



BOARD OF DIRECTORS 2019

GILLIAN GILLET, CHAIR
DAVE PINE, VICE CHAIR
CHERYL BRINKMAN
JEANNIE BRUINS
CINDY CHAVEZ
RON COLLINS
DEVORA "DEV" DAVIS
CHARLES STONE
SHAMANN WALTON

JIM HARTNETT
EXECUTIVE DIRECTOR

AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

September 5, 2019 – Thursday

9:00 am (Special meeting time)

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. Proclamation Declaring September Railroad Safety and Suicide Prevention Month PROCLAMATION
4. Public Comment For Items Not on the Agenda

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

5. Consent Calendar

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

- a. Approve Meeting Minutes of August 1, 2019 MOTION
- b. Accept Statements of Revenues and Expenditures for July 2019 and Receive Information on Statement of Revenues and Expenses for the Period Ended June 30, 2019 MOTION/
INFORMATIONAL
- c. Receive Key Caltrain Performance Statistics for July 2019 INFORMATIONAL
- d. Receive State and Federal Legislative Update INFORMATIONAL
- e. Receive Capital Projects Quarterly Report 4th Quarter FY 2019 INFORMATIONAL
- f. Amendment to Rules of Procedure to Change Regular Meeting Start Time to 9:00 a.m. RESOLUTION

Approved by the Finance Committee:

- g. Adopt Overall Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2020-2022 for Federal Transit Administration-Assisted Projects RESOLUTION

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

Peninsula Corridor Joint Powers Board
September 5, 2019 Agenda

- h. Award of Contract to ARINC, Inc. for Maintenance and Support of Train Control System RESOLUTION
- i. Authorize of Amendments to Contracts for Provision of On-Call Transportation Planning RESOLUTION
- j. Authorize Amendment to the Contract with Turbo Data Systems, Inc. for Fare Evasion Citation Processing Services RESOLUTION
- 6. Report of the Chair
- 7. Report of the Nominating Committee for the Citizens Advisory Committee representing Santa Clara County and the City and County of San Francisco MOTION
- 8. Report of the Citizens Advisory Committee
- 9. Report of the Executive Director
 - a. Peninsula Corridor Electrification Project Monthly Report for July 2019 INFORMATIONAL
 - b. Monthly Report on Positive Train Control System INFORMATIONAL
- 10. Report of the Finance Committee
 - a. Adoption of the Caltrain Fare Structure (Formerly the Codified Tariff), Adoption of Findings for a Statutory Exemption Under CEQA and Approval of Associated Title VI Equity Analysis RESOLUTION
- 11. Authorize Submission of the Caltrain Regional Transportation Plan Project List to the Metropolitan Transportation Commission RESOLUTION
- 12. *Continuation from August 1, 2019 (Item 9a) Board of Directors Meeting:* Caltrain Business Plan Update – Draft Recommended Long Range Service Vision INFORMATIONAL
- 13. 2019 Annual Passenger Count Presentation INFORMATIONAL
- 14. Correspondence
- 15. Board Member Requests
- 16. Date/Time of Next Regular Meeting: Thursday, October 3, 2019 at 9:00 a.m. San Mateo County Transit District Administrative Building, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
- 17. Adjourn

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

INFORMATION FOR THE PUBLIC

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

If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at www.caltrain.com. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the JPB Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to board@caltrain.com; or by phone at 650.508.6242, or TDD 650.508.6448.

Availability of Public Records

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

Proclamation

IN HONOR OF RAILROAD SAFETY & SUICIDE PREVENTION MONTH

WHEREAS, Caltrain operates 92 weekday trains between San Francisco and Gilroy, serving the Peninsula Rail Corridor, and the communities of San Francisco, San Mateo and Santa Clara counties; and

WHEREAS, safety on the Caltrain right of way has been and remains a continuing priority along a rail system that traverses several communities and includes more than 50 at-grade public vehicular and pedestrian crossings; and

WHEREAS, the Peninsula Corridor Joint Powers Board works continuously with essential partners, including the Federal Railroad Administration, California Department of Transportation, California Public Utilities Commission and California Operation Lifesaver to improve railroad safety, to prevent accidents and to educate the public about safety around railroad tracks; and

WHEREAS, trains have become a routine part of daily life for many in this region, but it only takes a split second for someone to drop their guard and tragedy can strike. Typical Caltrain trains can take almost a mile to stop, even when emergency brakes are applied; and

WHEREAS, while safety is a clear priority for the rail agency, 90 percent of the deaths occurring on railroad tracks are ruled suicides; and

WHEREAS, suicide is a public health issue with which Caltrain is all too familiar. Every death by suicide on the rails impacts hundreds of people, including Caltrain riders and staff onboard the train, as well as passengers at station platforms; and

WHEREAS, Caltrain partners with local public health agencies to publicize resources available for individuals in crisis in an effort to reduce deaths by suicide on the rails; and

WHEREAS, led by San Mateo County Health's Behavioral Health and Recovery Services division, the Suicide Prevention Committee consists of County staff, Caltrain, community-based organizations and community members who provide oversight and direction to suicide prevention efforts in the County; and

THEREFORE, BE IT RESOLVED, that the Peninsula Corridor Joint Powers Board, in support of safety efforts locally, regionally and statewide, joins in proclaiming September as "Railroad Safety & Suicide Prevention Month" and commends local, State, and Federal officials, industry, and citizen efforts to improve railroad safety; and

BE IT FURTHER RESOLVED, that the Peninsula Corridor Joint Powers Board reaffirms its efforts as a community partner in the prevention of deaths by suicide as a critical component of "Railroad Safety & Suicide Prevention Month" and urges continued and expanded collaboration to extend to all who need it effective mental health resources.



**Peninsula Corridor Joint Powers Board
Board of Directors Meeting
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF AUGUST 1, 2019

MEMBERS PRESENT: C. Brinkman, J. Bruins, R. Collins, D. Davis, C. Stone, S. Walton, D. Pine (Vice Chair), G. Gillett (Chair)

MEMBERS ABSENT: C. Chavez

STAFF PRESENT: J. Hartnett, C. Mau, T. Bartholomew, M. Bouchard, J. Brook, A. Chan, C. Gumpal, D. Hansel, C. Fromson, J. Funghi, D. Hansel, J. Lipps, S. Petty, D. Seamans

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Gillian Gillett called the meeting to order at 9:02 a.m. Director Dev Davis led the Pledge of Allegiance.

ROLL CALL

District Secretary Dora Seamans called the roll and confirmed all present, with the exception of Director Chavez who was absent.

PUBLIC HEARING FOR PROPOSED CODIFIED TARIFF CHANGES

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

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

The Board members had a robust discussion and staff provided further clarification in response to the Committee comments and questions. The presentation can be found on the Caltrain website link provided here:

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-08-01+JPB+Proposed+codified+tariff+PPT.pdf

Public Comment

Aleta Dupree, Oakland, expressed the concern on eliminating the discount for Clipper use Clipper and moving away from paper ticketing.

Jeff Carter, Millbrae, spoke in support of the MTC means based discount program and price of Clipper. He also commented on fare increases and abandoned zone systems.

Roan Kattouw, San Francisco, commented on fare policy and opined that the proposed fare increase is steep.

Adina Levin, Friends of Caltrain, commented on the proposal to expand Go Pass, fare increase and suggested cost be studied.

Andrew Boone, candidate for San Jose City Council, opined that raising fares would be going in the wrong direction.

Roland Lebrun, San Jose, commented on the Caltrain deficit and Go Pass.

Smitha Gundavajhala, San Mateo, commented on the cost of services, better integrated service, more frequent service, and affordable housing.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Aleta Dupree, Oakland commented on Clipper, open source for paying Caltrain and other systems.

Andrew Boone, candidate for District 6, commented on Caltrain finance and revenue.

Roland Lebrun, San Jose, commented on annual ridership on the train, bullet train and stations.

Roan Kattouw, San Francisco, commented on the Clipper card, the vending machines, and the Civil Grand Jury report regarding lack of connectivity with SamTrans and Caltrain and electrification.

Adina Levin, Friends of Caltrain, commented on Civil Grand Jury Report, connecting service and integration.

CONSENT CALENDAR

- a. Approved Meeting Minutes of July 11, 2019
- b. Received Key Caltrain Performance Statistics for June 2019
- c. Approved Legislative Proposals and Receive State and Federal Legislative Update
- d. Resolution 2019-27 Authorized Award of Contract to Team One Repair, Inc. to Provide Repair Services for MEI/Sodeco (BNA57P) Bill Note Acceptors
- e. Resolution 2019-26 Awarded Contract to TranSystems Corporation to Provide On-Call Design Review Services
- f. Introduction of Amendment to Rules of Procedure to Change Regular Meeting Time to 9:00 a.m.

Motion/Second: Bruins/Stone

Ayes: Brinkman, Bruins, Collins, Davis, Stone, Walton, Pine, Gillett

Absent: Chavez

Noes: None

Public Comment

Roland Lebrun, San Jose, commented on the numbers reflected on Key Caltrain Performance Statistics.

REPORT OF THE CHAIR

Chair Gillett, provided a report on the Local Policy Making Group (LPMG) that met on June 27, highlights of the report was on the network integration services, Caltrain Business Plan and public comments.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Brian Shaw, Chair of the Citizens Advisory Committee, reported on details of the recent CAC Committee meeting; highlights included new CAC members, existing vacancies, term limits and the subject of alternates that included amending bylaws to be considered on a future CAC agenda.

Director Bruins announced that as a Representative for the Santa Clara County, CAC Member Cat Tucker will continue her term with the CAC until further official notice. Director Bruins noted that she will contact CAC member Cat Tucker.

Director Pine asked if there were any term limits. Joan Cassman, General Counsel responded that there are no term limits in the CAC bylaws.

Chair Gillett requested that the CAC agendize fare policy public experience.

REPORT OF THE EXECUTIVE DIRECTOR

Peninsula Corridor Electrification Project (PCEP) Monthly Report for May 2019

Monthly Report on Positive Train Control (PTC) System

Jim Hartnett, Executive Director, noted that the Peninsula Corridor Electrification Project (PCEP), Positive Train Control (PTC), and his monthly reports are in the agenda packet. Mr. Hartnett reported on the Transbay Joint Power Authority Peer Review (TJPA) and noted that there will be a full report from a Representative of the TJPA at the September Board meeting.

The Board members requested a full detailed reporting of the PCEP project during the next Board meeting.

Chair Gillett requested that the PCEP project be included as an item during the next Finance Committee meeting.

Public comment

Roland Lebrun, San Jose, commented that the PTC reports are not on the website and Communications Based Overlay Signal System (CBOSS).

Andrew Boone, candidate for San Jose City Council, commented on the electrification project and future major construction project improvements.

Aleta Dupree, Oakland, expressed concern on the pace of setting poles and foundations and opined that the project is slipping.

CALTRAIN BUSINESS PLAN JULY UPDATE

Caltrain Business Plan – Presentation on Draft Recommended Long Range Service Vision

Sebastian Petty, Director of Policy Development, reported on the Caltrain Business Plan; highlights included a long range vision for Caltrain Service, developing scenarios, weighing Caltrain's choices, the staff recommendation, next steps and organizational assessment. He also noted that the key focus of the complete plan is the service analysis, the first and last mile that includes long term needs and phasing, funding and revenues that entails existing and new funding sources; the completion of Business Plan is early 2020.

The presentation can be found on the Caltrain website link provided here:
http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-08-01+JPB+Board+Business+Plan+presentation.pdf

Director Walton left the meeting at 12:15 p.m.

Public Comment

Rosanne Foust, San Mateo County Economic Development Association, President and CEO, spoke in support of the staff recommendations and commented on the long-term larger vision for high growth.

Vaugh Wolfe, Pleasanton, commented on capacity and longer trains.

Jeff Carter, Millbrae, commented on the business plan and increased capacity.

Jason Baker, Campbell, commented on the challenges, aim toward the high growth scenario and continue to consider barriers.

Roland Lebrun, San Jose, commented on passing tracks.

Karen Kamacho, Housing Leadership Council of San Mateo County, commented on long range service vision.

Ian Griffiths, Seamless Bay Area, San Francisco, commented on the lack of integrated modes of transportation.

Madison Gibson, San Jose, commented on affordable housing policy and greenhouse gas emission.

Aleta Dupree, Oakland, commented on a larger railroad. She spoke in favor of more train service and building a railroad that is robust in terms of the number of public riders and the number of tracks.

Adina Levin, Friends of Caltrain, commented on the regional transit and preparation, the language of higher growth for funding, being more customer connected and the policy goal for an integrated system.

Allan Sarver, Belmont, commented on the need for the moderate solution.

Laura Tolkoff, San Francisco Bay Area Planning and Urban Research (SPUR), commented on the assessment vision and spoke in support of the Business Plan.

Peter Strauss, San Francisco, expressed support for the Business Plan, aiming on high growth, suggested supports the regional system and suggested that bus and BART be included in the integrated system.

Jack Ringham, Atherton, commented on travel time and High Speed Rail.

Will Graswich, San Francisco, expressed support for the Business Plan and commented on the high growth possibility.

Thomas Heiser, San Mateo, commented on better integration, Hillsdale, better mobility on the east and west sides and highest growth possible.

Christina Fernandez, South San Francisco, commented on the growth of South San Francisco.

Jenn Wallison, Menlo Park, spoke in favor of aiming high.

Andy Chow, Redwood City, expressed support on the Business Plan, to aim high and commented on vision.

Gail Price, Palo Alto Forward, commented on the high growth scenario and the regional system.

Jonathan New, commented on the infrequency of service, aim high and to pursue the highest growth.

Jonathan Grime, San Mateo, commented on highest growth scenario and to do better, operate at highest capacity, equity, and increased service.

Paul Went, Belmont, commended staff. He commented on improving time, easier access connection with BART, and four tracks from San Mateo to Redwood City.

Andrew Boone, candidate for San Jose City Council, commented on setting the goal higher and the bold long vision.

Ben Packer, Redwood City, commented on equity issue, schedule integration, policy goal for affordability.

Chair Gillett announced a five minute break at 12:47 p.m.

The Board meeting reconvened at 12:52 p.m.

Caltrain Business Plan – Presentation on Draft Organizational Assessment

Howard Permut of Permut Consulting LLC, under contract to Stanford University and with assistance from the Stanford Global Projects Center as well as other outside experts, provided a report; highlights of the report included research, analysis and recommendations across a spectrum of organizational areas, including service delivery, internal organization and governance. Casey Fromson, Director, Government and Community Affairs, reported on the public activities and individual jurisdiction outreach.

There was a robust discussion on the Caltrain Business Plan with the Board, staff and public input. The Board agreed to agendaize this item to a future special meeting to further discuss in depth the organizational assessment with Mr. Permut. The presentation can be found on the Caltrain website link provided here:

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-08-01+JPB+Board+Business+Plan+presentation.pdf

Director Davis left the meeting at 1:58 p.m.

Public Comment

Ian Griffiths, Seamless Bay Area, San Francisco, commented on regional governance, functions, and customer focus.

Roland Lebrun, San Jose, commented on TASI, Electric Multiple Units (EMUs) and SamTrans.

Adina Levin, Friends of Caltrain, commented on the service vision and funding.

Don Ceci, San Francisco, commented on the Business Plan and the best interest of the riders.

Jeff Carter, Millbrae, commented on governance, vacancies, dedicated funding and Go Pass.

Laura Tokoff, San Francisco Bay Area Planning and Urban Research SPUR, commented on the financial security, integrated fares and work with Metropolitan Transportation Commission (MTC).

Doug DeLong, Mountain View, commented on the organizational assessment report.

CORRESPONDENCE

Public Comment

Roland Lebrun, San Jose, commented on the font size of his letter that was included in the Correspondence packet.

BOARD MEMBER REQUESTS

The Board members requested an update to the Board meeting invitation to reflect new start time of 9:00 a.m.

**DATE/TIME OF NEXT REGULAR MEETING: THURSDAY, SEPTEMBER 5, 2019 AT 9:00 A.M.
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING, 2ND FLOOR,
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

Chair Gillett announced that the next meeting would be held on Thursday, September 5, 2019 at 9 a.m.

ADJOURN

The meeting was adjourned at 2:24 p.m.

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

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD
ENDED JUNE 30, 2019**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the October 3rd meeting of the Board of Directors. The auditors, Vavrinek, Trine, Day & Co., expect to finish the audit in late October. We expect to have the Comprehensive Annual Financial Statement finalized by November 2019.

Prepared by: Jennifer Ye, Manager, General Ledger 650.622.7890

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board
THROUGH: Jim Hartnett
Executive Director
FROM: Derek Hansel
Chief Financial Officer
SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
JULY 31, 2019**

ACTION

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenues and Expenses for the month of July 2019.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through July 31, 2019. The statement has been designed to follow the Agency-wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year-to-date prior to current actuals for the current fiscal year including dollar and percentage variances. In addition, the current forecast of Revenues and Expenses is compared to the Adopted Budget for Fiscal Year 2020.

SIGNIFICANCE

Annual Forecast: The annual forecast is currently the same as the budget and will be updated twice a year and presented at the February and April board meetings.

Year to Date Revenues: As of July year-to-date actual, the Total Revenue (page 1, line 17) is \$790,874 higher than the prior year. This is primarily driven by Farebox Revenue (page 1, line 1), Other Income (page 1, line 5), and JPB Member Agencies Contributions (page 1, line 12).

Year to Date Expenses: As of July year-to-date actual, the Total Expense (page 1, line 49) is \$476,427 higher than the prior year-to-date actual. This is primarily due to increases in Rail Operator Service (page 1, line 23) and in Wages & Benefits (Page 1 line 38) which includes an increase of 3% in wages across the Agency-wide and an increase of \$355,701 (25%) in the payments for unfunded CalPERS and Other Post Employment Benefits (OPEB) liability (this expense will not recur throughout the year). The increases are partially offset by the lower expenses in Claims, Payments and Reserves (page 1, line 30), Facilities & Equipment Maintenance (page 1, line 31), Managing Agency Admin OH cost (page 1, line 39), and Professional Services (page 1, line 41).

Other Information: Starting in January 2019, the Agency modified the basis of reporting from accrual basis to modified cash basis (only material revenues and expenses are accrued) in monthly financial statements.

The change in the accounting basis is not retroactively reflected in the prior year actual. As such, the monthly variance between the prior year and the current year actual may show noticeable variances for some line items on the financial statements.

BUDGET IMPACT

There are no budget amendments for the month of July 2019.

