle Coalition has too much influence over your decisions. I live in SF and worked in Foster City for 17 years. I now have grandchildren in San Jose whom I care for on most week days. I sold my last car in 1996 when I moved to downtown SF and driving/parking/broken windows/street cleaning became unbearable. Thus, since 1996, I have been an exclusive patron of public transportation. While I worked, I never needed a bicycle. I have met only two people who need a bicycle to get to their place of employment. I suspect -- but cannot prove -- that many bicyclists ride their bikes as a matter of choice rather than necessity. If my above supposition that most bike riders do not need their bikes to get to work is correct, the favors that CalTrain provides these bicyclists are appalling. Consider that the rider uses one seat. Additionally, his or her bike takes up as much room as two seats. Thus, 3 seats are allocated to one passenger, and yet that passenger pays no more than the rest of this. How is such a system fair? Because I ride from SF to SJ and back, I am always guaranteed a seat. However, passengers who board at Mountain View and Palo Alto during evening rush hour usually must stand for the duration of their ride. There they stand while the bicyclist sits, and while his bicycle takes up the space of 2 additional seats. To add insult to injury, his bicycle has not one, not two, but THREE designated cars on many trains. This is ludicrous. It is time to tell the Bicycle Coalition that it, and its members, are not the only CalTrain passengers whose needs should be
1450	7/7/17	Good morning I have been watching with interest the debate on the proposed fare increase as well as my experience on the Gilroy to San Jose run. I am looking at a proposed \$500 increase over one year for this commute option. In this last year I have experienced many service delays and disruptions due to a myriad of causes. No, Caltrain cannot control trespassers or UP imposed delays, but many of the delays have been due to equipment issues. I have pretty much gone from using Caltrain as my primary commute option to my secondary. I actually can get to and from SJ faster in my car despite the traffic, plus not deal with the parking issues at Tamien. And seeing as placing parking fees into the mix is part of the upcoming equation. It may be less expensive for me to take an Uber than Caltrain if this escalation continues. Caltrain, I love you guys and you have been part of my life for eighteen years. I hate to see us disagree over money and part ways.
1451	7/7/17	CalTrain needs a dedicated source of funding (besides us, it's riders). Of course a fare increase would affect my budget and I will still take the trips I need to take on CalTrain because the alternative is not driving but the bus. (If only the Google buses would stop for us...)... I support CalTrain and hope that the maintenance gets done and wish it could become politically feasible for funding to become sufficient.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1439	7/6/17	
1440	7/6/17	
1441	7/6/17	
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1439	7/6/17	
1440	7/6/17	
1441	7/6/17	These types of increases will have a direct effect on ridership. Many commuters have openly discussed finding other means of transportation and abandoning the use of Caltrain.
1442	7/6/17	
1443	7/6/17	
1444	7/6/17	
1445	7/7/17	
1446	7/7/17	
1447	7/7/17	
1448	7/7/17	
1449	7/7/17	
1450	7/7/17	
1451	7/7/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program				
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	
1452	7/7/17			x			x					x				x				x					x	
1453	7/7/17			x				x				x				x				x					x	
1454	7/7/17			x			x				x				x				x						x	
1455	7/7/17			x			x				x				x				x						x	
1456	7/7/17		x		3		x		6		x		6		x		5	x			1	x				2
1457	7/7/17		x		4		x		6		x		6		x		5	x			1	x				2
1458	7/7/17		x		6		x				x				x				x		3	x				5
1459	7/7/17			x			x					x				x				x					x	
1460	7/8/17	x			1			x	3			x		3			x	2			x	4	x			5
1461	7/8/17		x		6	x			3	x			3	x			1		x		4		x			5
1462	7/8/17		x			x				x				x					x			x				
1463	7/8/17		x		5	x			4			x		4			x	6			x	1	x			3
1464	7/10/17	x			4		x		2			x		2			x	3	x			1	x			6
1465	7/10/17		x				x			x					x				x			x				
1466	7/10/17			x	1		x		6			x		6			x		5			x	3		x	2
1467	7/10/17			x			x					x				x					x				x	
1468	7/10/17	x			1		x		2			x		2			x	3			x	6	x			4
1469	7/10/17			x	3			x	4			x		4			x	2			x	1			x	5
1470	7/11/17		x		1		x		5			x		5			x	3			x	6	x			2
1471	7/11/17		x				x					x				x			x						x	
1472	7/11/17	x						x				x				x					x				x	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1452	7/7/17	
1453	7/7/17	
1454	7/7/17	
1455	7/7/17	
1456	7/7/17	This will deter employers from providing public transportation to their employees who commute over several zones.
1457	7/7/17	The high increase in fares will deter employers from providing passes to their employees.
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	
1461	7/8/17	