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By : Thwe T. Han, Accountant II
Jennifer Ye, Manager, General Ledger

650-508-7912
650-622-7890

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
Fiscal Year 2020
July 2019

% OF YEAR ELAPSED 8.3%

	YEAR TO DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	FORECAST	\$ VARIANCE	% BUDGET
REVENUE								
OPERATIONS:								
1 Farebox Revenue	8,954,455	9,136,916	182,461	2.0%	106,000,000	106,000,000	-	0.0%
2 Parking Revenue	434,523	498,563	64,040	14.7%	5,500,000	5,500,000	-	0.0%
3 Shuttles	173,805	98,166	(75,640)	(43.5%)	2,503,200	2,503,200	-	0.0%
4 Rental Income	145,647	179,776	34,129	23.4%	2,060,540	2,060,540	-	0.0%
5 Other Income	112,967	237,275	124,309	110.0%	1,588,450	1,588,450	-	0.0%
6								
7 TOTAL OPERATING REVENUE	9,821,397	10,150,696	329,299	3.4%	117,652,190	117,652,190	-	0.0%
8								
CONTRIBUTIONS:								
9 AB434 Peninsula & TA Shuttle Funding	153,581	158,894	5,312	3.5%	1,737,950	1,737,950	-	0.0%
10 Operating Grants	547,551	443,958	(103,593)	(18.9%)	5,327,497	5,327,497	-	0.0%
12 JPB Member Agencies	7,391,500	7,951,355	559,855	7.6%	29,921,971	29,921,971	-	0.0%
13 Use of Reserves	-	-	-	0.0%	1,064,614	1,064,614	-	0.0%
14								
15 TOTAL CONTRIBUTED REVENUE	8,092,632	8,554,207	461,575	5.7%	38,052,032	38,052,032	-	0.0%
16								
17 GRAND TOTAL REVENUE	17,914,029	18,704,902	790,874	4.4%	155,704,222	155,704,222	-	0.0%
18								
19								
EXPENSE								
OPERATING EXPENSE:								
23 Rail Operator Service	6,519,467	7,557,725	1,038,258	15.9%	90,817,696	90,817,696	-	0.0%
24 Positive Train Control	-	-	-	0.0%	2,400,000	2,400,000	-	0.0%
25 Security Services	466,436	479,852	13,416	2.9%	6,544,183	6,544,183	-	0.0%
26 Shuttles Services	391,834	338,514	(53,320)	(13.6%)	5,290,100	5,290,100	-	0.0%
27 Fuel and Lubricants	984,297	951,820	(32,477)	(3.3%)	11,003,417	11,003,417	-	0.0%
28 Timetables and Tickets	-	-	-	0.0%	143,500	143,500	-	0.0%
29 Insurance	347,817	360,496	12,679	3.6%	4,506,064	4,506,064	-	0.0%
30 Claims, Payments, and Reserves	30,532	(125,456)	(155,988)	(510.9%)	951,794	951,794	-	0.0%
31 Facilities and Equipment Maint	173,098	49,659	(123,439)	(71.3%)	3,339,391	3,339,391	-	0.0%
32 Utilities	158,591	68,567	(90,023)	(56.8%)	2,105,422	2,105,422	-	0.0%
33 Maint & Services-Bldg & Other	103,079	4,170	(98,909)	(96.0%)	1,567,930	1,567,930	-	0.0%
34								
35 TOTAL OPERATING EXPENSE	9,175,150	9,685,346	510,196	5.6%	128,669,496	128,669,496	-	0.0%
36								
ADMINISTRATIVE EXPENSE								
38 Wages and Benefits	2,068,287	2,483,615	415,328	20.1%	12,084,610	12,084,610	-	0.0%
39 Managing Agency Admin OH Cost	523,984	312,158	(211,826)	(40.4%)	5,098,065	5,098,065	-	0.0%
40 Board of Directors	-	1,361	1,361		14,600	14,600	-	0.0%
41 Professional Services	356,615	266	(356,349)	(99.9%)	4,275,583	4,275,583	-	0.0%
42 Communications and Marketing	-	5,771	5,771		301,500	301,500	-	0.0%
43 Other Office Expenses and Services	161,017	141,994	(19,024)	(11.8%)	2,620,595	2,620,595	-	0.0%
44								
45 TOTAL ADMINISTRATIVE EXPENSE	3,109,902	2,945,164	(164,738)	(5.3%)	24,394,953	24,394,953	-	0.0%
46								
47 Long Term Debt Expense	110,515	241,483	130,968	118.5%	2,639,773	2,639,773	-	0.0%
48								
49 GRAND TOTAL EXPENSE	12,395,567	12,871,994	476,427	3.8%	155,704,222	155,704,222	-	0.0%
50								
51 NET SURPLUS / (DEFICIT)	5,518,462	5,832,909	314,447	5.7%	(0)	(0)	-	0.0%



PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF JULY 31, 2019

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	2.379%	39	39
County Pool (Restricted)	**	Liquid Cash	2.241%	1,000,000	1,000,000
County Pool (Unrestricted)	**	Liquid Cash	2.241%	50,992	50,992
Other (Unrestricted)		Liquid Cash	0.000%	72,481,226	72,481,226
Other (Restricted)	***	Liquid Cash	0.200%	25,932,974	25,932,974
				\$ 99,465,232	\$ 99,465,232

Interest Earnings for July 2019 \$ 17,730.50
 Cumulative Earnings FY2019 \$ 17,730.50

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

** As of July 2019, the total cost of the County was \$5,181,944 and the fair market value per San Mateo County Treasurer's Office was \$5,207,526.

*** Prepaid Grant funds for Homeland Security, PTMISEA and LCTOP projects, and funds reserved for debt repayment.

The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995).

The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **KEY CALTRAIN PERFORMANCE STATISTICS – JULY 2019**

ACTION

Staff Coordinating Council recommends that the Board receive the Performance Statistics Report for July 2019.

SIGNIFICANCE

Staff will provide monthly updates to Key Caltrain Performance Statistics, Caltrain Shuttle Ridership, Caltrain Promotions, Special Event Updates, Digital Metrics, Social Media Analytics and News Report Coverage.

BUDGET IMPACT

There is no budget impact.

MONTHLY UPDATE

In July 2019, Caltrain's Average Weekday Ridership (AWR) decreased by 1.0 percent to 70,493 from calibrated July 2018 AWR of 71,234. The total number of passengers who rode Caltrain in July 2019 increased by 2.5 percent to 1,631,134 from 1,672,672 calibrated July 2018 ridership. July 2019 AWR and monthly ridership was calibrated with the 2019 Annual Count results.

This month ticket sales increased from July 2018 for:

- One Way tickets: 4.8 percent
- ED One Way tickets: 2.5 percent

This month ticket sales decreased from July 2018 for:

- Day Passes: 16.8 percent
- ED Day Passes: 20.3 percent
- Monthly Passes: 4.7 percent
- ED Monthly Passes: 7.4 percent

Caltrain Mobile Ticketing (which includes One Way, ED One Way, Day Pass, ED Day Pass, Zone Upgrades and Joint Caltrain + VTA Day Pass purchases) accounted for approximately 3 percent (46,802 rides) of July 2019 rides and 7.3 percent (\$668,841) of

July 2019 Monthly Ticket Sales Revenue. The number of Eligible Go Pass Employees increased 11.8 percent to 86,367 from 77,257 from July 2018. The number of participating Go Pass Companies increased to 131 from 128 from July 2018. Farebox Revenue increased by 2.0 percent to \$9,137,121 from \$8,954,455 in July 2018.

On-time performance (OTP) for July 2019 was 93.8 percent compared to 90.5 percent OTP for July 2018. In July 2019, there were 481 minutes of delay due to mechanical issues compared to 1,144 minutes in July 2018.

Looking at customer service statistics, there were 7.4 complaints per 100,000 passengers in July 2019 which decreased from 8.6 in July 2018.

Shuttle ridership for July 2019 increased 3.9 percent from July 2018. For station shuttles:

- Millbrae-Broadway shuttle: 184 average daily riders
- Weekend Tamien-San Jose shuttle: 27 average daily riders

When the Marguerite shuttle ridership is removed, the impact to ridership was a decrease of 11.2 percent. Due to ongoing service issues with the Shuttle Contractor (MV Transportation) as a result of staffing shortage, there were a total of 821 DNOs (Did Not Operate) trips for Caltrain shuttles in July 2019. Although DNOs have decreased in recent months for Caltrain, there are still service losses beyond previously implemented service reductions and suspensions to match available operator counts. The Belmont-Hillsdale shuttle and Menlo Park Midday Shuttle remain temporarily discontinued.

Table A

July 2019

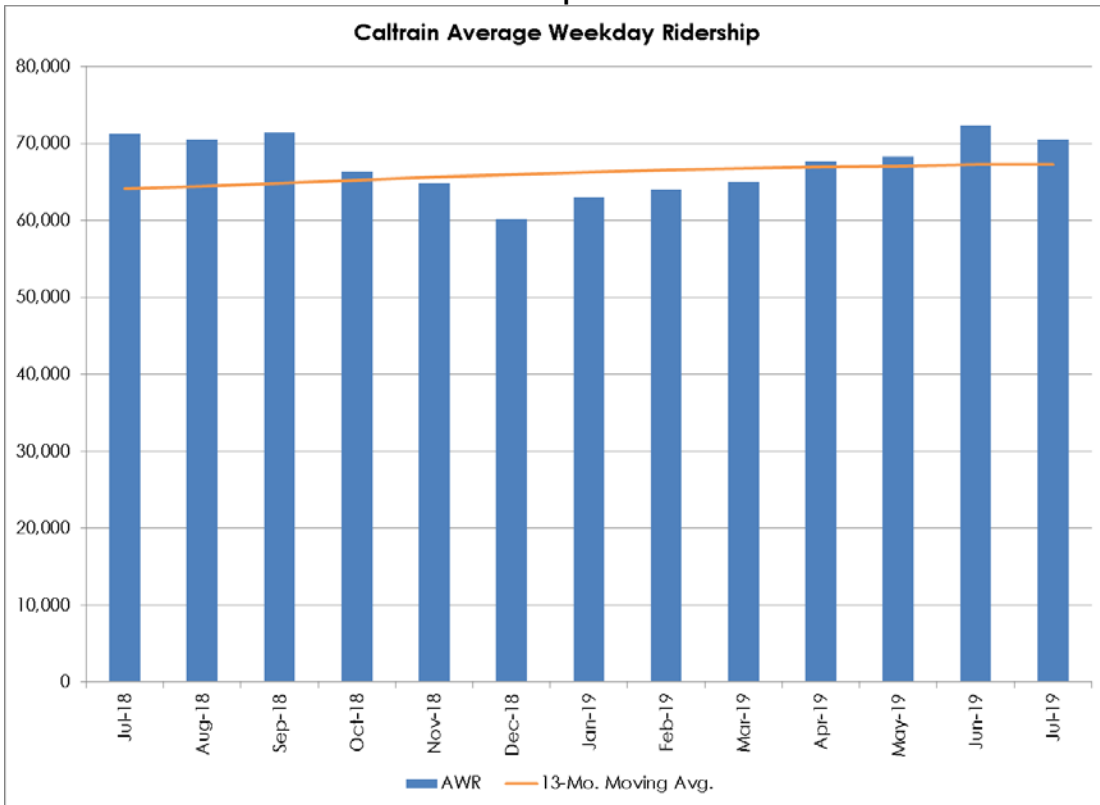
	FY2019	FY2020	% Change
Total Ridership	1,631,134*	1,672,672	2.5%
Average Weekday Ridership	71,234*	70,493	-1.0%
Total Farebox Revenue	\$ 8,954,455	\$ 9,137,121	2.0%
On-time Performance	90.5%	93.8%	3.6%
Average Weekday Caltrain Shuttle Ridership	8,467	8,794	3.9%

Fiscal Year to Date

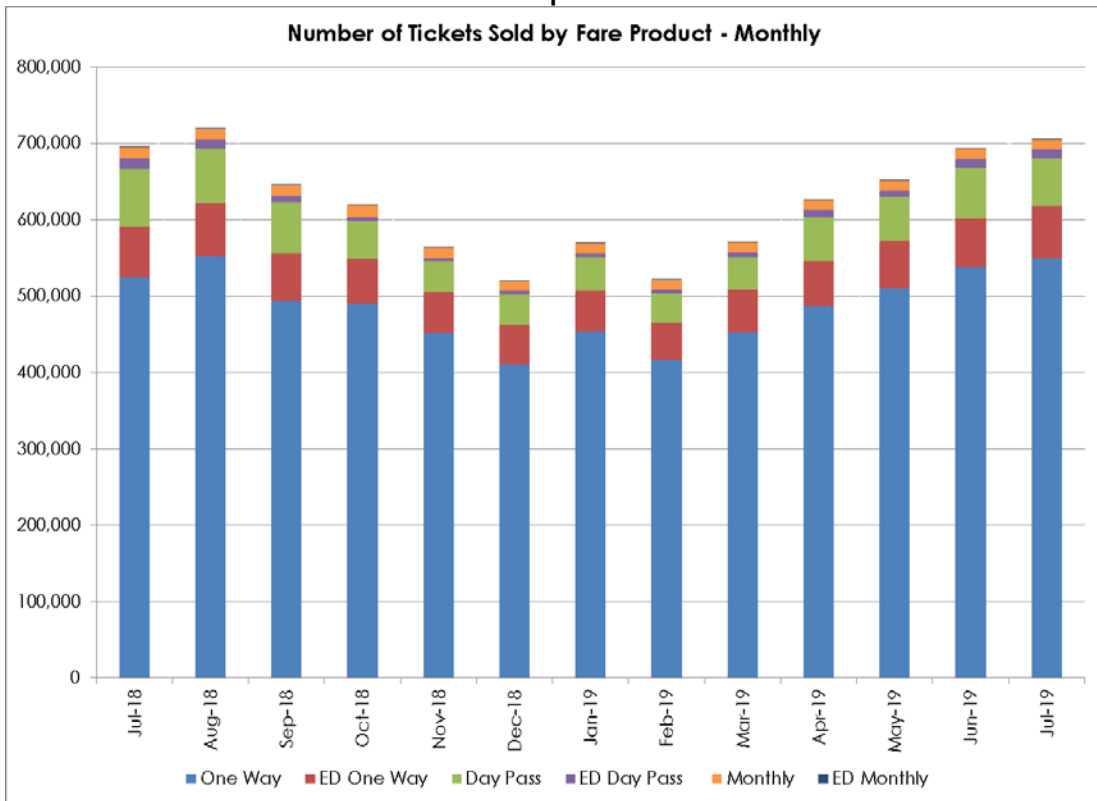
	FY2019	FY2020	% Change
Total Ridership	1,631,134*	1,672,672*	2.5%
Average Weekday Ridership	71,234*	70,493*	-1.0%
Total Farebox Revenue	\$ 8,954,455	\$ 9,137,121	2.0%
On-time Performance	90.5%	93.8%	3.6%
Average Weekday Caltrain Shuttle Ridership	8,467	8,794	3.9%

* = Items revised due to calibration to the ridership model

Graph A

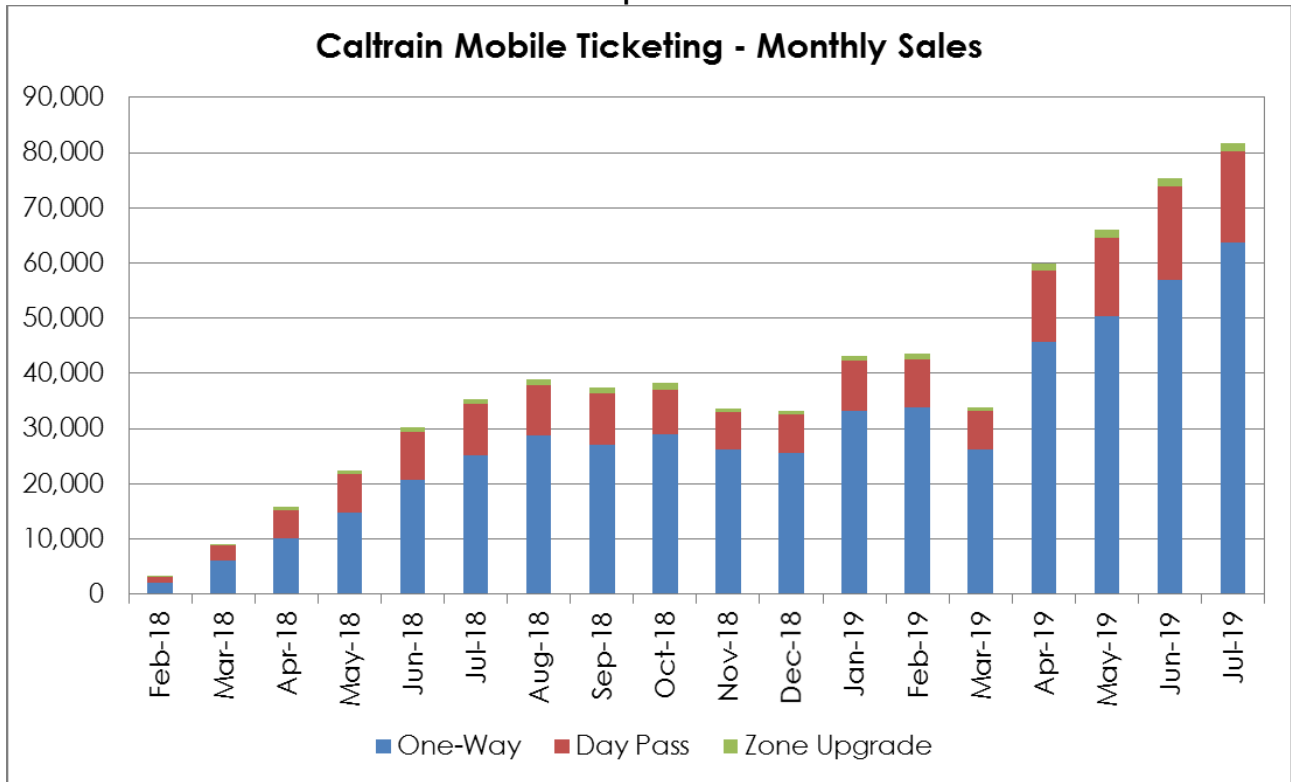


Graph B

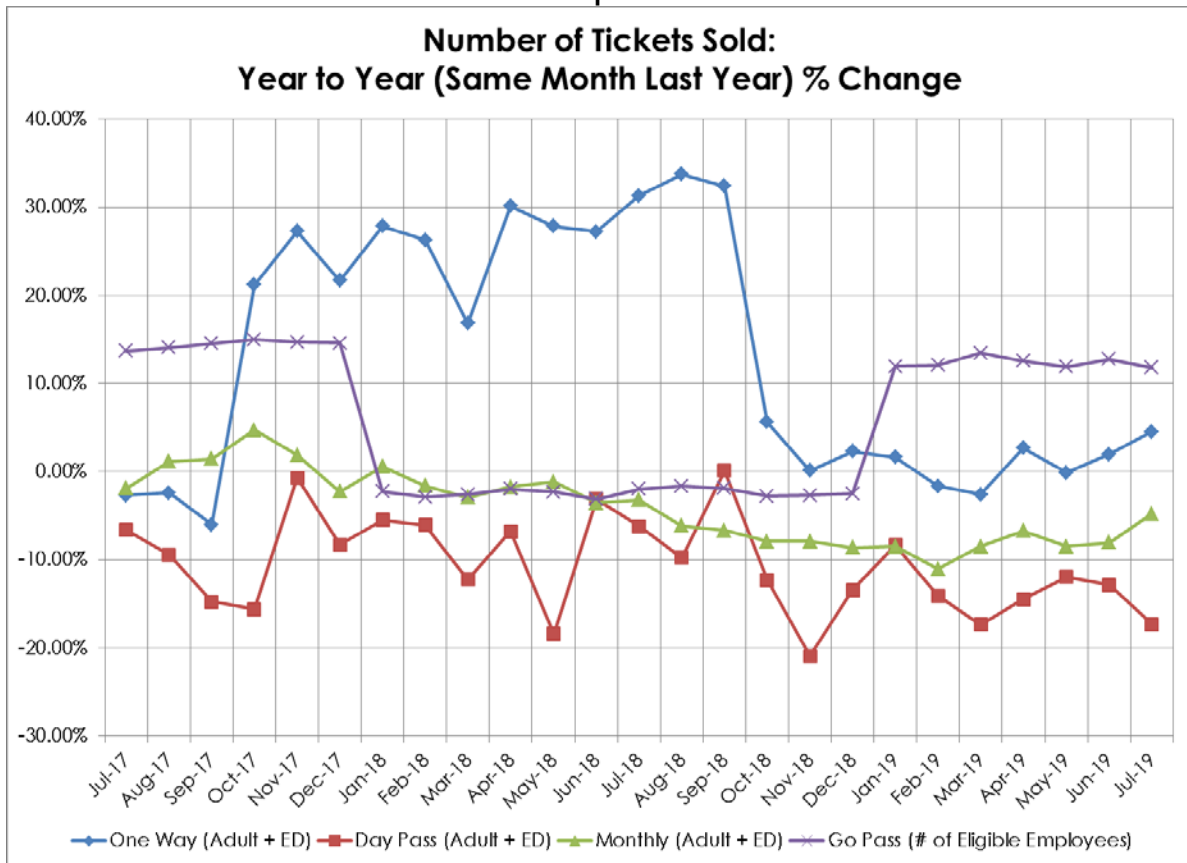


*Go Passes tracked by Monthly Number of Eligible Employees (not by Sales)