1462	7/8/17	Not that reasonable if you increase the Go Pass fee by 50%, too much for the employee.
1463	7/8/17	
1464	7/10/17	I agree with this, but I also think that employer should be able to offer Go passes to a subset of its employees; rather than all or nothing.
1465	7/10/17	
1466	7/10/17	
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	the managing agency overhead doesn't exist at BART. He supports the GO Pass increase. Need to look at SamTrans managing agency fee.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1452	7/7/17	Hello, My name is Michelle Lugo. I have been a weekly commuter from San Jose to San Francisco for the past two years. I currently purchase the monthly pass covering four zones. I understand that Caltrain does not have a dedicated source of funding and relies on fares to cover a portion of their operating budget. In the recent years ridership has increased thus generating more revenue for Caltrain, alleviating heavy traffic on the freeways and, as a result, decreasing toxic emissions. The Bay Area is a beautiful place to live and we have public transportation to partially thank for providing the general public an easily accessible means of travel. The appeal of public transportation is that it is an affordable way for the general public to travel. I, like most Caltrain commuters, live paycheck to paycheck and the funds for my monthly pass are not covered by my firm. I speak on behalf of many of my fellow commuters when I say that these price increases are excessive. The previous fare increase in 2016 for a four zone monthly pass was \$11.80 in comparison to this year's increase of \$54.70. If funding for the new railway budget is being directly withdrawn from Caltrain commuters then we should have a say in the amount that is being withdrawn. Caltrain must renegotiate a lesser fare increase. These types of increases will have a direct effect on ridership. Many commuters have openly discussed finding other means of transportation and abandoning the use of Caltrain. My father has been a VTA worker for over 30 years and as a result of his hard labor I have a profound appreciation for public transportation services. I commend Caltrain for giving us an opportunity to take part in voting for this year's fare increase. Thank you.
1453	7/7/17	
1454	7/7/17	
1455	7/7/17	
1456	7/7/17	I strongly disagree with this increase. The suggested amount of increase is too high. This must be renegotiated.
1457	7/7/17	The fare increase for this year is extremely high in comparison to last year's increase.
1458	7/7/17	
1459	7/7/17	Rather than increasing fares before you have the results of the study, just increase go-pass availability. If you want more people to take your trains, don't punish them before the fact by continuing to raise fares based on hope and no evidence that it will work. I've been riding your trains almost daily for 20 years but even I can be dissuaded from doing so if you keep raising rates rather than trying something else like stopping paying your conductors such outrageous salaries/benefits for mostly standing around. I have a monthly Clipper Card and at most it gets checked about once a month.
1460	7/8/17	
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	
1464	7/10/17	I think raising fees is reasonable, provided that trains actually gain enough seating for most passengers to sit. Currently, peak trains are over-packed. If raising fees will change that, then I agree; otherwise, I do not.
1465	7/10/17	
1466	7/10/17	Your price tables for a zone 4 does not represent the actual amount of just adding 2 days.
1467	7/10/17	Dear CalTrain, I understand the public hearing was held over the topic 3 days ago and I missed it, but I am still writing this email and like my voice to be heard. First off, a little background about myself: I've been living in San Jose for more than 20 years. As the job market in the Bay Area has shifted quite a bit in recent years, most available high tech jobs these days are in San Francisco, instead of the Silicon Valley/South Bay in the past. As a result, I took a job in the Financial District of San Francisco two weeks ago and started taking CalTrain to work on a daily basis. I feel the increase on the Monthly Pass (13-24%) and Monthly Parking(50%) is not only excessive, but also punishing the hardworking people like me who are already spending the extra time traveling from our South-Bay homes to San Francisco every day. Given the inflation rate of less than 3% between 2015 - 2017, this rate hike is certainly off the chart. On the other hand, based on my experience from the past two weeks, I think a good number of people are taking the train for free. When the conductor/worker checked the ticket and found a person without a valid ticket, the person would give some explanation which I think is bogus, like the ClipperCard reader didn't work. Then the conductor/worker would tell the person some corrective action and ask the offender to get off the train on the next stop, instead of issuing a ticket. I think the policy requiring a valid ticket before boarding the train must be strictly enforced and offender must be cited. This would be my first priority if I were the person in charge of CalTrain. With all being said, I totally support CalTrain as it's the fastest (the BabyBullet) and only reliable mean for anybody to commute between San Jose and San Francisco. I think every and anybody taking
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	Riders already pay their fair share. It is significantly higher than other transit agencies. He is concerned in the increase in the monthly pass because there is a zone increase and the cost of the pass. Supports zone increase, but not the monthly increase. Go Pass should be in phases.
1472	7/11/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1452	7/7/17	
1453	7/7/17	
1454	7/7/17	
1455	7/7/17	Dear Caltrain board members, As a long-time Caltrain rider who commutes from San Jose to San Francisco, I respectfully urge you to reconsider the proposed fare increases and termination of the 8-ride program. My company allows me to work from home nearly 50% of the time, and the 8-ride program has been invaluable to me. I don't work in SF enough to justify buying a monthly pass. If you increase the price of the monthly pass and remove the 8-ride program, that will give me even less of an incentive to use Caltrain. Rather than buy a monthly pass and try to travel to SF more, I would buy day passes and travel to SF less. I would also like you to consider updating the Go Pass program. My company used it before it had a mass layoff, and it was wonderful. Expanding the program to smaller companies like mine, as well as to contract workers and collections of small services businesses, would both increase ridership and Caltrain's revenue stream. I'm grateful that I can take Caltrain and bypass traffic and reduce pollution. But if the fares increase and the 8-ride program is taken away, I won't have as much of a reason to use it.
1456	7/7/17	
1457	7/7/17	
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	Many riders only commute in 4 days a week (or less). The 8 ride ticket takes this into account and is a much welcome convenience. Instead of eliminating the ticket altogether, the better course for riders would be to adjust the cost and related discount. Otherwise, the fare is no longer competitive with BART and I would likely switch to that transit system instead. Thank you.
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	
1464	7/10/17	The 8-ride ticket is useful for friends, family and tourists who visit the area.
1465	7/10/17	
1466	7/10/17	Lots of people use this for commuting. Caltrain is making an already miserable commute worse.
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	There should be some discount for riders who are part-time (<4 days a week), especially considering the monthly pass is being raised from 13 days to 15 days per month.
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1452	7/7/17	
1453	7/7/17	It looks like JPB thinks they can hit a "soft spot" with a \$25 increase in monthly parking, e.g., \$55 to \$82, a 45% increase. JPB must think this is a "no brainer" since it is just numbers, accounting and no real increase in service, etc. At a minimum, there should be a "break for seniors," say 10% \$60.50.
1454	7/7/17	
1455	7/7/17	
1456	7/7/17	The amount suggested is too high.
1457	7/7/17	The price increase is too high. This result in a decrease in ridership.
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	
1464	7/10/17	
1465	7/10/17	
1466	7/10/17	This makes Caltrain parking at stations such as Diridon not valuable. There is not enough parking to begin with so by raising the cost makes it even less sensible to even bother attempting to get a monthly parking pass because now almost 30 more dollars will be wasted to "maybe" get a parking space.
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1452	7/7/17	
1453	7/7/17	
1454	7/7/17	Please DON'T raise Caltrain fares as proposed. Seek other ways to increase revenues through employers or cities/counties disincentives on driving carbon polluting cars. Keep Caltrain fares low to help low income and green commuters growing. Public trans should ultimately be near free while parking and cars should cost more. I heard a German company offered to operate and expand Caltrain at lower or free fares ... take their offer as they apparently know how to massively incentivize train (with bike and bus connectivity) better.
1455	7/7/17	
1456	7/7/17	
1457	7/7/17	This increase is fare and manageable.
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	
1464	7/10/17	Subject to improvements in the service, I agree.
1465	7/10/17	
1466	7/10/17	
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1452	7/7/17	
1453	7/7/17	
1454	7/7/17	
1455	7/7/17	
1456	7/7/17	
1457	7/7/17	
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	