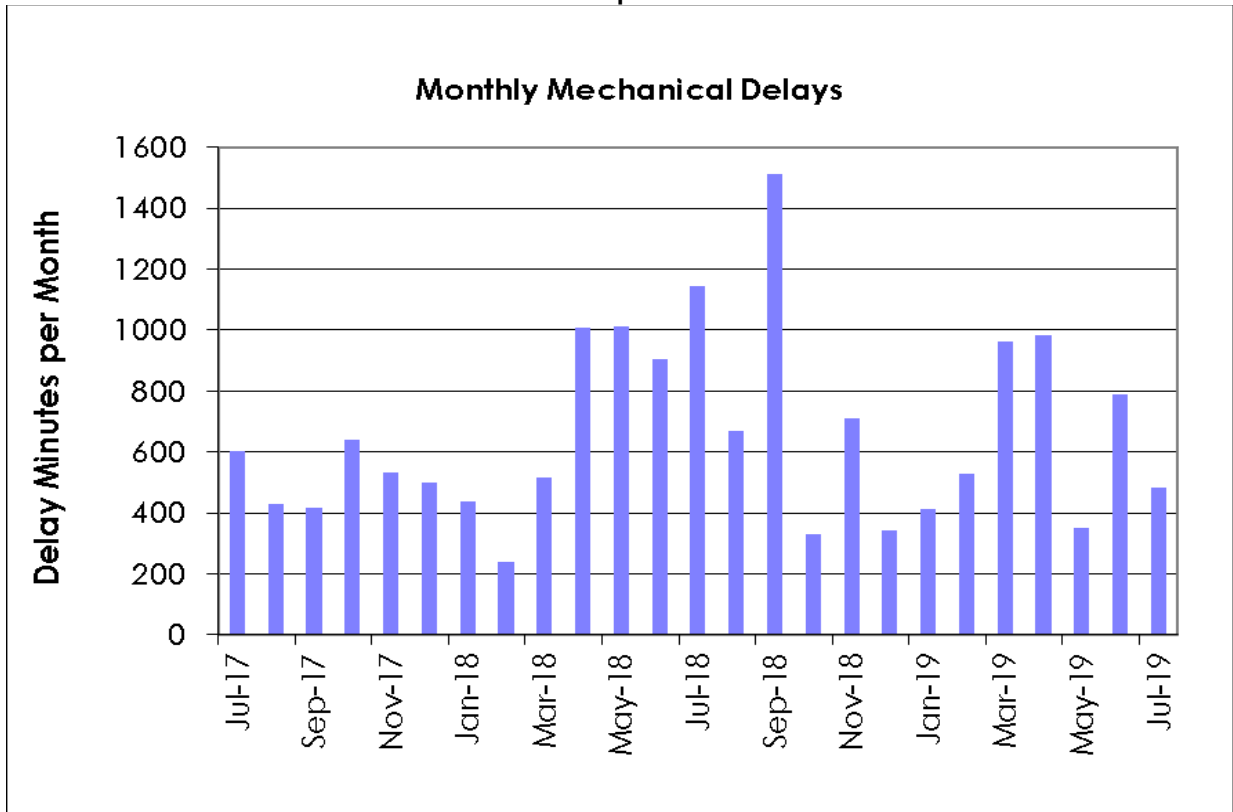
Graph C



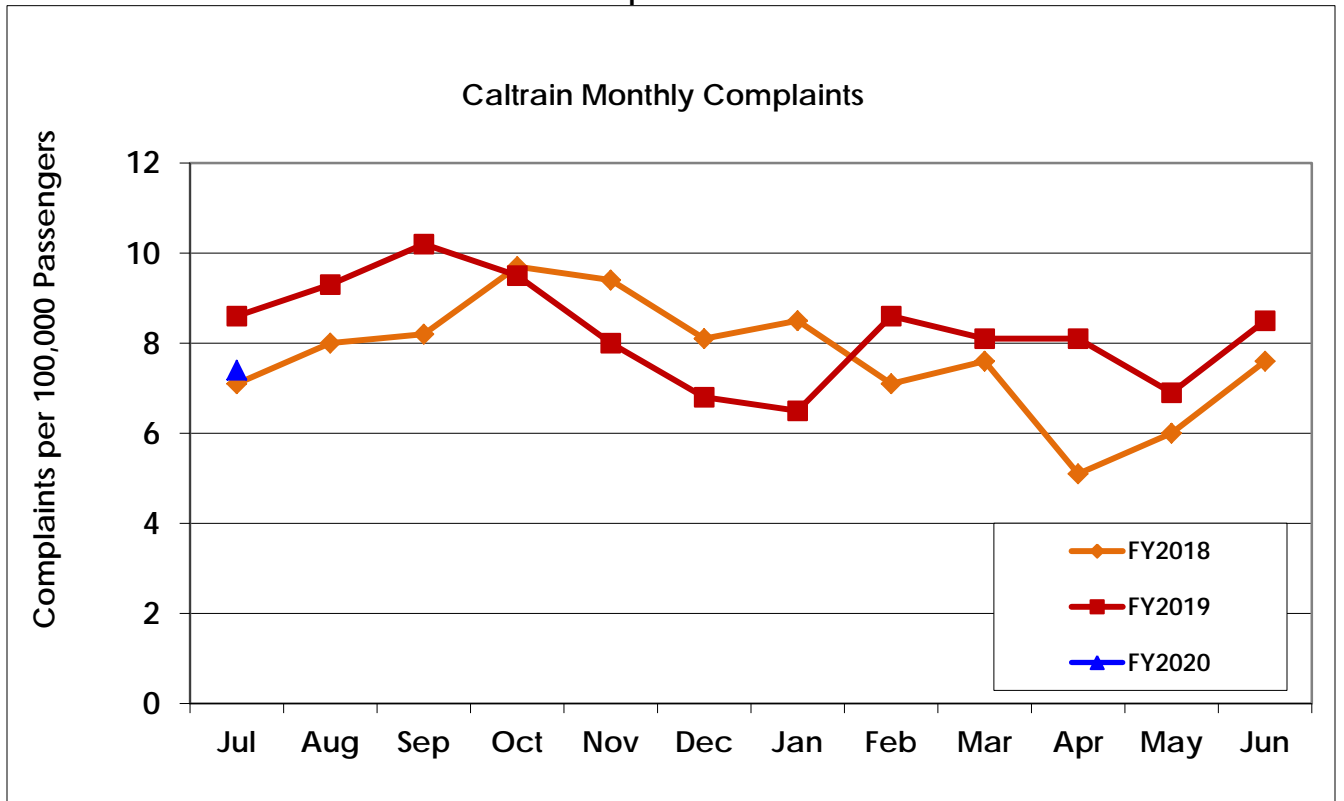
Graph D



Graph E



Graph F



Caltrain Promotions – July 2019

Levi's Stadium Event – International Champions Cup – Caltrain experienced a spike of an additional 882 riders travelling to/from the Mountain View Station on July 20 as Levi's Stadium hosted the Benfica vs. Chivas Guadalajara International Champions Cup. Caltrain promoted the event through digital communications channels, including the PeninsulaMoves! blog, social media and the special events section of the agency's website. Caltrain did not run additional trains for this event.

Gilroy Garlic Festival – The Gilroy Garlic Festival chartered train service coined the "Garlic Train" to provide nonstop service between San Jose Diridon Station and Gilroy Station for the weekend of the festival, July 27-28. The service was timed to allow riders north of San Jose to connect from regular southbound service to the Garlic Train. Passengers then alighted at Gilroy Station and transferred to a free bus that took them to and from the festival grounds. Train tickets were available for purchase only through the festival website and service included one southbound and one northbound train each day. The event was heavily publicized through the event website as well as television and social media promotions. Caltrain assisted with promotion through organic social media outreach, a news release, a *PeninsulaMoves!* Blog post and inclusion in Gettin' to the Thing, the District's monthly video series. Garlic Train ridership came in at 1,011, representing an 18 percent decrease compared to 2018. Caltrain staff and Garlic Train ambassadors were present at San Jose Diridon station to assist customers.

Caltrain Digital Metrics - JULY 2019



New Followers

+ 611

Jul 19 - 179,358

Jun 19 - 178,703

Jul 18 - 173,956

Top Tagged Issues

1. Delay (246)

2. Bikes (47)

3. Clipper (43)

4. HVAC (21)

5. Giants (21)

Caltrain.com Sessions

Jul 19 - 954,035

Jun 19 - 948,670

Jul 18 - 944,299

Social Engagement

Video Views

171,445 (Jun - 81,338)

Content Impressions

3,105,343 (Jun - 3.33M)

Interactions

38,744 (Jun - 39,752)

Monthly Yelp & FB Rating



(4 July reviews: 3.25/5)



@caltrain, @gocaltrain



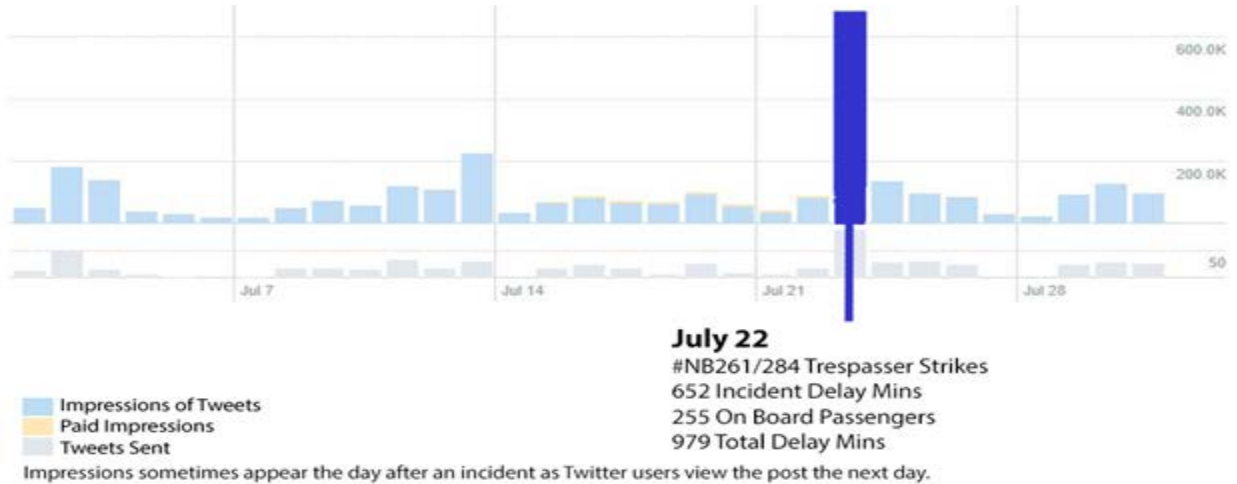
@gocaltrain



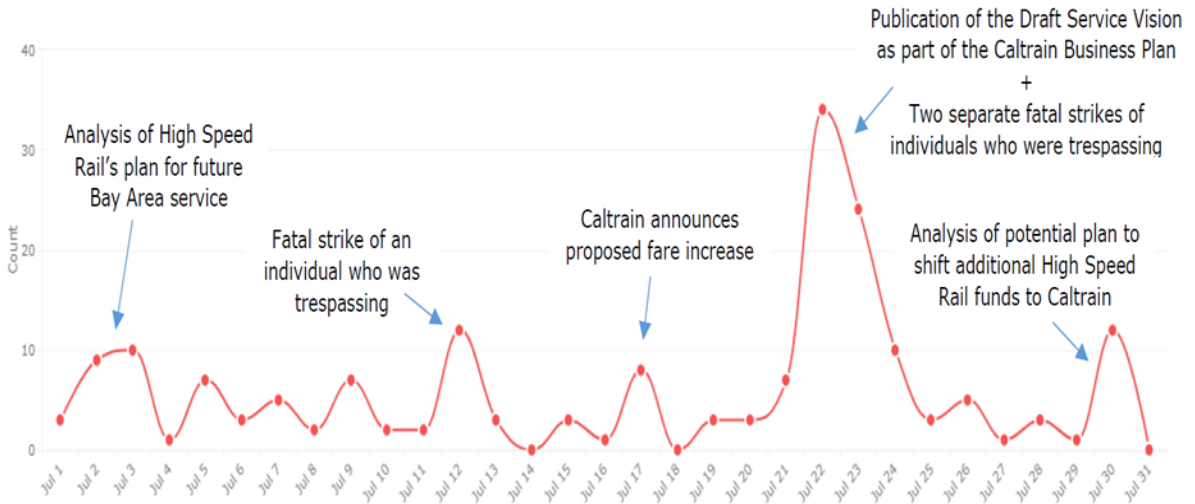
@caltrain

Twitter Impression Spikes July, 2019

Your Tweets earned 3.1M impressions over this 31 day period



Caltrain News Coverage Report – July 2019



Total # of articles: 184 (compared to 62 in June)

Prepared by:

Patrice Givens, Data Specialist
 James Namba, Marketing Specialist
 Jeremy Lipps, Social Media Officer

650.508.6347
 650.508.7924
 650.622.7845

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

Staff Coordinating Council recommends the Board receives the attached memos. Staff will provide regular updates to the Board in accordance with Legislative Program.

SIGNIFICANCE

The 2019 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

August 12, 2019

TO: Peninsula Corridor Joint Powers Board Members

FROM: Mike Robson and Trent Smith, Edelstein Gilbert Robson & Smith, LLC
Joshua W. Shaw and Matt Robinson, Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE – August 2019**

Overview

The Legislature returned to Sacramento today after spending one month in their districts for summer recess. Now that they have returned, the Legislature will have roughly one month to pass all the active bills out of their second house. All bills with fiscal impacts must pass out of their respective Appropriations Committee by August 30, and then must pass off the floor of their second house by September 13, the constitutional deadline for the first year of session. After this date, the Legislature will adjourn for interim recess until January 6, 2020, when the second year of session begins. The Governor will have until October 13 to sign or veto the bills on his desk.

Legislation

AB 752 (Gabriel) – Train Station Lactation Rooms. This bill would require new or renovated multimodal transit stations to include a lactation room if the construction begins after January 1, 2019. According to the author, the bill addresses a fundamental inequity for women who travel by rail or bus by ensuring that new or renovated transit stations provide a safe and adequate lactation space.

The author's office has indicated that the bill is intended to only apply to the largest transit stations. Along with the 10 major stations outlined in our previous update, the bill defines "multimodal train stations" as rail stations that meet the all of the following criteria: 1) support the operation of intercity rail service outlined in the Government Code, 2) is or is planned to be served by California's high-speed rail system, 3) serve as a stop or transfer point between intercity or high-speed rail and local or regional rail or bus service, 4) have a publicly accessible indoor area of no less than 5,000 square feet including public restroom, and 5) have staff onsite during operating hours.

The ACLU, the American College Obstetricians and Gynecologists and the CA Breastfeeding Coalition, among others, are in support. There is no registered opposition.

The bill has passed unanimously out of all policy and fiscal committees it was heard in, as well as the Assembly Floor. It will be heard today in the Senate Appropriations Committee where its cost to the state will be analyzed.

AB 1486 (Ting) – Surplus Land. After receiving feedback from the pro-housing growth community, Assembly Member Ting introduced AB 1486, which expands the existing Surplus Lands Act (SLA) to include a broader swath of local agencies – mainly most all special districts and joint powers authorities.

The SLA requires a city/county/district, when disposing of surplus property it holds title to, to first offer it to, and negotiate in good faith with, affordable housing developers. If the area is zoned for either housing or multi-use, the SLA must be complied with. If the area is not currently zoned for housing or multi-use, the SLA would not compel a local agency to re-zone it for affordable housing. The bill would define surplus land as land owned by a local agency, for which the local agency's governing body takes formal action, in a regular public meeting, declaring that the land is surplus.

The land being disposed of must be not necessary for the agency's use, which the bill defines. The definition of "use" includes land that is being used or is planned to be used for the express purpose of agency work or operations, including utility sites, watershed property, land being used for conservation purposes, land for demonstration, exhibition, or educational purposes related to greenhouse gas emissions, and buffer sites near sensitive governmental uses. "Use" does not include solely commercial uses, including nongovernmental retail and entertainment, or nongovernmental office development. Property held or disposed of for the sole purpose of investment or generation of revenue shall not be considered necessary for the agency's use.

The lobbying team has engaged throughout this process with the author and many concerns previously raised have been addressed. However, there is still ambiguity as to how leases, particularly short and medium-term leases, will be treated under the SLA. Caltrain leases property for a variety of purposes while we are holding the land for future transit use. The majority of these leases are for a duration shorter than would normally be considered feasible to build housing. It is expected that these lease provisions, and the applicability to short and medium term leases, will be clarified at some point as leases have been subject to much debate with regard to the SLA. The lobbying team has also educated the author's office to ensure they have a solid understanding of how Caltrain uses its property, and will continue to remain in contact with the author's office as the bill continues to evolve to make sure that it does not adversely impact Caltrain. If the remaining issues are not resolved in the agency's favor, the lobbying team may seek Board approval to request the Governor veto the bill.

The bill passed out of the Senate Governance and Finance Committee 4-3, and the Senate Housing Committee 8-3. The bill was referred to the Senate Appropriations Committee's suspense file and will be brought up at the end of August just in time for the fiscal committee deadline.

Grade Separation Funding

Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

PUC Section 190 Grade Separation Program – The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

State Transportation Improvement Program – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program – The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

Proposition 1A – This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.

Caltrain Federal Report As of August 15, 2019

Congress Adjourns for August Recess

On August 1, after passing a budget deal, the Senate adjourned for a five-week recess. The House adjourned a week prior, and both chambers will be back in session on September 9.

President Trump Signs FY 2020 Budget Deal Into Law

On August 1, the Senate passed [H.R. 3877](#), the Bipartisan Budget Act of 2019, a \$2.7 trillion budget agreement that increases federal spending caps. The deal includes an increase totaling \$320.3 billion over two years. For non-defense, the agreement will provide an increase of \$78.3 billion in FY 2020 and \$70.4 billion in FY 2021. The deal would also suspend the nation's borrowing limit until July 31, 2021. The agreement requires the House and Senate Appropriations Committees to reach separate agreements on each of the individual appropriations bills based on the new budget cap increases. No poison pills or new policy riders would be attached to these bills unless agreed to on a bipartisan basis with approval from the Administration/White House, the Speaker of the House, and the Senate Majority Leader.

The Senate [voted 67-28 to approve the bill](#), after the House passed the measure on July 25, by a [284-149 vote](#). Senator Dianne Feinstein (D-CA) and Reps. Anna Eshoo (D-CA) and Jackie Speier (D-CA) voted in favor. Senator Kamala Harris (D-CA) did not vote. President Donald Trump voiced his support of the deal throughout the process and signed the bill into law on August 2. Congress will still need to pass spending bills in September before federal funding runs out on September 30. Senate Appropriations Chairman Richard Shelby (R-Ala.) said his committee plans to start voting on spending bills when the Senate returns in early September. The House has passed 10 spending bills, with Homeland Security delayed over border funding and Legislative Branch stalled due to an effort to increase lawmakers' pay. Because the Senate hasn't written any of the 12 spending bills, a continuing resolution (CR) may be the only viable option to avoid a government shutdown, especially since there will only be 13 workdays between the time Congress returns from August recess and the end of the fiscal year.