1464	7/10/17	
1465	7/10/17	
1466	7/10/17	Who really cares about the weekend riders, most of them are tourists or people heading to the city. Weekends should be more money as those people are not dependent on the train to get to work.
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1452	7/7/17	
1453	7/7/17	
1454	7/7/17	
1455	7/7/17	
1456	7/7/17	These high increases in fares will have a negative effect on ridership.
1457	7/7/17	The proposed high fare increases will have a negative effect on ridership. As result, fewer people will utilize Caltrain and look to other means of transportation.
1458	7/7/17	
1459	7/7/17	
1460	7/8/17	I appreciate the Caltrain service which makes commuting so much more convenient and pleasant. On fare receipts, has Caltrain ever studied whether non-paying passengers are a significant issue? Would it make economic sense to install a gate system at some point?
1461	7/8/17	
1462	7/8/17	
1463	7/8/17	You guys already raised rates recently! You are encouraging more people to drive! My monthly pass now costs almost the same amount of money as paying for gas to drive to work so I may not use Caltrain any longer. Also, if fares will increase, how about service increases as well? We have to ride trains that are 30+ years old, smelly, broken down, weak/non-functioning AC, cramped seats, etc. I've lived in countries with much cheaper fares (Japan, Korea, Hong Kong), but with much better service and amenities. CalTrain service is an embarrassment and woefully behind considering how much fares cost.
1464	7/10/17	
1465	7/10/17	
1466	7/10/17	How about actually cleaning the trains including the air systems. Every day I look at dirty dust filled air filters on every car I am in.
1467	7/10/17	
1468	7/10/17	
1469	7/10/17	
1470	7/11/17	
1471	7/11/17	
1472	7/11/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program						
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R			
1473	7/11/17		x					x				x				x				x				x				
1474	7/11/17			x				x				x				x				x				x				
1475	7/11/17		x					x				x				x				x				x				
1476	7/11/17			x				x				x				x				x				x				
1477	7/11/17		x					x				x				x				x				x				
1478	7/11/17			x				x				x				x				x				x				
1479	7/11/17	x			5			x		6	x			6	x			2		x		3	x		4			
1480	7/11/17		x					x					x			x				x				x				
1481	7/11/17	x			1			x		5	x			5			x		6		x		4		x	2		
1482	7/11/17			x				x					x			x				x				x				
1483	7/11/17		x					x		6	x			6			x			x			x					
1484	7/12/17			x				x					x			x				x				x				
1485	7/12/17	x			1			x		4			x		4			x		3			x		5	6		
1486	7/12/17	x			1			x		2	x			2	x			5		x		6	x		4			
1487	7/12/17		x		5			x		3			x		3			x		4			x		2	1		
1488	7/12/17		x		3			x		6			x		6	x			2		x		5	x		1		
1489	7/13/17		x					x		5			x		5			x		2			x		3	1		
1490	7/13/17	x			4			x		5	x			5	x			3	x			2			x	6		
1491	7/13/17			x	3			x		5			x		5			x		6	x			1		x	2	
1492	7/14/17			x				x					x					x					x			x		
1493	7/14/17	x			3			x		5			x		5			x		6	x			2	x		1	
1494	7/14/17	x			1			x		3	x			3			x		5		x		6		x		4	
1495	7/16/17			x	4			x		6			x		6	x			3	x			5	x		1		
1496	7/17/17	x			2			x		5			x		5	x			1	x			4	x		3		
1497	7/17/17	x			2			x		5			x		5			x		4	x			1	x		3	
1498	7/17/17			x	2			x		3			x		3			x		1			x		4		x	6
1499	7/17/17	x			2			x		6			x		6			x		5	x			3	x		1	
1500	7/18/17		x		5			x					x					x		6			x				x	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1473	7/11/17	Stanford asked that the Board waits until after the fare study is completed before raising the price of the GO Pass. Stanford is the largest user of the Go Pass. The increase would make it very difficult for the university and medical center to: have Go Pass for university at e20% increase; create a reduced non-profit fare
1474	7/11/17	
1475	7/11/17	engaged in TDM and options need to be developed for those that don't qualify for the GO Pass Work with the cities and local policymakers
1476	7/11/17	thinkGO Pass should be available to contractors, see lost of choice ridership if all the fare increases are done at once. If choice riders are lost the 18 million deficit will be even larger. Fare sensitivity analysis be done before all the increases are done.
1477	7/11/17	
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	contractors are not covered by the Go Pass and employees of smaller businesses. Both of these groups are largely low income workers and by including them in the Go Pass would increase revenue to Caltrain. Take some time to look at risks to the individual riders.
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	
1486	7/12/17	The Go Pass is disproportionately cheap, and I'm sure the rest of us full fare paying riders are subsidizing Go Pass riders (who probably have a lot of other employer perks too which we don't get).
1487	7/12/17	
1488	7/12/17	
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	
1499	7/17/17	
1500	7/18/17	May be should do a slabbed rate where in minimum is 23940 and offering discounts based on number of users

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1473	7/11/17	
1474	7/11/17	
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	
1478	7/11/17	takes Caltrain every day and asked that monthly pass is not increased. She is asking that they not be raised and may not be able to continue to use Caltrain. Caltrain uses fares for revenue more than any source of funding and should look to local counties to help support this deficit.
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	This is unacceptable. Monthly parking passes will increase 50%. My monthly train pass will increase about 20%. You are eliminating the 8 ride discounted ticket option. A small increase I can understand, but this is way over that. Obviously you want to decrease the number of passengers by greatly increasing the fares as well as cutting back service. Service is abysmal right now and yet you are cutting back even more on weekends. Obviously your regular riders are not important to you. The casual once in a while rider will probably not notice this increase, but you don't get as much money from them. You just received federal money, you are looking for a sales tax increase and you still want to gouge your paying customers. Obviously Caltrain and customer service are mutually exclusive. don't gouge. be reasonable
1483	7/11/17	20% increase is too high. No clear service improvement is proposed. If it is for salary, it needs to have clear vision why 20% of salary increase. Never seen any company increase salary 20% for all employees.
1484	7/12/17	
1485	7/12/17	It's like you are double-dipping on the fare increases...monthly passes based on more days AND a per zone increase...let alone the parking increase.
1486	7/12/17	Even as it is now, if I will miss a week of work or more in a given month, I usually will not take Caltrain that month at all and instead drive. The monthly pass discount makes Caltrain attractive, but it's not really a discount if it's priced so closely to the average number of regular workdays in a month (~21, depending on holidays/vacation). So this proposal if passed would result in more months where I would likely skip riding and instead drive, as the discount wouldn't help and Caltrain is too expensive without it.
1487	7/12/17	
1488	7/12/17	Monthly pass prices are already high. The prices must be adjusted by increments of station. Which means starting from one end traveling one station should be the lowest price and the last station should be the highest price. Determining it by zones is not fare to riders. Because right now one passenger pays \$84.80 for one zone per month and only travels 5 stations every day but another passenger pays the same price but travels 9 stations within the same zones per month. It's simply not fare price !!!!
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	It is not good to raise zone rate and base-days at the same time.
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	This is just smoke and mirrors to try to justify how the fare price is arrived at but means little else.
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	
1499	7/17/17	
1500	7/18/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1473	7/11/17	
1474	7/11/17	
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	Limited use customers will not have a convenient and more cost effective way to use the train without the 8-ride. I have used 8-rides for several years since I don't take the train every working day of the week.
1486	7/12/17	An 8 ride ticket represents such a minor discount, it's probably not worth the trouble.
1487	7/12/17	it is convenient for many passangers
1488	7/12/17	Cutting this option will reduce your riders. Riders prefer to have more and better options for their travels. 8 rides tickets must not be eliminated.
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	The 8-ride ticket is convenient in some situation.
1492	7/14/17	I am a loyal rider, and have been for 5 years. Because I am a professor, I commute from SF to Santa Clara two days a week from September to June. In each of these months, I buy 2 8-ride passes. I have read that Caltrain plans to eliminate 8-ride passes soon, and that upsets me. The 8-ride pass makes Caltrain an affordable, useful transportation choice for my family. I hope you will reconsider eliminating the 8-ride pass.
1493	7/14/17	
1494	7/14/17	
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	Eliminating this ticket in addition to the zone fare increase makes this a significant increase to riders who use this feature.
1499	7/17/17	
1500	7/18/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1473	7/11/17	
1474	7/11/17	
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	is against any fare increase. Fares are continually increased on paper tickets without raising fares on Clipper passengers. Shouldn't be raising fares, but decreasing fares. An agency that cant manage financials but are spending all this money for electrification doesn't have their priorities right.
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	This is a 50% increase!!!! Do you get a 50% increase in your pay? I know I don't!
1486	7/12/17	I think monthly parking should be the priced the same as for a monthly riding pass, but that should stay at 13 rather than 15.
1487	7/12/17	
1488	7/12/17	
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	The increase is too much.
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	I don't use monthly parking now because it already is way overpriced for the areas that you park in. Case in point, it's cheaper to feed the meter in San Mateo than it is to park in Caltrain's lot. Raising it further forces cars into surrounding neighborhoods and angers the local residents.
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	
1499	7/17/17	
1500	7/18/17	Getting parking is so difficult with FCFS basis and increase in monthly cost just adds more to it.