Senate Committee Approves America's Transportation and Infrastructure Act

On July 30, the Senate Environment and Public Works (EPW) Committee unanimously approved a five-year highway reauthorization bill, America's Transportation Infrastructure Act ([S. 2302](#)), authorizing \$287 billion in Highway Trust Fund contract authority and an additional \$5.7 billion from the U.S. Department of the Treasury general fund. A summary of the legislation can be found [here](#). This funding is a 27 percent increase over the current surface transportation bill, the Fixing America's Surface Transportation (FAST) Act. Each state will receive an average 19 percent funding increase each year. Currently, California will receive

\$4.064 billion in highway funding in 2020, and under this bill, the states will receive an annual average of \$4.836 billion between 2021 and 2025, which is a \$772 million or 19 percent increase.

The committee also advanced, by voice vote, a bill – [S. 1992](#) – to repeal a planned rescission of nearly \$7.6 billion from the Federal Highway Administration (FHWA) that was included in the FAST Act.

The reauthorization bill, is the largest amount of funding provided for highway reauthorization legislation in history, and includes provisions to improve road safety, accelerate project delivery, improve resiliency to disasters and reduce highway emissions. Some highlights within the bill include:

- **Bridges**: Creates a new competitive bridge program to address the backlog of bridges in poor condition nationwide. Authorizes over \$6 billion over five years for the grant program, including \$3.3 billion from the Highway Trust Fund
 - 50% of the program will support bridges with total project costs larger than \$100 million.
- **Railway Grade Crossings/Pedestrian Safety**:
 - Maintains the existing rail-highway grade crossing program at \$245 million per year but increases the federal cost share of such projects from 90 percent to 100 percent.
 - Allows states to use rail-highway grade crossing funds for projects to reduce pedestrian injuries and fatalities from trespassing on railroad right-of-way.
 - Creates a new formula safety incentive program, funded at \$500 million per year, to lower driver and pedestrian fatalities. 65 percent of the funds will be suballocated for urbanized areas for cities to use on their projects on their Vision Zero plans.
 - Establishes a new fatality reduction performance grant program at \$100 million per year. The DOT Secretary must award grants winners in any of these performance categories: reducing per capita serious injuries and fatalities, reducing rates of serious injuries and fatalities per vehicle miles traveled (VMT), having among the lowest per capita serious injuries and fatalities, having among the lowest per-VMT serious injury and fatality averages, or innovative safety efforts. Grants awards may not be less than \$5 million and may not be more than \$30 million.
- **INFRA**: Provides \$5.5 billion for INFRA over five years. Includes a new \$500 million minimum for Critical Urban State Projects for the eight states that have population

densities greater than 400 per square mile. Increases the small project set-aside from 10 percent to 15 percent and 30 percent of the small projects have to be in rural areas.

- Climate: Creates a \$10 billion climate title intended to address climate change with language to limit transportation-related carbon emissions and build resilient infrastructure to withstand forceful storms.

The Senate Banking Committee (oversees transit) and the Senate Commerce, Science, and Transportation Committee (oversees rail) still need to pass their bills; and the Senate Finance Committee needs to identify funding for the bill. The House has also yet to begin work on transportation reauthorization. Additionally, Senate EPW Chairman John Barrasso (R-Wyo.) and Majority Leader Mitch McConnell (R-Ky.) told reporters last week that they do not support a gas tax to pay for the measure. Congress has until September 2020 to agree on a deal for reauthorization.

DOT Announces INFRA Grant Awards

On July 22, the U.S. Department of Transportation (DOT) announced chosen recipients for the Infrastructure For Rebuilding America (INFRA) grants for highways, bridges, ports and rail improvements. Transportation Secretary Elaine Chao awarded 20 grants, representing projects in 19 states, to share in a total of \$856 million. Secretary Chao [said in press release](#) that "INFRA discretionary grants support the Administration's commitment to fixing our nation's infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the processes for building significant projects, and increasing accountability for the projects that are built."

54 percent of the funding (\$465 million) went to rural projects and 46% (\$391 million) went to urban projects. The average large project grant was \$77.0 million and the average small project grant was \$8.6 million. 82 percent of the funding was for highway projects, 14.6 percent for rail projects, 2 percent for port projects, and 1.2 percent for a combined rail/waterway project.

The only INFRA award in California was for a \$50 million grant for the I-15/French Valley Parkway Improvements project in Temecula, California. The funding would be used for the northbound half of a new collector/distributor system along I-15 between Winchester Road and the I-15/I-215 junction.

DOT Awards \$85 Million Through Low-No Grant Program

On July 26, the FTA [announced awards](#) for the Low- or No-Emission (Lo-No) Grant program. The FTA awarded \$84.9 million in grants for 38 projects in 38 states to fund the deployment of transit buses and infrastructure that use advanced propulsion technologies. Eligible projects include the purchase or lease of buses powered by modern, efficient technologies. These include hydrogen fuel cells, battery electric engines and related infrastructure investments such as charging stations. The only award in California was \$2 million for Southern California Association of Governments (SCAG) to purchase advanced battery-electric buses for the Anaheim Transportation Network.

Senate Hearing on Positive Train Control

On July 31, the Senate Committee on Commerce, Science, and Transportation held a hearing entitled, "Next Steps for Positive Train Control Implementation". This hearing focused on the implementation of positive train control (PTC) and anticipated compliance with the December 31, 2020 deadline. Witnesses included:

- The Honorable Ronald Batory, Administrator, Federal Railroad Administration (FRA);
- Ms. Susan Fleming, Director of Physical Infrastructure, Government Accountability Office (GAO);
- Mr. Jim Derwinski, Chief Executive Officer and Executive Director, Metra;
- Mr. Chris Matthews, Assistant Vice President, Network Control Systems, BNSF Railway; and
- Mr. Robert Bourg, Vice President, Strategy and Growth, Wabtec Corporation;

Senate Committee on Commerce, Science, and Transportation Chairman Roger Wicker (R-MS) explained that the purpose of the hearing was to evaluate progress and potential challenges of PTC implementation and the prospect of railroads meeting the deadline of December 31, 2020. According to the testimony of the witnesses and a referenced GAO report, the majority of railroads are struggling to achieve full PTC interoperability. The report says that “Collectively, of the 227 unique host-tenant relationships that require interoperability, FRA reported that railroads had achieved interoperability for 38 (17 percent) of these relationships.” GAO also said that the shortage of available PTC vendors is an issue as the 2020 deadline for full implementation nears and that FRA’s workload is daunting, with railroads at times submitting 5,000-page safety plans for review. Several panelists recommended the creation of a commuter railway grant program to support PTC implementation be included in the reauthorization of the FAST Act. While rails have been slow to achieve complete implementation, the panelists assured the committee it is because they are prioritizing safety over timeliness.

To view the hearing and written testimony, click [here](#).

Caltrain
State Legislative Matrix 8/12/2019

Bill Number (Author)	Summary	Location	Position
<p>SB 5 (Beall D)</p> <p>Affordable Housing and Community Development Investment Program.</p>	<p>Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, subject to certain modifications. Existing law requires an annual reallocation of property tax revenue from local agencies in each county to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to specified educational entities. This bill would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. The bill would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program. This bill contains other related provisions and other existing laws.</p> <p>Amended: 6/17/2019</p>	<p>Assembly Appropriations</p> <p>8/12/2019 #5 ASSEMBLY SECOND READING FILE -- SENATE BILLS</p>	<p>Supported August 2019</p>
<p>ACA 1 (Aguiar-Curry D)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>(1) The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Assembly Third Reading</p> <p>8/12/2019 #46 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS</p>	<p>Supported June 2019</p>
<p>AB 5 (Gonzalez D)</p>	<p>Existing law, as established in the case of Dynamex Operations West, Inc. v. Superior Court of Los</p>	<p>Senate Appropriations</p>	<p>Watch</p>

<p>Worker status: employees and independent contractors.</p>	<p>Angeles (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the "ABC" test, to establish that a worker is an independent contractor for those purposes. This bill would state the intent of the Legislature to codify the decision in the Dynamex case and clarify its application. The bill would provide that the factors of the "ABC" test be applied in order to determine the status of a worker as an employee or independent contractor for all provisions of the Labor Code and the Unemployment Insurance Code, except if a statutory exemption from employment status or from a particular obligation related to employment or where a statutory grant of employment status or a particular right related to employment applies. The bill would exempt specified professions from these provisions and instead provide that the employment relationship test for those professions shall be governed by the test adopted in S. G. Borello & Sons, Inc. v. Department of Industrial Relations (1989) 48 Cal.3d 341 if certain requirements are met. These exempt professions would include, among others, licensed insurance agents, certain licensed health care professionals, registered securities broker-dealers or investment advisers, direct sales salespersons, real estate licensees, workers providing hairstyling or barbering services, electrologists, estheticians, workers providing natural hair braiding, licensed repossession agencies who meet requirements described below, and those performing work under a contract for professional services, with another business entity, or pursuant to a subcontract in the construction industry. This bill contains other related provisions and other existing laws.</p> <p>Amended: 7/11/2019</p>	<p>8/12/2019 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATION S, PORTANTINO, Chair</p>	
<p>AB 11 (Chiu D) Community Redevelopment Law of 2019.</p>	<p>(1) The California Constitution, with respect to any taxes levied on taxable property in a redevelopment project established under the Community Redevelopment Law, as it then read or may be amended, authorizes the Legislature to provide for the division of those taxes under a redevelopment plan between the taxing agencies and the redevelopment agency, as provided. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. The bill would require the city or county to submit that resolution to each affected taxing entity and would authorize an entity that receives that resolution to elect to not receive a passthrough payment, as provided. The bill would require the city or county that adopted that resolution to hold a public hearing on the proposal to consider all written and oral objections to the formation, as well as any recommendations of the affected taxing entities, and would authorize that city or county to adopt a resolution of formation at the conclusion of that hearing. The bill would then require that city or county to submit the resolution of intention to the Strategic Growth Council for a determination as to whether the agency would promote statewide greenhouse gas</p>	<p>Assembly 2 year</p>	<p>Watch</p>

	<p>reduction goals. The bill would require the council to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. The bill would deem an agency to be in existence as of the date of the council's approval. The bill would require the council to establish a program to provide technical assistance to a city or county desiring to form an agency pursuant to these provisions. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/11/2019</p>		
<p>AB 145 (Frazier D)</p> <p>High-Speed Rail Authority: Senate confirmation.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p> <p>Introduced: 12/13/2018</p>	Assembly 2 year	Watch
<p>AB 553 (Melendez R)</p> <p>High-speed rail bonds: housing.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes before the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to the Department of Housing and Community Development's Multifamily Housing Program. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election. This bill contains other related provisions.</p> <p>Amended: 3/13/2019</p>	Assembly Transportation	Watch
<p>AB 752 (Gabriel D)</p> <p>Public transit: transit stations: lactation rooms.</p>	<p>Existing law requires the airport manager of an airport operated by a city, county, city and county, or airport district that conducts commercial operations and that has more than one million enplanements a year, or upon new terminal construction or the replacement, expansion, or renovation of an existing terminal, to provide a room or other location at each airport terminal behind the airport security screening area for members of the public to express breast milk in</p>	Senate Appropriations	Watch
		8/12/2019 10 a.m. - John L. Burton Hearing Room (4203)	

	<p>private. This bill would require specific multimodal transit stations, and multimodal transit stations that meet certain criteria, that begin construction or a renovation on or after January 1, 2021, to include a lactation room. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Amended: 7/11/2019</p>	<p>SENATE APPROPRIATION S, PORTANTINO, Chair</p>	
<p>AB 1486 (Ting D) Surplus land.</p>	<p>(1) Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines "local agency" for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines "surplus land" for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency's use, except property being held by the agency for the purpose of exchange. Existing law defines "exempt surplus land" to mean land that is less than 5,000 square feet in area, less than the applicable minimum legal residential building lot size, or has no record access and is less than 10,000 square feet in area, and that is not contiguous to land owned by a state or local agency and used for park, recreational, open-space, or affordable housing. This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land. The bill would specify that the term "district" includes all districts within the state, and that this change is declaratory of existing law. The bill would revise the definition of "surplus land" to mean land owned in fee simple by any local agency, for which the local agency's governing body takes formal action, in a regular public meeting, declaring that the land is surplus and is not necessary for the agency's use, as defined. The bill would provide that "surplus land" for these purposes includes land held in the Community Redevelopment Property Trust Fund and land that has been designated in the long-range property management plan, either for sale or for future development, as specified. The bill would also broaden the definition of "exempt surplus land" to include specified types of lands. This bill contains other related provisions and other existing laws.</p> <p>Amended: 6/27/2019</p>	<p>Senate Appropriations 8/12/2019 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATION S, PORTANTINO, Chair</p>	<p>Watch</p>

<p>SB 1 (Atkins D)</p> <p>California Environmental, Public Health, and Workers Defense Act of 2019.</p>	<p>Amended: 3/18/2019</p> <p>(1)The federal Clean Air Act regulates the discharge of air pollutants into the atmosphere. The federal Clean Water Act regulates the discharge of pollutants into water. The federal Safe Drinking Water Act establishes drinking water standards for drinking water systems. The federal Endangered Species Act of 1973 generally prohibits activities affecting threatened and endangered species listed pursuant to that act unless authorized by a permit from the United States Fish and Wildlife Service or the National Marine Fisheries Service, as appropriate. This bill would require specified agencies to take prescribed actions regarding certain federal requirements and standards pertaining to air, water, and protected species, as specified. By imposing new duties on local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Amended: 7/1/2019</p>	<p>Assembly Appropriations</p>	<p>Watch</p>
<p>SB 4 (McGuire D)</p> <p>Housing.</p>	<p>(1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a development proponent of a neighborhood multifamily project or eligible transit-oriented development (TOD) project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily unit of up to 2 residential dwelling units in a nonurban community, as defined, or up to 4 residential dwelling units in an urban community, as defined, that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would define an "eligible TOD project" as a project located in an urban community, as defined, that meets specified height requirements, is located within 1/2 mile of an existing or planned transit station parcel or entrance, and meets other floor area ratio, density, parking, and zoning requirements. The bill also requires an eligible TOD project development proponent to develop a plan that ensures transit accessibility to the residents of the development in coordination with the applicable local transit agency. The bill would require specified TOD projects to comply with specified affordability, prevailing wage, and skilled and trained workforce requirements. The bill would also define "eligible parcel" to mean a parcel located within a city or county that has unmet regional housing needs and has produced fewer housing units than jobs over a specified period; is zoned to allow residential use and qualifies as an infill site; is not located within a historic district, coastal zone, very high fire hazard severity zone, or a flood plain; the development would not require the demolition of specified types of affordable housing; the parcel is not eligible for development under existing specified transit-oriented development authorizations; and the parcel in question has been fully reassessed on or after January 1, 2021, to reflect its full cash value, following a change in ownership. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/10/2019</p>	<p>Senate 2 year</p>	<p>Watch</p>

<p>SB 43 (Allen D)</p> <p>Carbon intensity and pricing: retail products.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require the state board, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified. This bill contains other existing laws.</p> <p>Amended: 7/1/2019</p>	<p>Assembly 2 year</p>	<p>Watch</p>
<p>SB 50 (Wiener D)</p> <p>Planning and zoning: housing development: streamlined approval: incentives.</p>	<p>(1) Existing law authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define "eligible parcel" to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site. This bill contains other related provisions and other existing laws.</p> <p>Amended: 6/4/2019</p>	<p>Senate 2 year</p>	<p>Watch</p>

<p>SB 128 (Beall D)</p> <p>Public contracts: Best Value Construction Contracting for Counties Pilot Program.</p>	<p>Existing law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before January 1, 2020. Existing law repeals the pilot program provisions on January 1, 2020. This bill would authorize the County of Santa Clara and the County of Monterey to utilize this pilot program and would extend the operation of those provisions until January 1, 2025. The bill, instead, would require the board of supervisors of a participating county to submit the report described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2024. By expanding the crime of perjury, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Amended: 7/10/2019</p>	<p>Assembly Appropriations</p> <p>8/14/2019 9 a.m. - State Capitol, Room 4202</p> <p>ASSEMBLY APPROPRIATIONS, GONZALEZ, Chair</p>	<p>Watch</p>
<p>SB 146 (Beall D)</p> <p>Peninsula Rail Transit District.</p>	<p>Existing law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.</p> <p>Introduced: 1/18/2019</p>	<p>Assembly 2 year</p>	<p>Watch</p>
<p>SB 147 (Beall D)</p> <p>High-Speed Rail Authority.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.</p> <p>Introduced: 1/18/2019</p>	<p>Assembly 2 year</p>	<p>Watch</p>
<p>SB 277 (Beall D)</p> <p>Road Maintenance and Rehabilitation Program: Local Partnership Program.</p>	<p>Under existing law, the California Transportation Commission allocates various state and federal transportation funds through specified state programs to local and regional transportation agencies to implement projects consistent with the requirements of those programs. Existing law continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Existing law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop</p>	<p>Assembly Appropriations</p> <p>8/14/2019 9 a.m. - State Capitol, Room 4202</p> <p>ASSEMBLY APPROPRIATIONS, GONZALEZ, Chair</p>	<p>Watch</p>

	<p>guidelines for the allocation of those moneys. This bill would require the commission to annually deposit 85% of these funds into the Local Partnership Formula Subaccount, which the bill would create, and 15% of these funds in the Small Counties and Uniform Developer Fees Competitive Subaccount, which the bill would create. The bill would require the commission to apportion the funds in the Local Partnership Formula Subaccount pursuant to a specified formula to local or regional transportation agencies that meet certain eligibility requirements. The bill would require the commission to allocate funds in the Small Counties and Uniform Developer Fees Competitive Subaccount through a competitive grant program to local or regional transportation agencies that meet other eligibility requirements. The bill would require the commission, in conjunction with transportation planning agencies and county transportation commissions, and in consultation with other local agencies, to develop separate guidelines for the apportionment or allocation of the funds in each subaccount that, among other things, establish the types of eligible projects consistent with specified requirements. In order to receive an apportionment of funds from the Local Partnership Formula Subaccount from the commission in a funding cycle, the bill would require an eligible entity to submit to the commission a list of projects proposed to be funded with the funds. The bill would require the commission to approve a project list submitted by a local or regional transportation agency unless a project identified in the project list is not consistent with the project eligibility guidelines.</p> <p>Amended: 7/1/2019</p>		
<p>SB 279 (Galgiani D) High-Speed Rail Authority: supplemental business plan.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Existing law requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements, by May 1, 2014, and every 2 years thereafter. This bill would require the authority to develop and adopt a supplemental business plan for the estimated cost of completing the section of the high-speed rail system located between the City of Merced and the northern end of the initial operating segment in the County of Madera on or before February 1, 2020, and submit the supplemental business plan to the Director of Finance, a specified peer review group, and certain legislative committees.</p> <p>Amended: 3/27/2019</p>	<p>Senate 2 year</p>	<p>Watch</p>

Total Measures: 17
Total Tracking Forms: 17

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 4th QUARTER FISCAL YEAR
2019**

ACTION

Staff Coordinating Council recommends the Board receive the Capital Projects Quarterly Status Report link to report:

[http://www.caltrain.com/Assets/ Finance/Quarterly+Capital+Program+Status+Report/JPB/Quarterly+Report+FY19+Q4.pdf](http://www.caltrain.com/Assets/Finance/Quarterly+Capital+Program+Status+Report/JPB/Quarterly+Report+FY19+Q4.pdf)

SIGNIFICANCE

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared by: Gordon Hail, Cost Engineer

650.508.7795

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH Jim Hartnett
Executive Director

FROM: Joan Cassman
Legal Counsel

SUBJECT: **AMENDMENT TO RULES OF PROCEDURE TO CHANGE REGULAR MEETING
START TIME TO 9:00 AM**

ACTION

Staff Coordinating Council recommends the Board adopt an amendment to Section 4 of the Rules of Procedure (Rules) to change the start time of regular meetings from 10:00 a.m. to 9:00 a.m..