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1473	7/11/17	
1474	7/11/17	is concerned about the proposal to increase fares and member agencies not being able to pay their share. Gilroy is the underperforming portion of the system and maybe VTA needs to pay more to cover the service.
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	We have already received increases within the last year. For those riding from stations south of Tamien, we only have 3 options in and out of our stations to use the train. Yet why is it that these riders pay the same rate as others who have more riding options (day, evening, Saturday & Sunday). In effect we are already paying a higher rate due to the limited access options we have available.
1486	7/12/17	I commute between zones 1 and 4. This proposed increase would represent an 8% higher cost for someone like me to take Caltrain. Additionally, it would put a monthly pass above the IRS commuter pre-tax benefit of \$255, which as such represents an even larger dent to my take home pay. Therefore, I would probably quit riding Caltrain entirely if this passed and instead drive (which would be much faster too).
1487	7/12/17	
1488	7/12/17	
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	I understand that Caltrain receives no additional funding and is experiencing mega growth. But the fact of the matter is, the trains are still overcrowded and break down frequently. Additional money won't be spent on new cars or engines to be used in the next 4 years since new cars are being built for electrification. So how would this fare increase help? Extra spare parts? Come on...! Instead, efforts need to be focused on lobbying public sources of additional funding. People who ride Caltrain impact everyone in the Bay Area -- even those who don't ride because we are one less car in their way.
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	Increase should be more modest to be consistent with typical wage increases (e.g. ~3%).
1499	7/17/17	
1500	7/18/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1473	7/11/17	
1474	7/11/17	
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	I live 25 minutes south of Gilroy and ride from the Gilroy station...we don't have any weekend options at all
1486	7/12/17	This might encourage increased ridership at off peak times. As it is, Caltrain is much less attractive during these times since the train goes so slow. But if it were cheaper, it might be better.
1487	7/12/17	
1488	7/12/17	I recommend the fare prices must be adjusted by each station and length of travel not by zones
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	These are the occasional riders who don't feel the impact of a fare hike. Don't give them a discount and use it to offset the discount for monthly riders.
1495	7/16/17	
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	
1499	7/17/17	
1500	7/18/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1473	7/11/17	
1474	7/11/17	
1475	7/11/17	
1476	7/11/17	
1477	7/11/17	
1478	7/11/17	
1479	7/11/17	
1480	7/11/17	
1481	7/11/17	
1482	7/11/17	
1483	7/11/17	
1484	7/12/17	
1485	7/12/17	It sure would have been nice to have a Gilroy based meeting other than 5:30am in the morning...35 minutes before the FIRST of 3 trains!! I bet you didn't get feedback from many from the first train and would bet you got NONE from those who ride the 2nd or 3rd train! We have no voice or priority level from Caltrain
1486	7/12/17	
1487	7/12/17	
1488	7/12/17	Any additional fare increases must be provided by local governments agencies. Public are already paying too much for their rides with Caltrain which is already considered the most expensive public transportation in Bay Area. In addition to that, using old trains, delays at any stations, public safety which causes fatalities have not been improved at all. I recommend Bart should take over Caltrain railing and property to serve riders from San Jose to San Francisco.
1489	7/13/17	
1490	7/13/17	
1491	7/13/17	With such high rider rare, still need to significantly increase fare, is there a management issue?
1492	7/14/17	
1493	7/14/17	
1494	7/14/17	Raising my yearly fare by over \$300 doesn't exactly encourage more riders and it makes me consider driving. Likewise, you don't encourage people to leave their cars by charging high prices for parking. You cannot use the argument that parking in San Francisco is comparatively higher because these lots are not in San Francisco. I walk 1.5 miles to and from Hillsdale twice a day every weekday because the parking prices are so exorbitant. As I mentioned before, grow a pair and focus your energies on finding a constant public finding subsidy source. We don't live in some third world desert island do we? It's one of the richest places in the world and we have one of the most antiquated funding systems
1495	7/16/17	Update your app when the schedule changes - _ -
1496	7/17/17	
1497	7/17/17	
1498	7/17/17	
1499	7/17/17	The change of train time done on April 1st is ridiculous. Adding California ave additional stops is based on someone influential at that stop.
1500	7/18/17	

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

No.	Date	Go Pass Increase				Monthly Pass Multiplier				Eliminate 8-ride Ticket				Monthly Parking Multiplier				Zone Fare Increase				Pilot Program			
		A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R	A	D	N	R
1501	7/18/17		x				x				x				x				x				x		
1502	7/19/17		x		5			x	3		x		3			x	2		x		6	x			1
1503	7/19/17	x					x				x				x				x			x			
1504	7/19/17		x		3		x		1		x		1			x	2		x		6		x		4
1505	7/19/17	x			1	x			3		x		3			x	2		x		6	x			4
1506	7/19/17			x	1		x		6		x		6		x		2			x	4			x	3
1507	7/19/17			x				x				x				x				x				x	
1508	7/19/17			x				x				x				x				x				x	
1509	7/19/17			x				x				x				x				x				x	
1510	7/19/17			x				x				x				x				x				x	
1511	7/19/17			x				x				x				x				x				x	
		416	687	395		407	823	268		276	784	439		379	745	375		517	760	222		866	266	368	
		Score			3,937	Score			3,088	Score			3,599	Score			3,742	Score			3,849	Score			4,689

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Go Pass Increase		
No.	Date	Comments
1501	7/18/17	Increase of parking by ~\$30 and monthly fare by ~\$40 is a \$70 increase for a limited income. The \$70 will be out of pocket because my employer has met the \$100 subsidy of transit and parking.
1502	7/19/17	
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	I think employers should be able to support the fare increase if this means not having to increase other fares. The Go Pass seems exceptionally discounted, compared to other options that riders who pay for transit themselves (rather than having an employer program).
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	
345		Comments

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Pass Multiplier		
No.	Date	Comments
1501	7/18/17	Cost increase is difficult to add to a budget that is already difficult to manage.
1502	7/19/17	
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	
		345
		Comments