SIGNIFICANCE

This action will amend the Board of Directors (Board)'s Rules to start regular meetings one hour earlier, at 9:00 a.m.

BUDGET IMPACT

There is no budget impact associated with this action.

BACKGROUND

The Peninsula Corridor Joint Powers Board (PCJPB) adopted its Rules of Procedure in 1992. Section 4 of the Rules reads, in relevant part, "Except as otherwise determined by the PCJPB, regular Board meetings shall be held on the first Thursday of every month at 10:00 a.m."

An earlier start time has been suggested by several Board members due to the amount of business brought before the Board and the resulting length of Board meetings, many of which have run past noon, and sometimes past 1 p.m., over the past several years.

Section 20 of the Rules requires a proposed amendment to the Rules to be introduced at a meeting prior to the one at which the Board approves such amendment. The proposed action was introduced by motion at the Board's August 1, 2019 meeting.

Prepared by: Shayna van Hoften, Legal Counsel

415.995.5880

**RESOLUTION NO. 2019 –
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

* * *

**AMENDING THE RULES OF PROCEDURE FOR THE BOARD OF DIRECTORS
TO BEGIN REGULAR MEETINGS AT 9:00 A.M.**

WHEREAS, pursuant to Resolution No. 1992-50, dated November 4, 1992, the Board of Directors adopted the Rules of Procedure for the Board of Directors of the Peninsula Corridor Joint Powers Board (JPB) to govern its proceedings; and

WHEREAS, pursuant to Section 4, Regular Meetings, the Rules of Procedure currently provides that regular meetings begin at 10:00 a.m., except as otherwise determined by the JPB; and

WHEREAS, at the Board meeting on August 1, 2019, the Board introduced the proposed amendment to change the regular meeting time from 10:00 a.m. to 9:00 a.m.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby amends Section 4 of the Rules of Procedure for the Board of Directors to change the time of regular meetings from 10:00 a.m. to 9:00 a.m.

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

AYES:

NOES:

ABSENT:

ATTEST:

Chair, Peninsula Corridor Joint Powers Board

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board
THROUGH: Jim Hartnett
Executive Director
FROM: Carter Mau
Deputy Executive Director
SUBJECT: **ADOPT OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR
FEDERAL FISCAL YEARS 2020 - 2022 FOR FEDERAL TRANSIT
ADMINISTRATION-ASSISTED PROJECTS**

ACTION

Staff Coordinating Council recommends the Board:

1. Adopt a new three-year disadvantaged business enterprise (DBE) goal of 13.5% for Federal Transit Administration (FTA)-assisted contracts for Federal Fiscal Years (FFY) 2020-22, in accordance with the regulations issued by the U.S. Department of Transportation (DOT).
2. Direct the Executive Director to submit the overall goal and related materials to the FTA by September 30, 2019.

SIGNIFICANCE

DOT regulations, 49 Code of Federal Regulations Part 26, require FTA grantees to establish a DBE Program and three-year DBE goals for projects receiving FTA assistance.

BUDGET IMPACT

The proposed DBE Program revisions should have no impact on the budget.

BACKGROUND

DOT regulations require that recipients of Federal financial assistance evaluate and adopt an overall goal covering three federal fiscal years for DBE participation in Federally assisted contracts awarded by the Peninsula Corridor Joint Powers Board (JPB). DOT regulations prescribe a methodology for setting these overall goals based on the availability of ready, willing and able DBEs in particular trades in the recipient's market area for contracts that will be awarded or underway during the three-year period. The last DBE overall goal adopted by the JPB in June 2016 was 14%, covering FFY 2017-2019.

The Finance Committee's recommendation will be considered by the Board on September 5, 2019. With the Board's approval, the new proposed overall goal for FFY 2020-2022 will be submitted for approval by the FTA. The deadline for submittal of the new proposed overall goal to the FTA is September 30, 2019.

Prepared By: Hayden Lee, Acting Manager, Civil Rights Programs 650.508.7940

RESOLUTION NO. 2019 –

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

* * *

ADOPTING A 13.5 PERCENT OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL
FOR FEDERAL FISCAL YEARS 2020 - 2022 FOR
FEDERAL TRANSIT ADMINISTRATION-ASSISTED PROJECTS

WHEREAS, the United States Department of Transportation (DOT) regulations pertaining to the Disadvantaged Business Enterprise (DBE) Program, 49 CFR Part 26, (Regulations) require that recipients of DOT financial assistance establish an overall goal for DBE participation in Federally-assisted contracts every three fiscal years for each operating administration from which the recipient receives financial assistance; and

WHEREAS, the Regulations prescribe a methodology for setting overall goals based on the availability of ready, willing and able DBEs in particular trades in the relevant market area; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) receives financial assistance from the Federal Transit Administration (FTA); and

WHEREAS, pursuant to the methodology set forth in the Regulations, staff has proposed a DBE utilization goal of 13.5 percent of contract dollars for FTA assisted contracts for Federal Fiscal Years (FFY) 2020 - 2022; and

WHEREAS, the JPB may use race-conscious means to meet its DBE overall goals where race-neutral means are inadequate; and

WHEREAS, the JPB did not meet its DBE overall goals for FFY 2017-2019; and

WHEREAS, staff proposes to increase the utilization of race-conscious means to 7 percent; and

WHEREAS, on April 2, 2019, and June 25, 2019, staff participated in direct consultation with DBE contractors, trade associations, and interested members of the public regarding the goal setting process; and

WHEREAS, the proposed overall goal was published on the JPB's website on June 10, 2019 for public comment; and

WHEREAS, no comments or requests were received from the public for information regarding the development of the proposed goal at the conclusion of the thirty-day public review and comment period on July 10, 2019; and

WHEREAS, the Finance Committee recommends, and the Staff Coordinating Council concurs, that the Board of Directors adopt the proposed 13.5 percent DBE overall goal for FTA funds for FFY 2020-2022, in accordance with the methodology set forth in the Regulations, with 7 percent to be achieved using race-conscious means, and direct the Executive Director to submit the proposed DBE overall goal and related material to the FTA by September 30, 2019.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Peninsula Corridor Joint Powers Board finds the recommended Fiscal Years 2020 - 2022 DBE overall goal of 13.5 percent, with 7 percent to be achieved using race-conscious means, is appropriate; and

BE IT FURTHER RESOLVED the Board of Directors adopts the DBE overall goal set forth above for FFY 2020 – 2022 applicable to FTA assisted contracts; and

BE IT FURTHER RESOLVED the Board of Directors directs the Executive Director to submit the DBE overall goal for FFY 2020 - 2022 to the FTA by September 30, 2019.

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

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary



Disadvantaged Business Enterprise Program: Goal Setting Methodology

September 5, 2019
JPB Board meeting
Agenda Item#5 (g)

DBE Goal Setting

- **DBE goals are set for three federal fiscal years.**
 - **Current goal for FFY 2017-2019 is 14%.**
 - **DBE goals are set for federally funded contracting opportunities only.**
 - **DBE goals do not include contracts for transit vehicle manufacturing.**
- **Goals should represent the availability of ready, willing, and able DBEs on projected federally funded contracting opportunities.**

DBE Goal Setting Methodology

- **Methodology is prescribed by federal regulations.**
- **Collect data on anticipated contracts for the next three federal fiscal years.**
- **Identify work available to be subcontracted out.**
- **Identify the available DBEs to perform the work.**



Anticipated FTA-assisted Contracts – FFY 2020-22, Federal Share

Crossing imp.-Churchill	Construction	\$	800,000
Crossing imp.-7 Crossings	Construction	\$	800,000
Ticket Vending Machine-Maintenance	Maintenance	\$	432,000
Broadway/Burl. Grade Sep. Final Design	Professional Services	\$	12,000,000
Marin & Napoleon Bridges	Construction	\$	3,234,799
Guadalupe River Bridge Replacement	Construction	\$	9,801,600
Production Surfacing-TASI Work	Maintenance	\$	1,920,000
Grade Crossing Maint.-TASI Work	Construction	\$	273,600
ENSCO Geometry Car Srvcs-TASI Work	Maintenance	\$	212,640
Holland Gage Restraint Meas.-TASI Work	Maintenance	\$	141,360
On-Call WDs-Transpo. Planning	Professional Services	\$	2,700,000
On-Call WDs-Env. Planning	Professional Services	\$	4,320,000
On-Call WDs-GECs	Professional Services	\$	11,040,000
On-Call WDs-CM	Professional Services	\$	12,000,000
Trackwork-Rail Grinding	Maintenance	\$	2,400,000
Equip. Purchase - Stabilizer, Tamper, Etc.	Procurement	\$	2,400,000

Step 1 - Base Figure

- Identify all businesses, including non-DBEs, available to perform the work.
- Identify the available DBEs to perform the work.

**EXAMPLE WORK TYPE AVAILABILITY:
Highway, Street, and Bridge Construction**

$$\frac{\text{Market Area Certified DBE Firms}}{\text{All Market Area Firms}} = 10.95\% \text{ DBE Availability}$$

Available DBEs in Three Counties

Architecture	22
Engineering Consultants	50
Surveying & Mapping	6
Environmental Consulting	22
Public Relations Agencies	21
Other Scientific and Technical Consulting	30
Highway, street & bridge construction	25
Testing Laboratories	8
Building Inspection Svcs	6
Electrical Contractors and Other Wiring Installation Contractors	16
Site Preparation Contractors	12
All Other Specialty Trade Contractors	21
Poured Concrete Foundation and Structure Contractors	12
Structural Steel and Precast Concrete Contractors	6
Industrial Supplies Merchant Wholesalers	0
Custom Computer Programming Svcs	26

Base Figure

- **Figures are weighted by % of FTA funding.**

JPB's Base Figure is 4.35%

Step 2-Adjustments to Base Figure

- **Public comments**
 - Events held April 2nd in conjunction with other Bay Area transportation agencies.
 - Public meeting held at JPB offices on June 25, 2019.
- **Past DBE participation**
 - What has past participation been?
 - Consider specific work with no DBE participation.

Adjustments to Base Figure (cont'd)

- **Disparity Studies – 2008, 2017, Others:**
 - **Anecdotal evidence of disparity,**
 - **Problems in obtaining loans, bonding, government contracts.**
- **More actual W/MBE Small businesses than certified DBEs.**
- **DBE overall goals of neighboring transit agencies (SFMTA 22%, BART 17%, VTA 20%).**

Adjustments to Base Figure (cont'd)

- **Consider all available DBEs –**
 - **Over 5,000 certified DBEs in CUCP database.**
 - **Over 1,000 certified DBEs in Bay Area.**
- **Many small minority and women businesses are not certified.**
- **Amount or percentage of FTA assisted contract dollars that can reasonably go to DBEs.**

Adjustments to Base Figure

JPB Past Participation: Overall Goal 14%

FFY16 (YE 9/30/16) 9.7%

FFY17 (YE 9/30/17) 15.6%

FFY18 (YE 9/30/18) 7.0%

FFY 16 TO FFY 18 10.9%

Race-Conscious and Race-Neutral

- **Have not met overall DBE goal from FFY 2016-19.**
- **Can use additional race-conscious measures to meet overall goal.**
- **Includes contract goals, targeted outreach, certification.**

Next Steps

- **13.5% Proposed DBE Goal for Federal Fiscal Years 2020-2022.**
- **7% race-conscious means; 6.5% race- neutral.**
- **The DBE Goal has been posted to the public for comments.**
- **DBE Goal will presented at the September, 2019 Board meeting for approval.**
- **A final DBE Goal will be submitted to the FTA in September.**

Questions?

- **Hayden Lee – Acting Manager, Office of Civil Rights**
- **Kamal Hubbard – DBE Administrator**

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

Derek Hansel
Chief Financial Officer

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

ACTION

The Staff Coordinating Council recommends the Board:

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

SIGNIFICANCE

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

BUDGET IMPACT

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

BACKGROUND

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

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

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

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

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

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

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

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

Procurement Administrator III: Jillian Ragia

650.508.7767

Deputy Director of System Engineering: Matt Scanlon

650.622.7819

RESOLUTION NO. 2019 –

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

* * *

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

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

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

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

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

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

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

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

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

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

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

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

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

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary



ARINC Maintenance and Support Services

JPB Board of Directors

September 5, 2019

Agenda Item#5 (h)

Overview

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

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

Contract Duration and Terms

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

Scope - Fixed Price Services

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

Scope - Time and Materials Services

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

Scope - Additional Services

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

ARINC Maintenance and Support Agreement Costs

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

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

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

ACTION

Staff Coordinating Council recommends the Board:

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

SIGNIFICANCE

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

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

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

BUDGET IMPACT

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

BACKGROUND

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

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

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

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

Prepared by: Melissa Reggiardo, Principal Planner

650.508.6283

RESOLUTION NO. 2019 –

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

* * *

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

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

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

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

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

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

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

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

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

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

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers
Board

ATTEST:

District Secretary



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

JPB Board of Directors
September 5, 2019
Agenda Item#5 (i)

BACKGROUND

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

ADDITIONAL NEEDS

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

PLANNING PROJECTS SUPPORTED

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

NEXT STEPS

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

*Date subject to change

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operations Officer, Rail

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

ACTION

Staff Coordinating Council recommends the Board:

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

SIGNIFICANCE

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

BUDGET IMPACT

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

BACKGROUND

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

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

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

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

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

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

RESOLUTION NO. 2019 –

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

* * *

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

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

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

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

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

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

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

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

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

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

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary



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

**JPB Board of Directors
September 5, 2019
Agenda Item #5 (j)**

Background

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



Scope of Work (SOW)

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



Benefits to the Contract Extension

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



Overview of Proof-of-Payment Program

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



Goals of Fare Ordinance

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

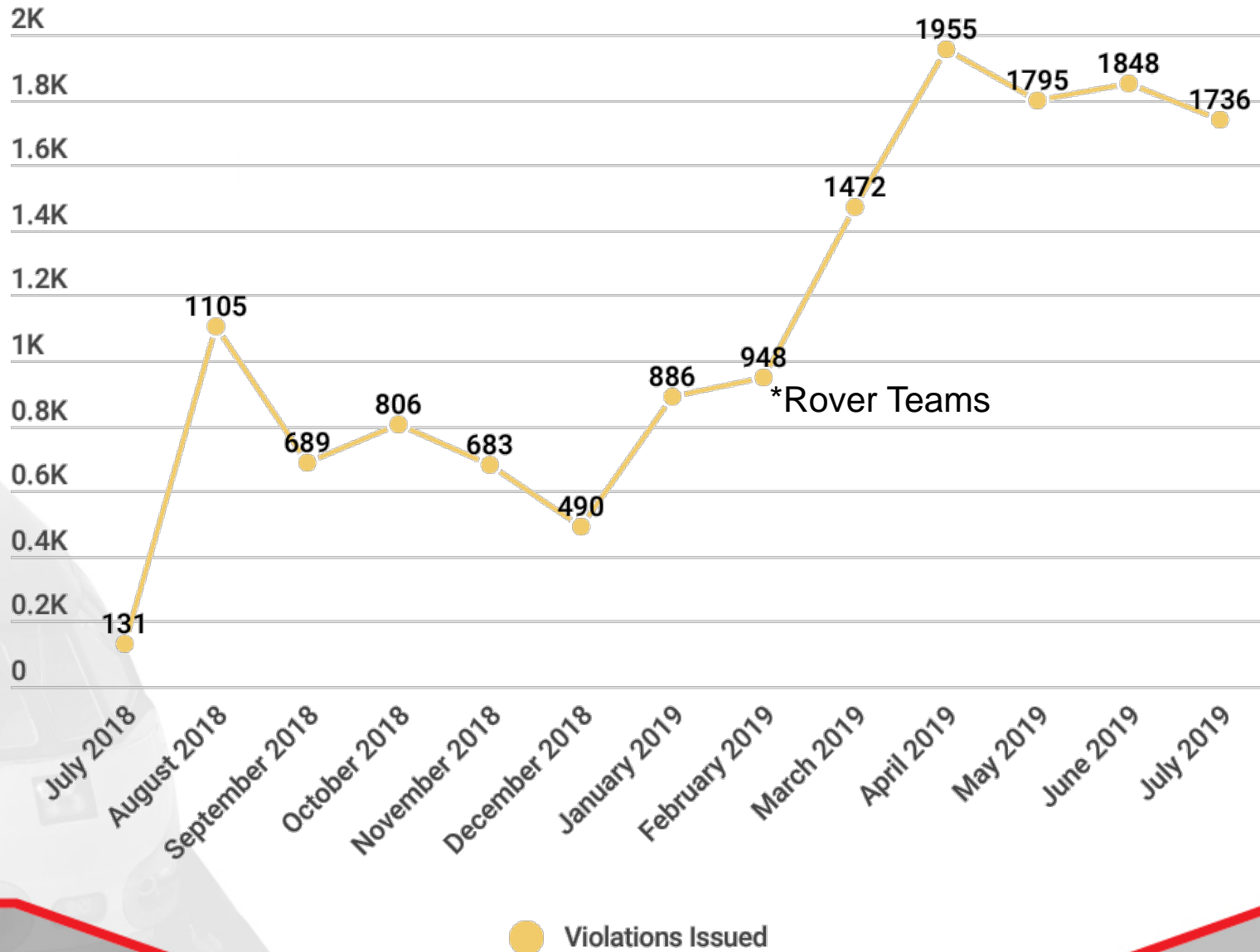


Proof-of-Payment: July 1, 2018 – July 31, 2019

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



Proof-of-Payment : By the Numbers



Proof-of-Payment

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

**CITIZENS ADVISORY COMMITTEE (CAC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF AUGUST 21, 2019

MEMBERS PRESENT: A. Brandt, A. Dagum, L. Klein, M. Romo, Patricia Leung, R. Valenciana (Vice Chair), B. Shaw (Chair)

MEMBERS ABSENT: None

STAFF PRESENT: D. Hansel, M. Jones, J. Le, J. Navarrete, J. Navarro, S. Petty

Chair Brian Shaw called the meeting to order at 5:43 p.m. and led the Pledge of Allegiance.

INTRODUCTION OF NEW CAC MEMBER

Chair Brian Shaw introduced newly appointed Santa Clara County committee member, Patricia Leung.

APPROVAL OF MINUTES OF JULY 17, 2019

Motion/Second: Klein / Valenciana
Ayes: Brandt, Dagum, Romo, Leung, Shaw
Absent: None

PUBLIC COMMENT

Jeff Carter, Millbrae, pointed out that the Agenda looked lengthy and may take a long time to get through all of the items. He stated that the CAC meeting times were set up to be train schedule friendly. He stated that members of the public may need to leave before the meeting ends and hopes that future Agendas are more brief for future meetings.

Andy Chow, Redwood City, voiced his concern regarding the Millbrae transfer. He stated that if a passenger coming from BART misses their Caltrain connection, they can be waiting for more than an hour for the next train. He suggested having a better transfer schedule at Millbrae. He also mentioned that Caltrain needs more capacity during concerts. He stated because Caltrain uses a load and go method, passengers wait until the train is full before departing the station and end up arriving past 1:00am. He suggested staff have a better method during events.

CHAIRPERSON'S REPORT

Chair Brian Shaw requested to add an item to September's Agenda, the discussion and decision to amend the bylaws to allow alternates to form a quorum. Chair Shaw also mentioned that the San Francisco County representative will be joining the committee next month. He also stated that he will have more information regarding the additional Santa Clara representative at next month's meeting.

COMMITTEE COMMENTS

Member Adrian Brandt requested staff to continue to focus on ways to prevent vehicles on the tracks. He stated that last month over one hundred passengers were stuck on the train for over 90 minutes due to a vehicle on the tracks. He then stated that the media has reported that electrification is up to two years behind schedule and requested that the JPB encourage the contractor to get back on track. Lastly, Adrian stated that the High Speed Rail Authority is proposing to go with the minimum passing tracks scenario which is not compatible with Caltrain's clock face schedule with higher frequency.