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Eliminate 8-ride Ticket		
No.	Date	Comments
1501	7/18/17	The 8 ride ticket is great when riding only 2 weeks out of the month especially when there is a planned vacation.
1502	7/19/17	
1503	7/19/17	I make not enough money and can not afford month pass. day pass will be too much too.
1504	7/19/17	
1505	7/19/17	I rely on the 8-ride ticket as a convenient way to ride the Caltrain to and from work on days on which I do not drive. I do not ride the train enough to make a monthly pass worth the cost, but the discounted 8-ride pass has been great to have as an option that's in between the monthly pass and single tickets. Those of us who do not have employers paying for transit really need this.
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	

333

Comments

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Monthly Parking Multiplier		
No.	Date	Comments
1501	7/18/17	A lack of coordination between train, buses and BART plus unsafe neighborhoods make it necessary to drive.
1502	7/19/17	
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	
		346
		Comments

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Zone Fare Increase		
No.	Date	Comments
1501	7/18/17	Personal budget is already strained because of the high cost of living.
1502	7/19/17	I am concerned about how this will negatively affect low income riders.
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	Caltrain fares are already more expensive than most other public transportation forms. The average public transit user relies on public transportation for a reason, and public transportation is becoming inaccessible to the public!
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	
		308
		Comments

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

Pilot Program		
No.	Date	Comments
1501	7/18/17	Why are commuters subsidizing in frequent riders and sport fans?
1502	7/19/17	
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	I think this would be great to try as a pilot program.
1506	7/19/17	
1507	7/19/17	
1508	7/19/17	
1509	7/19/17	
1510	7/19/17	
1511	7/19/17	
		234
		Comments

Legend - A=Agree; D=Disagree; N=No Opinion; R=Ranking

General		
No.	Date	Comments
1501	7/18/17	What additional services are planned for parking? The lots are crowded, dirty and the underground parking is filthy
1502	7/19/17	
1503	7/19/17	
1504	7/19/17	
1505	7/19/17	
1506	7/19/17	
1507	7/19/17	Chair Shaw asked why is the operating budget cuaseig the increase and the factors ; Mr. Murphy said theoperatint bidget is increasing because of the contractual obligation to TASI, the PTC beginning to come on line and revenue needed to bring system on line; Chair Shaw asked if going to 90 minute service save money. He said if ridership losses being factored into the increase. Mr. Murphy said yes elasticity was factored into this increase. Chair Shaw said this a two-year proposed fare revenue and the fare study will be completed at end of this year so will there be a chance to change the FY2019 recommendations. Mr. Murphy said they will be considered separately.
1508	7/19/17	Julia Welch asked when the last fare increase was. Mr. Murphy said it was February 2016 and the base fare was increased by 50 cents and daily parking rate was increased.
1509	7/19/17	Jeff Carter, Millbrae, said low income riders use the highest fare product and the current system is unfair based on 13 mile zones. He said he has been suggesting a point-to-point pricing and will be more economical for low income riders. He can support staff's recommendation and would like to see the Go Pass phased in over three instead of two. He asked why is the monthly pass being attacked as it is priced reasonable now and should be looking at how the monthly pass is purchased by other agencies. Metrolink allows free parking at their stations and transfers to other transit agencies.
1510	7/19/17	Roland Lebrun, San Jose, said he will be submitting a letter regarding the budget. Staff is budgeting 2,000 per train and losing 16 trains over the weekend which is 1.8 million savings. He said staff keeps on blaming the contractor contract but the real issue is the overhead agency costs charged by SamTrans. Every year the board has an opportunity to terminate SamTrans they would save money and not have to increase fares and put the money in surplus.
1511	7/19/17	Doug DeLong, Mountain View, said the Go Pass proposal really twisted Stanford's tail as they are the biggest user of the Go Pass. He said some increase in the Go Pass is warranted but broadening the Go Pass to service workers would go a long way to help the lower income riders to move to a more cost effective fare.
360		
Comments		