PROOF OF PAYMENT

Jenny Le, Management Analyst, San Mateo County Sheriff's Office, presented the Proof of Payment presentation.

The full PowerPoint presentation can be found on caltrain.com.

Committee Comments:

Member Adrian Brandt asked, when unpaid citations are handed off to the Franchise Tax board, how does Caltrain receive the 100% closure rate, when not everyone pays taxes. Jenny Le responded that unpaid citations are handed over to a third-party agency and if the citation still goes unpaid and is forwarded to the Franchise Tax board, the passenger is charged a penalty and eventually, the money is recouped. Member Adrian then asked about the low-income passengers that cannot pay and Jenny Le responded that Caltrain has a process for those passengers that meet the low-income threshold. Member Adrian then asked whether the collection agency purchases the unpaid citations upfront from Caltrain. Jenny Le confirmed and stated that the collection agency charges a 30% collection fee and a \$25 late fee that is passed to the customer along with a \$75 fine. Member Adrian asked how staff handles customers that have had a third offense. Jenny Le responded that the conductor provides the passenger the proper language of the 90-day exclusion and the Sheriff's department is dispatched to meet the train escort the passenger off the train. Member Adrian then asked what the mechanics of the Rover teams are. Joe Navarro, Deputy Chief, Rail Operations responded that Caltrain has two dedicated individual rovers that follow a schedule and partners with the crew on board to enforce fares. Lastly, Member Adrian asked what the evasion ration is. Mr. Joe Navarro responded that Caltrain enforces fares with two types of machines and the HCR4 machine from MTC,

does not capture that data, however staff is currently working with Turbo Data to find a way to obtain that information.

Vice Chair Valenciana asked whether the clipper card of those individuals on the 90-day exclusion are suspended. Jenny Le stated that the clipper card is not suspended and that if the individual is caught on the train, the individual is considered trespassing and criminal action will be taken.

Member Larry Klein asked how many individuals are on the 90-day exclusion list. Jenny Le responded that currently Caltrain has two individuals on the list.

Joe Navarro, Deputy Chief, Rail Operations stated that staff will present this to the Board next month and request to extend Turbo Data's contract for the next eight years.

Public comment:

Jeff Carter, Millbrae, requested staff to provide the rate of evasion ratio. He also requested staff to provide slack on the zero tolerance/no exception rule when honest mistakes are made like and the passenger indeed has fare and just forgot to tag on/off.

Doug DeLong, Mountain View, shared anecdotal information. He stated that a conductor allowed an individual with the incorrect fare to deboard the train and did not receive a notice of violation. He stated that this conductor may need additional training as it does not follow the zero-tolerance rule.

PLAN BAY AREA 2050

Melissa Jones, Principal Planner, presented Plan Bay Area 2050 to the committee.

The full PowerPoint presentation can be found on caltrain.com

Committee Comments:

Member Larry Klein stated that he expected to see grade separation costs equal between all three plans to eliminate as many grade crossings as possible in all scenarios. Sebastian Petty, Director - Caltrain Policy Development, responded that the cost includes city generated projects and an additional investment in all the scenarios. In the moderate and high growth scenarios, where there is four tracking, additional grade separations would be required.

Member Anna Dugum asked what the current peak service between San Francisco and San Jose is. Ms. Jones responded that it is five trains per hour.

Member Adrian Brandt asked what the reasoning is behind submitting three separate scenarios for MTC to choose from, when the goal is to obtain funding from them and what prevents them from choosing the least cost scenario. Ms. Jones stated that the Board has not taken action yet and once the board adopts one of the service visions, staff will work with MTC to eliminate the other two scenarios. Mr. Petty also added that

MTC is required by law to put together a fiscally constrained plan for the region and by providing all options, if the model does not fit the fiscally constrained plan, there is room to scale back.

Vice Chair Valenciana asked what other transit agencies submit plans for the same geography footprint as Caltrain does. Ms. Jones responded that the multi county operators are BART and Golden Gate Transit.

Public Comment:
None

FARE PROPOSAL

Derek Hansel, Chief Financial Officer, presented the Fare Proposal to the committee and requested a vote for recommendation.

The full PowerPoint presentation can be found on caltrain.com

Committee Comments:

Member Adrian Brandt asked, regarding the discounted fare, what percentage of riders will be eligible for the new 20% low income discount fare and stated that 20% is a timid discount when Caltrain will increase revenue with increased ridership. Mr. Hansel stated that there was an analysis of the available data completed and staff decided to offer a 20% discount to low income riders.

Member Anna Dagum asked what percent of revenue comes from the Go Pass. Mr. Hansel responded that it is a little over 20%. She also asked what types of companies are eligible to participate in the Go Pass program. Mr. Hansel stated that there is a minimum subscription amount and that there are several companies participating along the corridor, including the largest customer, Stanford University. Ms. Dagum then asked whether Caltrain risks losing Go Pass participation with the substantial increase in Go Pass fares and asked whether the substantial increase with Go Pass can subsidize low-income discount fares. Mr. Hansel stated that the revenue per passenger mile for Go Pass was the lowest fare product by far and to solve the perceived equity issue, by increasing fares, in 2025 this problem is solved. If staff continues to increase the Go Pass fare to offset the low-income fare, the equity concern will arise again for the opposite reason. Lastly, Ms. Dagum asked whether Caltrain has a program in place for subsidized Go Pass schools and/or non-profits. Ms. Hansel responded that Caltrain does not.

Member Larry Klein asked why staff decided to increase the Go Pass 5% every two years going forward as opposed to providing participating companies the price in 2022 and 2024 and then reevaluating the fare program every two years. Mr. Hansel stated there are several reasons, first the evaluation is a significant process and it made sense to increase fares all together, second there is an equity issue when the zone and base fares are increased and the Go Pass remains the same, and lastly, there were many

complaints with the onetime 50% increase split over two years as these companies also have budgets to plan for. Caltrain wants to create predictability in price for those customers. Lastly, Member Klein stated that there will be a lot of complaints with the two fare increases happening so close together, April and July.

Chair Brian Shaw recapped the changes to fares, the Go Pass will increase 5% every two years beginning 2020, that the Clipper discount program will remain, at a reduced level, and there is a new discount fare, an income-based means fare program that MTC is helping subsidize. Chair Shaw requested that an update of the means fare program be presented to the CAC in Dec 2020. He requested that this topic be added to the work plan. Mr. Hansel agreed to provide an update to the CAC in December 2020.

Vice Chair Valenciana stated that students in college may qualify for the low-income fare and asked whether staff plans to promote this at the colleges and universities. Mr. Hansel stated that he is not aware of promotion plans.

Member Anna Dagum asked whether the station-based fare proposal by a member of the public can be looked at and possibly implemented. Mr. Hansel stated that it would be challenging to implement.

Member Adrian Brandt asked why station-based fare is difficult to implement. Mr. Navarro responded that it is difficult to enforce fares every one to three miles and the determination will possibly be made once the stopping pattern is decided on and whether it would be reasonable to implement a station-based fare with the design of the new EMUs.

Public Comment:

Jeff Carter, Millbrae, stated that he supports Caltrain's participation in the means-based fare program and the increase of the Go Pass if it does not detour companies from purchasing the Go Pass. He would also like staff to address the mistake in increasing the multiplier of the monthly pass.

Chair Brian Shaw advised the committee that Mr. Hansel is looking for a recommendation from the committee and would need a motion and a second from the committee.

Vote to recommend the Fare Proposal

Motion/Second: Klein / Brandt

Ayes: Dagum, Romo, Leung, Valenciana, Shaw

Absent: None

The Citizen's Advisory Committee has recommended the Fare Proposal.

CALTRAIN BUSINESS PLAN UPDATE

Sebastian Petty, Director - Caltrain Policy Development, presented Caltrain Business Plan Update to the committee.

The full PowerPoint presentation can be found on caltrain.com and further information regarding the Business Plan Update can be found at www.caltrain2040.org

Public Comment:

Doug DeLeon, Mountain View, stated that the consultant doing the management analysis compared Caltrain to other railroads using two metrics. In the first metric, revenue service miles per employee, Caltrain matched the best other railroad in the country, New Jersey Transit. In the second metric, passenger miles per employee, Caltrain surpassed the next closest rated railroad by twice as much. Caltrain is unique as it has the same load in the reverse direction as it does in the peak direction, which allows Caltrain use their rolling stock and operating employees twice during each commute peak. Doug went on to say that the consultant doing the management analysis showed that Caltrain is under resourced for what it is doing.

Jeff Carter, Millbrae, stated that he hopes that Caltrain goes with the moderate to high growth scenarios as it has the potential to do a lot like take cars off the freeway.

Committee Comments:

Member Patricia Leung asked whether there is consideration of the last mile problem. Mr. Petty advised that the plan does not include that consideration and had a set of default assumption made and that there will be additional analysis to come. Member Leung then asked whether there will be consideration with TODs. Mr. Petty stated that it is a major consideration and that there is a companion project, the Rail Corridor Use Policy, being done that will look at land that Caltrain owns to consider what land will need to be used for railroad usage and where there are opportunities for potential development.

Member Larry Klein asked what document the public should refer to and Mr. Petty advised that it is the document with over 150 pages and that there is a link on the project website to the YouTube Live presentation. Member Klein then asked what the plans are for sharing station space with other entities. Mr. Petty said that this question fits in the same category as the last and that the Business Plan sets a big picture framework defining long term space necessities for railroad usage and areas for opportunity to develop. Member Klein then asked whether current projects take into consideration the 2040 plan. Mr. Petty stated that current projects underway will not halt and that staff will continue to do work that gets Caltrain to the 2040 plan. Caltrain will also continue to look at funding options and opportunities and will look for new sources of funding.

Member Adrian Brandt, referred to the 2040 Operating Cost slide and asked why "traction electricity" and "fuel and electricity" are separated out. Mr. Petty stated that he will investigate that further. Member Adrian also asked what part of the \$3.6B is level boarding and Mr. Petty said that he would need to pull the detailed numbers. Member

Brandt wanted to emphasize the importance of level boarding and shared pictures he took of level boarding in Switzerland. The train had plates that come out and retract when the train leaves. He stated that it is a three-track station and that in twenty-three minutes time, they had five trains per track, fifteen trains moving on a three-track station and if a track is removed, they are moving ten trains on two tracks.

Chair Brian Shaw suggested the committee to review the Organizational Assessment as there was not enough time to go over it at last month's Board Meeting.

Mr. Petty then stated that the Board had made a couple of requests, to continue the presentation at the September Board meeting to discuss the service and to have a special meeting to look at the Organizational Assessment and has not been scheduled yet.

Chair Brian Shaw then asked whether Caltrain can use the 4 slots an hour being held for High Speed Rail at least until High Speed Rail comes on to the Peninsula. Mr. Petty stated that technically yes, however further analysis will need to be completed. Lastly, Chair Shaw asked whether the main difference between the money that is being programmed for the recommended/moderate approach vs. the high growth approach is the scope number of passing tracks that will be needed to get to that additional capacity in terms of the spend. Mr. Petty confirmed that it is the main difference.

STAFF REPORT UPDATE

Joe Navarro, Deputy Chief, Rail Operations, reported:
(The full report can be found on caltrain.com)

On-time Performance (OTP)

- **July:** The July 2019 OTP was 93.8% compared to 90.5% for July 2018.
 - **Mechanical Delays** – In July 2019 there were 481 minutes of delay due to mechanical issues compared to 1144 minutes in July 2018.
 - **Trespasser Strikes** – There was one trespasser strike on July 12 and two trespasser strikes on July 22, all resulting in fatalities.
- **June:** The June 2019 OTP was 90.7% compared to 91.9% for June 2018.
 - **Trespasser Strikes** – There were two trespasser strikes on June 20 and 25, with no fatalities.

Mr. Navarro explained that the reason for the minutes of delay with the vehicle on the tracks, earlier in August, was due to not only cat poles and foundations in the way, but the vehicle went up the embankment and it was difficult for the tow truck to access the vehicle. Every situation has its unique complications.

Public comment:
None

Committee comment:
Member Adrian Brandt asked whether the old telegraph poles from SP days will be removed. Mr. Navarro will investigate further.

JPB CAC Work Plan

September 18, 2019

- Amending the By-Laws to include alternate CAC members
- Operating & Capital Budgets
- Rail Safety Education / Suicide Prevention Efforts

October 16, 2019

- Camera System / Grade Crossing Improvements
- 529 Update
- TVM Upgrade update

Items to be scheduled

- Schedule Audit – requested on 3/6/18 by Member Lauren Fernandez
- Presentation on a plan to clean-up right of way – requested by Chair, Brian Shaw on 8/15/18
- MTC Means-Based Discount Fare program update – requested by Chair, Brian Shaw on 6/19/19
- Go Pass cost per ride factors – requested by Chair, Brian Shaw on 6/19/19
- Distance Based Fares – requested by Chair, Brian Shaw on 6/19/19

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

September 18, 2019 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 7:56 pm



GILLIAN GILLET, CHAIR
 DAVE PINE, VICE CHAIR
 CHERYL BRINKMAN
 JEANNIE BRUINS
 CINDY CHAVEZ
 RON COLLINS
 DEVORA "DEV" DAVIS
 CHARLES STONE
 SHAMANN WALTON

JIM HARTNETT
 EXECUTIVE DIRECTOR

Memorandum

Date: August 26, 2019
To: Board of Directors
From: Jim Hartnett, Executive Director
Subject: September 5, 2019 JPB Board Meeting Executive Director's Report

- **On-time Performance –**
 - **Through August 25:** The preliminary August 2019 OTP was 93.7 percent compared to 93 percent for August 2018.
 - **Trespasser Strike –** There was one trespasser strike on August 10, resulting in a fatality.
 - **July:** The July 2019 OTP was 93.8 percent compared to 90.5 percent for July 2018.
 - **Trespasser Strikes –** There was one trespasser strike on July 12 and two trespasser strikes on July 22, all resulting in fatalities.
- **Caltrain Fall 2019 Timetable Update –** Caltrain, in collaboration with the communities of Gilroy, Morgan Hill, and San Jose as well as representatives from VTA and Santa Clara County have been working on plans to improve service on the Caltrain corridor between San Jose and Gilroy. In the near term, Caltrain will adjust Gilroy Service this Fall.

Effective Monday, Oct. 7, 2019, Caltrain will adjust its southbound Gilroy service based on feedback provided by South Santa Clara County riders in a survey conducted on April 23, 2019 that indicated their preference to have an earlier train between the first two trains.

- Train 262 will provide service to all stations from Tamien Station to Gilroy Station. Train 262 will also stop at Lawrence Station.

- Train 274 will no longer serve stations south of Tamien Station and will terminate at Tamien station.
- The last train to stations south of Tamien station will be Train 268.
- Northbound service from Gilroy will remain unchanged.

New Timetable available at www.caltrain.com/GilroyService.

- **Caltrain Partners with Project 529 to Promote Bike Registration** – Caltrain Rail Operations and the San Mateo County Sheriff's Department are encouraging bike riders to register their bikes in partnership with Project 529.

This app-based system allows bike owners to input identifying information about their bike and report theft. San Mateo County Sheriff's Department, which contracts with Caltrain to serve as the agency's Transit Police unit, has access to the 529 database for both Caltrain and several other bike communities already registered with the program in the event that a bike is reported stolen in the area.

To promote the program, Caltrain hosted three free bike registration days:

Palo Alto Caltrain Station

Tuesday, August 20, 3:30 p.m. to 7:30 p.m.

Redwood City Caltrain Station

Wednesday, August 21, 3:30 p.m. to 7:30 p.m.

San Francisco Caltrain Station

Thursday, August 22, 3:30 p.m. to 7:30 p.m.

Caltrain riders who use a bicycle were encouraged to take advantage of these events and help deter theft. In addition to the digital registry, the program offers shield stickers, which indicate the bike's secure registration and help deter theft. Riders that registered their bike on the bike registration days received a free shield sticker.

To download the app or learn more, visit www.Project529.com/Caltrain.

- **CAC Meeting** – The Citizens Advisory Committee met on Wednesday, August 21, in San Carlos. Jenny Le, Management Analyst – Transit Police, provided a presentation on Proof of Payment. Derek Hansel, Chief Financial Officer, provided a presentation on the Caltrain Fare Proposal. Melissa Jones, Principal Planner – Caltrain Modernization provided a presentation on Plan Bay Area 2050. Sebastian Petty, Senior Policy Advisor, provided a

presentation on the Caltrain Business Plan. Joe Navarro, Deputy Chief – Rail Operations, provided the Staff Report. The next CAC meeting is scheduled for Wednesday, September 18, in San Carlos.

- **BAC Meeting** – The next Bicycle Advisory Committee is scheduled for Thursday, September 19, in San Carlos.
- **Special Event Train Service**

Services Provided:

- **Giants Baseball** – The Giants hosted 10 regular season home games in July. Total additional ridership alighting and boarding at San Francisco station, was 48,602. Year-to-date pre and regular season ridership, alighting and boarding at San Francisco station, was 194,598, a 40 percent decrease compared to the same number of games in 2018.

The Giants hosted 14 regular season home games in August.

- **Gilroy Garlic Festival** – On Saturday, July 27, and Sunday, July 28, Caltrain provided roundtrip charter service from San Jose to Gilroy for the Gilroy Garlic Festival. On both days, the train departed San Jose Diridon Station in the morning and Gilroy Station in the afternoon. Tickets were sold in advance online at gilroygarlicfestival.com through Eventbrite. The Garlic Train ticket included the round-trip Caltrain ride from San Jose Diridon Station to Gilroy, bus transportation service to and from Gilroy station to the festival grounds, festival admission and connecting trips on Caltrain Peninsula Weekend Service trains 422, 435 or 803 on same day of event. Garlic Festival attendees were able to catch the Garlic Train at San Jose Diridon station or take the train to San Jose Diridon from the Peninsula. Total Gilroy charter train ridership was 1,011, representing an 18 percent decrease compared to 2018 ridership.

- **Rolling Stones at Levi's Stadium** – On Sunday, August 18 at 7:30 p.m. the Rolling Stones performed their 2019 No Filter North Tour concert at Levi's Stadium. To accommodate the crowds Caltrain operated one extra post-event train departing Mountain View station after the concert end in coordination with VTA connecting service.
- **SF 49ers Pre-Season Games at Levi's Stadium** – The SF 49ers hosted the Dallas Cowboys on Saturday, August 10, at 6:00 p.m.

Services Scheduled:

- **Giants Baseball** – Regular season continues through September. The Giants will host 14 regular season home games in September. Caltrain will provide regular baseball service for all home games.
- **SF 49ers Pre-Season Games at Levi's Stadium** – The SF 49ers will host the Los Angeles Chargers on Thursday August 29, at 7:00 p.m. For weekend 49er home games, Caltrain will operate one additional pre-game southbound train with limited stops from San Francisco to Mountain View for passengers to connect to the VTA light rail. The extra train will then express to San Jose Diridon station, the last station stop. After all 49er home games, Caltrain will operate one extra post-game local train from Mountain View to San Francisco that will depart approximately 75 minutes after the game ends, or when full.
- **Stanford Football** – The Stanford Cardinal will host their first 2019 home football game of the season on Saturday, August 31 at 1:00 p.m. vs. Northwestern. For weekend home games, Caltrain will serve the Stanford Stadium station with both northbound and southbound trains before and after games. Fans can tag on and tag off using their clipper cards at the Stanford Stadium station for all weekend home games. During weekday home games since Caltrain does not stop at the Stanford Stadium Station, fans are directed to use the Palo Alto Station. From there fans can take the Marguerite Shuttle or walk to the Stanford Stadium.
- **Labor Day** – On Monday, September 2, Caltrain will operate Holiday/Sunday Service in observation of the Labor Day Holiday. The Tamien-San Jose Shuttle will also operate that day.
- **Capital Projects** –

The Capital Projects information is current as of August 9, 2019 and is subject to change between August 9 and September 5, 2019 (Board Meeting).

- **San Mateo 25th Avenue Grade Separation Project:** Raise the elevation of the alignment from Hillsdale Boulevard to south of the Highway 92 Overcrossing in the city of San Mateo. The project creates a grade separation at 25th Avenue, relocates the Hillsdale Station to the north, and creates two new east-west street grade-separated connections at 28th and 31st Avenues in San Mateo. Construction of the elevated rail alignment and the new Hillsdale Station will be phased to limit impact to the operating railroad.

During August, construction of the bents and columns of new 28th Avenue Bridge, and 31st Avenue Bridges continued. The precast concrete girders for the 25th Avenue Bridge, that were set in July, were being prepared for post tensioning.

Construction also continued of the Mechanically Stabilized Earthen (MSE) Wall B between 25th and 28th Avenues, MSE Wall C between 28th Avenue and the new Pedestrian Underpass, the coping, moment slab and OCS pole foundations for the MSE Wall A between Borel and 25th Avenue, and began construction of MSE Wall D between the Pedestrian Underpass and 31st avenue.

Mass excavation on the west side of the tracks at 31st Avenue and 28th Avenue future roadway underpasses are underway. Retaining walls on the west side of 31st Avenue was also in progress. Construction of the east sides of 28th and 31st Avenues cannot proceed until the track shift associated with the temporary Hillsdale station closure is in place. Welding of the rail into continuously welded rail (CWR) strings for track installation was completed along Leslie Street.

The temporary closure of the Hillsdale Station, to allow completion of the project, is now forecast to occur in the Winter of 2019 until Summer of 2020. During the temporary closure, enhanced bus and shuttle service to the Belmont Station will be provided to minimize the temporary passenger inconvenience. A public webinar (virtual town hall) was conducted on July 31 to inform the public and field questions and comments of the temporary closure.

The original Bay Meadows Set-Out track was removed to support the construction of the grade separation. In response to community input, the project is evaluating alternative locations for its replacement.

- **South San Francisco Station Improvements:** Replace the existing side platforms with a new centerboard platform, construction of a new connecting pedestrian underpass to the two new plazas in downtown South San Francisco to the west and the shuttle area to east. Upon completion,

the hold-out rule at this station will be removed that currently impacts the overall system operational efficiency.

In August, PG&E utility relocations for gas and electric continued and are expected to be complete by months' end. Construction of Poletti Way also continued and is also nearing completion. Construction of the station has been restarted.

Critical third-party utility relocations that were originally scheduled to begin in November 2017; however, relocation was delayed until August 2018 due to delays in obtaining Caltrans permits. Due to physical conflicts between third-party utility relocations and civil construction for critical path activities such as the pedestrian underpass, a partial suspension has been issued for construction to minimize delays and inefficiencies that would be caused by the stacking of the utilities and construction work. Critical path station related construction that was planned to resume in April 2019 is delayed until August 2019 due to delays in the relocation of existing PG&E gas and electric utilities. Relocation of Cal Water and Kinder Morgan utilities has been completed. Non-critical path activities such as OCS foundations for the Electrification project and work on Poletti Way continued during the suspension period. Project delays due to Caltrans permitting and PG&E utility relocation are currently being assessed. This project is likely to require additional contract authority and funding. Staff will be bringing this action to the board once a funding plan has been identified.

- **Marin and Napoleon Bridge Rehabilitation Project:** This state of good repair project will perform repairs at the Marin St. Bridge and replace the Napoleon St. Bridge. Both bridges are in the City of San Francisco located south of the 22nd Street Station. The repairs at Marin Street are primarily for concrete spalling and cracks, and deficient walkways and handrails. The Napoleon St. bridge concrete spans will be removed and replaced with elevated soil berm structures and the main steel span will be replaced with a new concrete span. The span replacement at Napoleon Street may require a partial weekend service outage in which a bus bridge will be provided to shuttle patrons between Bayshore and 4th & King Stations during the outage. The project will also install security fencing to deter homeless encampments and track improvements in the vicinity of the bridges.

Currently, the project is the design phase and the project is currently performing preconstruction surveys for existing site conditions such as utilities and potentially hazardous materials, and, addressing constructability issues such coordination with other JPB capital projects and construction staging. Staff is also performing preconstruction

coordination with other local agencies such as the City of San Francisco and Caltrans. The advertisement of the construction contract is planned for the Fall of 2019 and construction to occur from the Spring of 2020 to Winter of 2021.

- **Ticket Vending Machine (TVM) Rehabilitation:** Upgrade the existing TVM Server and retrofit and refurbish two existing TVM machines to become prototypes for new TVM's so that the machines are capable of performing the functions planned for the current Clipper program. The new machines will be able to dispense new Clipper cards (excluding discount Clipper cards that require verification of eligibility) and have the ability of increasing the cash values of existing Clipper cards.

Currently, the mockup prototype is being assembled at JPB's San Carlos office for Factory Acceptance Testing of the Mockup prototype. Completion of the 2 prototype machines is expected by the October 2019. The option for retrofitting 12 additional TVM's, if executed, would follow the acceptance of the 2 prototypes. Funding for the option is not yet secured. There is also an option to retrofit 12 additional TVM's. There is an additional phase for the rehabilitation of the remaining 28 TVM's that was partially funded in the FY20 Capital Budget.

- **Mary and Evelyn Avenue Traffic Signal Preemption Project:** Perform upgrades to train approach warning systems at the Mary Avenue and Evelyn Avenue crossings in Sunnyvale. The project will improve vehicle safety at the at-grade crossings by increasing the traffic signal advance warning times for approaching trains in order to clear vehicles at the crossings. This project will mimic the previously completed traffic signal preemption project that was completed in 2014 in Redwood City, Palo Alto and Mountain View. This project is being funded through the State of California Public Utilities Commission Section 130 program to eliminate hazards at existing grade crossings.

The design for this project began in late January 2019; however, the design has been placed on hold. Design is currently impacted by design coordination with the Electrification project to assure that the work between contracts is properly coordinated at the crossings. Additionally, the project is also waiting for signal preemption timing requirements from the City of Sunnyvale in order to proceed with design. The City has recently engaged a consultant to develop this required information and meeting with their consultant is forthcoming. Upon receipt of the City's signal timing requirements, the Electrification project design team will determine if their work at the grade crossings can support the City's requirements. A revised

completion date for the project will be developed after these issues are resolved.

FY19/FY20 Grade Crossing Improvements: This project is a continuation of the ongoing grade crossing program to improve the safety at grade crossings in accordance with Grade Crossing Hazards Analysis for the entire corridor. This analysis prioritized the crossings and we have proceeded with the work in phases based on funding availability. 10 crossings were improved in 2018 under the FY16 budget authorization. Work items that are usually included are the installation of signals, fences, gates, curbs, lighting and signs.

The preliminary (35%) design phase began in May that will define the specific improvements at each grade crossing. Coordination with various cities including San Mateo, Atherton and Menlo Park are ongoing and their comments are being addressed in the preliminary design. Advertisement of the construction contract is planned for the Summer of 2020 with construction beginning in late 2020. Partial funding for construction was included in the FY20 Capital Budget. Crossing improvements may be bid packaged incrementally to correspond with the available funding.

- **Broadband Wireless Communications for Railroad Operations:** This project is to provide wireless communications system to provide enhanced capabilities for the monitoring of the railroad operations and maintenance. This project is funded through a grant from the Transit and Intercity Rail Capital Program (TIRCP). Currently, the project is only approved for the design phase. A Request for Proposal for providing design services was advertised for proposals on July 9 and proposals were received on August 7. Staff review of the proposals are in progress. Award of the design contract is being targeted for this Fall. The current schedule calls for the design to complete by the summer of 2020.
- **F-40 Locomotive Mid-Life Overhaul Project:** Perform mid-life overhaul of three F40PH2C locomotives. The mid-life overhaul of the locomotives includes the complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The work will be completed off-site at contractor's (Motive Power) facility location at Boise, Idaho. The three locomotives are Locomotive #'s 920, 921 and 922.

Locomotives #'s 920 and 921 were shipped to the vendor's facility in Idaho in February and March of 2018, and, #922 was shipped in April 2019. Locomotive 920 was returned to CEMOF for commissioning tests in March 2019 and deficiencies that were uncovered are being corrected by the vendor and followed by the JPB's installation of PTC onboard equipment and inward facing cameras prior to being returned for revenue service. Locomotive #921 has been returned to JPB's CEMOF facility for final inspection prior to commissioning tests. Locomotive #922 is undergoing refurbishment at the vendor's facility.

Delays to the return of the first 2 vehicles are related to: 1) locomotive component condition that was poorer than was originally anticipated; and 2) critical personnel shortages at Motive Power, the locomotive overhaul contractor.

- **MP-36 Locomotive Mid-Life Overhaul Project:** Perform mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and the replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The project work shall be completed off-site at the contractor's facility location. The 6 locomotives are Locomotive #'s 923, 924, 925, 926, 927 & 928.

Request for Proposal (RFP) documents are being finalized and advertisement of the RFP is expected in October.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: John Funghi
Chief Officer, Caltrain Modernization Program

SUBJECT: **PENINSULA CORRIDOR ELECTRIFICATION PROJECT MONTHLY PROGRESS
REPORT**

ACTION

Staff Coordinating Council recommends the Board receive the Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report (MPR) Update. The MPR are available online under "Reports and Presentations" at this webpage:

http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html

No action required.

SIGNIFICANCE

Staff prepares and submits a report covering the PCEP on a monthly basis.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The MPR Update are intended to provide funding partners, stakeholders, and the public a PCEP overview and an overall update on project progress. These documents provide information on the scope, cost, funding, schedule, and project implementation.

Prepared by: Josh Averill, Program Management Administrator

650.508.6453

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **CALTRAIN POSITIVE TRAIN CONTROL PROJECT UPDATE – AUGUST 2019**

ACTION

Staff Coordinating Council recommends that the Board receive the Positive Train Control (PTC) report for August 2019.

SIGNIFICANCE

Staff will provide monthly updates covering PTC related activities during the previous month and provide a preview of activities anticipated to take place during the current month.

BUDGET IMPACT

There is no budget impact.

MONTHLY UPDATE

1. Project Schedule - Major Milestones for Caltrain PTC Implementation:

<u>Key Project Activity</u>	<u>Expected Completion</u>	<u>Progress as of 8/21/19</u>	<u>Progress On Track?</u>	<u>Mitigation Required or Approvals Needed</u>
Approval of Designated Revenue Service Demonstration (RSD) Test Request	May 31 st	Completed	Completed	Formal conditional approval received on September 10. Team incorporating FRA conditions in test plan to ensure compliance to approval.
Approval of revised project PTC Implementation Plan (PTCIP) and Request for Amendment (RFA)	May 31 st	Completed	Completed	Formal approval received on May 16, 2019 for PTCIP and RFA Rev. 10.
Pilot Installations (4) Completed	June 20 th	Completed	Completed	All pilots completed
Submit Designated RSD Application	Oct 15 th	Completed	Completed	RSD Application submitted and in review by FRA.
Submit Full Track RSD Application	June 7 th	Completed	Completed	Formal RSD request for full track was submitted to the FRA on June 14, 2019
Complete Critical Feature Verification & Validation (V&V) for Designated Track RSD	Oct 30 th	Completed	Completed	
Complete Designated RSD Training	Nov 14 th	Completed	Completed	Training for designated RSD personnel completed
Complete Required Vehicle Installations	Dec 3 rd	Completed	Completed	(44) Installs required for RSD completed, punch list items being addressed by Wabtec.
Meet FRA Statutory Requirements and Substitute Criteria	Dec 31	Completed	Completed	Met FRA December 31, 2018 deadline
Obtain Alternative Schedule approval from FRA	Mar 15 th 2019	Completed	Completed	Received FRA's approval on February 6, 2019.
Completion of Remaining Vehicle Installation (all 67 units)	April 30, 2019	Completed (63 Units)	Completed (63 Units)	Except three F40PH 3Cs Rehab vehicles that are out of property and one wrecked vehicle.
Full RSD - Complete Remaining Critical Feature V&V	Jan 2019	Completed	Completed	
Full RSD – Complete Wayside Interface Unit (WIU) V&V	March 15, 2019	Completed	Completed	Completed on March 15, 2019

Key Project Activity	Expected Completion	Progress as of 8/21/19	Progress On Track?	Mitigation Required or Approvals Needed
Full RSD – Complete Lab Integrated End to End Testing (LIEE)	June 30, 2019	Completed	Completed	LIEE Cycle 3 was completed ahead of schedule on June 12, 2019
Full RSD – Complete Field Integrated Testing (FIT)	August 2019	Completed	Completed	Full track FIT has completed on June 30, 2019
Full RSD – Complete Field Qualification Testing (FQT)	September 2019	Completed	Completed	Full track FQT has completed on July 14, 2019
*Commence Full RSD – Caltrain ROW	October 2019	Sept 7, 2019	Ahead of Schedule	Caltrain has received conditional approval of RSD request from the FRA on August 14, 2019 and plan to commence RSD on 9/7/2019.
Complete Lab Integrated End to End Testing for Interoperability with UPRR (LIEE-I)	October 2019	Plan	Ahead of Schedule	LIEE-I has commenced on August 12, 2019 and cycle 1 test has been concluded.
*Complete Interoperability Testing with UPRR South of CP Lick	December 2019	Plan	Yes	Coordination effort with UPRR is ongoing.
*Complete Interoperability Testing with Tenant Railroads	April 30 2020	Plan		Coordination effort with AMTRAK and ACE have commenced
Submit Caltrain PTC Safety Plan to the FRA	June 01, 2020	Plan		
Complete Caltrain PTC Implementation	December 2020	Plan		

*Key project milestones for 2019/2020 have incentive payments as part of a contract negotiation concluded on May 7, 2020.

1. Major Wabtec activities for August 2019:

- o Completed all onboard installations (63 out of 67) except for three that are currently off property for overhauls and one wrecked vehicle.
 - o Punch list items are still being addressed by Wabtec.
- o Vehicle Acceptance Testing (VAT) is complete except for the four vehicles referenced above.
- o Completed BCCF Integrated Lab installation and configuration effort, BCCF Lab is being used for Interoperability End-to-End Testing (LIEE-I)
- o Completed ITCM Test Federation and Production Federation effort with Amtrak. Team is continuing ITCM same effort with the remaining railroads for PTC Interoperability testing and implementation. Production Federation with UP, BNSF, and ACE were achieved.
- o Continued PTC training effort and conducted in-class training course for Operators, conductors and vehicle maintainers. Plan to complete Operators, Conductors, and Vehicle maintainers training by the end of August.
- o Continued implementation of Key Exchange Server (KES) with hosted solution from ARINC; continued KES implementation technical coordination with UPRR; completed KES Lab testing with UPRR.
- o Continued to support Pre-Revenue end-to-end dry runs and Ad-Hoc testing.
- o Track and resolve FIT/FQT/Dry run issues.
- o Continued BCCF/CCF Cutover planning effort.
- o Submitted Interoperability Test Request to the FRA
- o Submitted draft Interoperability Test Procedure to the FRA
- o Wabtec achieved first performance incentive – full track RSD readiness upon receiving FRA test monitor concurrence of RSD readiness and completion of all RSD required documentation.

2. Vehicle Installation:

Wabtec completed installation of (44) I-ETMS modules on the Caltrain locomotives and cab cars as required in Caltrain’s Implementation Plan and statutory criteria requirements in early November of 2018. Wabtec has completed installations on the remaining Caltrain

fleet (23 additional locomotives and cab cars) on April 8, 2019. This excludes three locomotives that are off property for overhaul and one damaged cab car. Table below provides the overall status of 67-vehicle installation as of April 17, 2019. No additional update this month.

I-ETMS On-Board Installation Progress (As of 4/17/19)			
Equipment	Completed	In Progress	Pending
F40	20	0	3
MP36	6	0	0
Bombardier Cab	9	0	0
NS Gallery Cab	26	0	1
MP1500	2	0	0
Total	63	0	4
%	94%	0%	6%

3. Other Key Activities for August of 2019:

This section reports on PTC project general progress and issues being performed and tracked in addition to the Wabtec contract during the current reporting month.

- o Finalized the long-term maintenance service agreement for Rail Operations Control System (ROCS), Passenger Predictive Train Arrival/Departure System (PADS) and Voice Radio Dispatching System (RDS) three major systems residing in the CCF and BCCF that support Rail Operations. The new long-term maintenance and support service contract with ARINC will replace the current ROCS and other maintenance contracts. It is targeted for JPB Board approval in September.
- o The PTC project continues its coordination efforts with the Electrification and EMU programs via regularly scheduled status meetings. Ad hoc meetings to discuss topics requiring in-depth or immediate decisions are held as needed. Data sharing of fiber audit results and testing schedules (sharing of track and time) is ongoing to ensure both teams coordinate needs.
- o Caltrain Configuration Management (CM) process has been in place. All configuration changes are going through the CM process. Project impact analyses are performed before any approvals are issued from the Configuration Control Board.
- o Herzog Technology Incorporated (HTI) team of PTC experts continued PTC go-live effort with Caltrain Operations, TASI and the PTC project team to ensure a smooth transition of PTC to operations and maintenance. These efforts include finalizing the RSD rollout plan, resource planning for both Caltrain and TASI operations and maintenance, implementation of RSD data collection and reporting plan, setting up PTC helpdesk as well as trouble shooting guides. HTI held weekly go-live meetings and workshops to ensure Caltrain Operations and TASI are ready for commencement of RSD on September 7, 2019.

4. Change Order Log:

The additional scope items negotiated with Wabtec totaling \$1.42 M are needed to support the new milestone schedule approved by FRA in December. They relate to interoperability and the communications system. The funds for this scope will be taken from the board approved \$4.5M contingency. This is the only change order for this contract. This change order was reviewed and approved by the Change Management Board in May. The contract amendment one (1) that reflects this change order is executed.

5. Risk Management:

Caltrain and Wabtec have agreed to share the management of an identified list of risk items that were identified during the contract negotiations. The total cost allocated to these risks is \$1.9M to be shared amongst both parties. Unrealized risks will result in cost savings to Caltrain.

To date no risks have been identified requiring use of the risk funds. Caltrain and Wabtec jointly review the shared risk register as the project progresses.

There are also risks to be monitored outside the Wabtec specific contract that the project team monitors and mitigates as necessary. The following table captures the top risks both external (outside the Wabtec contract) and internal (specific to the Wabtec contract):

Risk Item	Type	Mitigation Action
FRA process changes	External	Maintain close and open relationship with key FRA contacts to ensure all submittals are done correctly and within required time frame to achieve approvals required to enter into RSD
Interoperability delays	External	Caltrain is working with UPRR and tenants to ensure agreed to interoperability schedule dates are maintained
Track access delays	Internal	Ensure field test schedule is maintained by coordinating all fieldwork in combination with other capital project's needs, particularly the PCEP project.
Back Office Server (BOS) documentation scope creep	Internal	Ensure standard documentation supplied by Wabtec meets requirements of Caltrain specification criteria
Key Exchange Server Solution	Internal	Implementation of Caltrain Key Exchange Server timely to support Interoperability Testing with UPRR.
FRA Approval of RSD Application	External	Caltrain has submitted RSD application for the full track. FIT and FQT test results were submitted this month. 90-day review period is anticipated to receive formal approval of RSD application from the FRA.
Maintenance of existing Data Communications and Wayside Infrastructure	Internal	Coordinate with Operations and TASI to ensure Data Communications and Wayside infrastructure built by previous contractor are maintained properly, so they could be reliable for PTC entering Revenue Service and PTC Operations.

6. FRA Coordination Status:

- o Continued weekly calls with FRA review team
- o Received Conditional Approval of Caltrain PTC RSD request from the FRA on August 14, 2019
- o Submitted and received approval of the Caltrain PTC Data Collection and Reporting Plan from the FRA
- o Submitted Interoperability Test Request to the FRA
- o Shared RSD roll-out plan with the FRA
- o Provided documents related to FRA Grant Check Lists to the FRA Grants site monitoring team

7. Caltrain Roadmap to Full RSD and Interoperability:

- o Caltrain is pursuing the following steps to achieve Revenue Service Demonstration (RSD) and Interoperability Testing in order to achieve overall system certification.
 1. Alternative Schedule was approved on February 6, 2019
 2. Caltrain submitted the full track RSD application as planned in June 2019.
 3. Caltrain completed all field validation by the 1st quarter of 2019 to enable.
 4. Caltrain completed Laboratory Integrated Testing for full track in April of 2019.
 5. Caltrain completed Field Integrated Testing (FIT) and Field Qualification Testing (FQT) for full track to achieve full RSD by October of 2019. Caltrain is currently planning to commence RSD on September 7, 2019.
 6. Caltrain continues training remaining TASI personnel to support full track RSD and PTC operations.
 7. Caltrain commenced Interoperability Laboratory Testing with UPRR on August 12, 2019 and plan to commence Interoperability Field Testing with UPRR post Caltrain full RSD upon receiving Interoperability test request approval from the FRA. The goal is to achieve Interoperability with UPRR by December of 2019.
 8. Caltrain will commence Interoperability Testing with all other tenants on Caltrain property to achieve interoperability requirements and commence PTC governed operation by May 2020.
 9. Caltrain will complete submission of the final PTC Safety Plan by June 2020 and receive full system certification by December 2020.

8. Cost – Spend vs Budget with Actuals and Accruals through July 2019:

	(A)	(B)	(C)	(D)	(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To- Date (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
CBOSS PTC Project (Jan 2008 - Feb 2018)	\$ 231.00		\$ 239.88	\$ 202.26	\$ 202.26		
Caltrain PTC Project (March 1, 2018 - June 30, 2020):							
Integrator WABTEC Contract	\$ 43.01	\$ 1.42	\$ 44.44	\$ 23.46	\$ 44.44	\$ -	52.80%
Other Contractors	\$ 6.00	\$ -	\$ 6.00	\$ 1.71	\$ 6.00	\$ -	28.48%
Potential Changes	\$ 2.00	\$ (1.42)	\$ 0.58		\$ 0.58	\$ -	
Potential Incentive - WABTEC	\$ 2.00	\$ -	\$ 2.00		\$ 2.00		
Other Program Costs	\$ 30.34	\$ -	\$ 30.34	\$ 11.09	\$ 30.34	\$ -	36.54%
Project Contingency	\$ 6.06	\$ -	\$ 6.06		\$ 5.46	\$ 0.60	
Total PTC Project	\$ 89.41	\$ -	\$ 89.41	\$ 36.26	\$ 88.81	\$ 0.60	40.83%
Note:							
1). Expended and Accruals To-Date is through July 31, 2019;							
2). Integrator Wabtec Contract Value includes Shared Risk with Not to Exceed Total of \$1.91MM;							
3). Other Contractors amount includes ROCS Modification and potential fiber fixes;							
4). Potential Changes amount is set for future project change orders as result of WABTEC assessment and survey for the communications and office subsystems;							
5). Potential incentive amount reflects what is in the WABTEC conformed agreement;							
6). Other Program Costs includes JPB project oversight costs, TASI support and Other Direct Cost for PTC project delivery;							
7). Project contingency includes a) contingencies for WABTEC contract per Board Staff Report; b) JPB project team cost contingency;							
8). CBOSS PTC project budget and actual cost are highlighted to reflect prior March 1st, 2018 CBOSS project financial data.							
9). Negotiated additional scope items are included in WABTEC's contract amendment 1. There is no budget impact since project has budgeted adequate potential change for the amount of \$2MM (note no. 4 above) for added scope items. Current Project budget for WABTEC contract is updated to reflect added scope items.							

9. Upcoming Key Activities in September 2019:

- o Commence Caltrain PTC RSD.
- o Complete Interoperability LIEE Testing with UPRR using Caltrain newly built BCCF lab.
- o Continue BCCF readiness activities and BCCF/CCF cutover effort.
- o Continue ITCM Test and production Federation with remaining railroads.

- Close out all punch list items on onboard installs.
- Continue interoperability coordination with UPRR, Amtrak and other tenants.
- Continue to work closely with the FRA regional and national representatives to ensure all aspects of documentation and testing requirements are maintained and approvals (by FRA) granted. Caltrain will start PTC data collection effort for initial RSD reporting per requirement stated in the RSD conditional approval letter from the FRA.
- Establish tool for tracking anomalies and defects.
- Submit final Field Interoperability Test Plan to the FRA.
- Complete training of remaining TAsI employees in support of RSD rollout. All Engineers will complete simulated training prior to commencement of RSD.
- Develop regression test plans for new on-board and Back Office Server (BOS) software prior to Field Interoperability Testing with UPRR.
- Continue MP1500 locomotive Brake Testing effort that will conclude Brake Testing.
- Continue Physical Separation of Cell Network, PTC Virtualization and ATCS work.

Prepared By: Matt Scanlon, Deputy Director, Systems - 650.622.7819

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

MINUTES OF JULY 26, 2019

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

MEMBERS ABSENT: None

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

CALL TO ORDER

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

ROLL CALL

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

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

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

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

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

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

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

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

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

PROPOSED CODIFIED TARIFF CHANGES

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

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

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

Public comment

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

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

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

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

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

COMMITTEE MEMBER REQUESTS

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

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

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

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

ADJOURN

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

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

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

Michelle Bouchard
Chief Operating Officer, Rail

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

ACTION

Staff Coordinating Council recommends the Board:

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

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

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

SIGNIFICANCE

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

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

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

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

Program.

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

Title VI Equity Analysis

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

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

BUDGET IMPACT

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

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

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

BACKGROUND

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

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

Go Pass

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

Clipper Discount

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

Base Fare

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

Zone Fare

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

Regional Fare

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

Other Administrative Changes

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

Public Outreach and Feedback

The process for considering changes to the Caltrain fares included a public meeting and outreach plan that provided multiple opportunities for riders and the general public to learn from Caltrain staff about the proposed fare changes and share feedback through a number of available channels. The outreach plan included three

community meetings, a virtual town hall and Caltrain advisory committee meetings between July 17, 2019 and July 30, 2019, concluding with a Public Hearing at the August 1, 2019 Board meeting. Comments were also accepted via an online comment form, mail, a dedicated e-mail address, and by telephone. Information about the proposed changes and how to provide feedback was published in newspaper notices, a news release, onboard flyers, visual messages at stations, notification to community-based organizations, social media and on a dedicated page on the Caltrain website. The website and comment forms were available in English, Spanish, and Chinese.

Title VI Equity Analysis

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

The Title VI Equity Analysis:

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

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

**PENINSULA CORRIDOR JOINT POWERS BOARD
 STATE OF CALIFORNIA**

* * *

CALTRAIN FARE STRUCTURE

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

I. FARE CATEGORIES

A. FULL FARE

Full Fares apply to all customers except those who qualify for an Eligible Discount Fare or the Means-Based Fare Pilot Program.

B. ELIGIBLE DISCOUNT FARE

Customers qualifying for the Eligible Discount Fare pay one-half of the Full Fare, rounded to increments of approximately \$0.25. A customer qualifies for the Eligible Discount Fare by meeting or possessing any one or more of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.

1. Aged 65 years or older.
2. Aged 18 years or younger.
3. Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).
4. Medicare Card.
5. Regional Transit Connection (RTC) Discount Card for persons with disabilities, including Clipper® cards that are designated as RTC Discount Cards. A personal care attendant travelling with an RTC Discount Card holder can pay the Eligible Discount Fare if the RTC Discount Card is marked with an attendant symbol.
6. Valid transit discount card issued by another California transit agency, which is equivalent to the RTC Discount Card.

C. MEANS-BASED FARE PILOT PROGRAM

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

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

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

D. SWORN PEACE OFFICERS

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

E. CHILDREN FOUR YEARS OR YOUNGER

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

F. SPECIAL PROMOTIONAL FARES

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

G. GROUP TRAVEL DISCOUNT

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

II. CALTRAIN TICKET TYPES & FARE PAYMENT

A. ONE-WAY TICKET

Valid for use within four hours of the date and time sold. One-way Tickets are honored for one-way passage away from the point of origin, including stopovers/transfers, within the zone(s) indicated on such tickets.

B. DAY PASS

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

C. MONTHLY PASS

Valid for use for the calendar month for which issued. Monthly Passes are honored for unlimited weekday trips between the zone(s) indicated on such passes. On Saturdays, Sundays and holidays, Monthly Passes are honored for unlimited trips between all zones. The Monthly Pass multiplier is 15 days per month (30 x One-way Ticket fare). Purchasers of Monthly Passes are eligible to purchase a Monthly Parking Pass.

D. ZONE UPGRADE TICKET

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

E. GO PASS

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

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

F. FARE PAYMENT

1. **Ticket Vending Machines.** Customers may purchase the following fare products at Caltrain stations via the ticket vending machines: (i) One-way Ticket; (ii) Day Pass; and (iii) Zone Upgrade. Cash, credit and debit cards are accepted.
2. **Mobile Ticketing Application Pilot Program.** Customers may purchase the following fare products via the Caltrain Mobile App: (i) One-way Ticket; (ii) Day Pass; and (iii) Zone Upgrade. Credit and debit cards, PayPal, Google Pay and Apple Pay are accepted.
3. **CLIPPER.** Customers may purchase the following fare products via the Clipper regional transit fare payment system: (i) One-way Ticket; (ii) Monthly Pass. Customers paying with Clipper for a One-way ride receive a 25-cent discount (Full Fare) or 15-cent discount (Eligible Discount Fare) compared to paper and mobile tickets.

The Clipper card, which is issued and administered by the Metropolitan Transportation Commission (MTC), is valid for use on public transit services throughout the San Francisco Bay Area. MTC may establish fees and a cash minimum associated with the use of a Clipper card.

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

III. DESCRIPTION OF ZONES

The zone designations for Caltrain service are:

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

* Weekend service only

^ Football/Other Select Levy Stadium events only

Weekday service only

IV. GENERAL CONDITIONS

A. CONDITIONS OF USE

Tickets and passes are nontransferable. Tickets mutilated, altered or changed in any way, or used in any manner other than in accordance with the provision of this Fare Structure shall be forfeited.

B. ENFORCEMENT

Passengers must have a valid ticket before boarding to ride Caltrain. Fares will be enforced by a Proof-of-Payment system as adopted and amended from time to time by the JPB. Proof of fare payment must be carried at all times while on Caltrain and must be presented for inspection upon request. Passengers without valid tickets are subject to written warnings and citations with monetary penalties as authorized by California law.

C. STOPOVERS/TRANSFERS

Stoptovers and transfers are permitted within zones indicated on tickets provided travel is completed within the ticket's validity period. For One-way Tickets, travel can only continue and be completed in the original direction of travel. One-way Tickets cannot be used to reverse direction.

D. DELAYS

When a customer holding a valid ticket is delayed because of washout, wreck or other obstruction to tracks, public calamity, an act of God or of the public enemy so that the validity period of a passenger's ticket has expired, such

ticket's validity may be extended by the conductor or fare inspector to the extent of such delay.

E. REFUNDS

1. One-way, Day Pass, and Zone Upgrade Tickets

One-Way, Day Pass and Zone Upgrade Tickets are not subject to refund.

2. Go Passes

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

3. Monthly Passes

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

Monthly Passes returned for a refund during the validity period will be refunded for the difference between the fare paid and the value of the transportation furnished. The value of transportation furnished will be considered to be the value of two one-way fares per weekday up to the date the pass is returned.

V. FARE TABLE

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

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

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

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

Go Pass Fare Chart

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

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

**PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

* * *

CALTRAIN CHARTER TRAIN, BIKE LOCKERS AND PARKING FEES

I. CHARTER TRAIN

A. Minimum Charge

Charter train sponsors are required to pay a minimum of \$5,000 per round-trip in one calendar day (4:00 a.m. to 3:59 a.m.), assuming the use of one crew for up to 12 hours to cover trip planning, staff time, legal agreements, and Base Train service costs.

B. Cost Basis

Charter train sponsors will pay by the train mile for all revenue miles on their trip. The rate in 2017 was about \$47.50 per train mile and is based on data contained in the Peninsula Corridor Joint Powers Board's (JPB) National Transit Database (NTD) submittal. The rate includes all operating cost items except depreciation and rent. JPB staff adjust the rates within +/-10 percent limit annually based on JPB's NTD submittal. The rate is sufficient to cover deadheading costs, if any.

C. Train Size Basis

The Base Train will be one locomotive and five cars (two cab cars). JPB will charge an additional flat fee of \$500 per trailer car, \$525 per cab car, \$810 per locomotive (use of second engine will be determined between JPB and the charter train sponsor depending on scheduling and cost issues). These fees will be subject to periodic administrative adjustment.

D. Unique Costs

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

E. Insurance

Charter train arrangements will conform to any changes in JPB's annual insurance program, and trips operated will not exceed JPB's annual program limits.

II. BICYCLE LOCKER FEES

Bicycle lockers are available at certain stations for rent for \$5.50 per month paid in six-month increments. A key deposit of \$25 is refundable when the key is returned.

III. PARKING AT CALTRAIN STATIONS

A. Fees

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

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

The base parking fee is \$5.50 for daily parking and \$82.50 for a Monthly Parking Permit. Monthly Parking Permits can be purchased only by customers with a Caltrain Monthly Pass or Go Pass.

Higher rates are charged at the San Jose Diridon Station during SAP Center events. The Caltrain Executive Director may authorize charging parking fees of up to \$25 a day at impacted stations for special events at the San Mateo Event Center and professional sports venues.

From time to time the Executive Director may reduce or increase parking fees at individual stations in response to system needs and patterns, customer demand, and market considerations, provided the fees do not exceed \$5.50 per day and \$82.50 per month.

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

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

B. Waived Fees

Parking fees are waived for any person with a disability whose vehicle displays a permanent disabled California license plate or parking placard issued by the California State Department of Motor Vehicles (DMV).

C. Parking Regulations

The use of Caltrain parking facilities shall be in accordance with JPB rules and regulations. Caltrain parking rules are posted in each paid parking lot.

Monthly Parking Permits must be displayed on the dash board of the parked vehicle.

PENINSULA CORRIDOR JOINT POWERS BOARD



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

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

■ **SUMMARY**

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

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

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

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

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

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

■ BACKGROUND

CALTRAIN OVERVIEW

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

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

■ FARE PROPOSAL

CURRENT FARES

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

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

One-way Ticket

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

Day Pass

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

Monthly Pass

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

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

Zone Upgrade Ticket

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

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

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

Eligible Discount

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

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

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

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

Go Pass

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

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

Group Sales

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

Station Parking

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

PROPOSED FARES

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

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

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

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

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

A timeline of the changes is presented below:

Effective January 1, 2020

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

Effective April 1, 2020

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

Effective July 1, 2020

- Increasing the Base fare by \$0.50

Effective January 1, 2022

- Increasing the Go Pass price by 5%

Effective July 1, 2022

- Increasing the Zone fare by \$0.25

Effective January 1, 2024

- Increasing the Go Pass price by 5%

Effective July 1, 2024

- Increasing the Base fare by \$0.50

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

Table 1: Current and Proposed Fare Change

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

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

■ CALTRAIN TITLE VI POLICIES

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

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

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

DISPARATE IMPACT POLICY

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

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

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

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

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

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

DISPROPORTIONATE BURDEN POLICY

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

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

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

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

PUBLIC ENGAGEMENT FOR POLICY DEVELOPMENT

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

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

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

Gilroy Senior Center, Meeting Room
7371 Hanna St, Gilroy

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

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

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

Bay Area Opera House
4705 Third St, San Francisco

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

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

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

San Francisco County

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

San Mateo County

- All City Managers
- All Mayors

Santa Clara County

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

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

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

■ EQUITY EVALUATION OF PROPOSED CHANGES

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

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

FARE EQUITY METHODOLOGY OVERVIEW

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

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

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

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

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

POTENTIAL ADVERSE EFFECTS

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

Such adverse effects of this fare change proposal could include:

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

DATA USE AND ANALYSIS

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

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

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

Data Assumptions:

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

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

ANALYSIS METHODOLOGY

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

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

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

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

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

RIDERSHIP DEMOGRAPHICS OVERVIEW

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

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

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

* 8-ride ticket users assigned to Clipper Cash

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

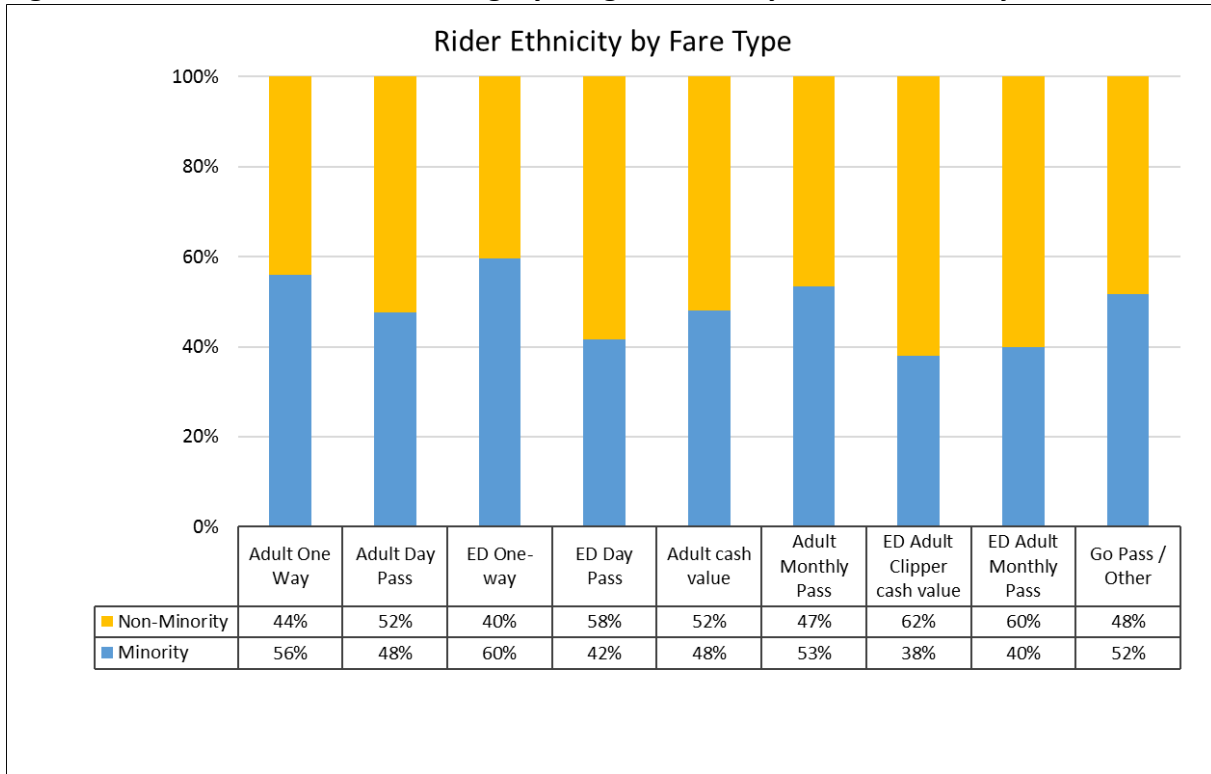
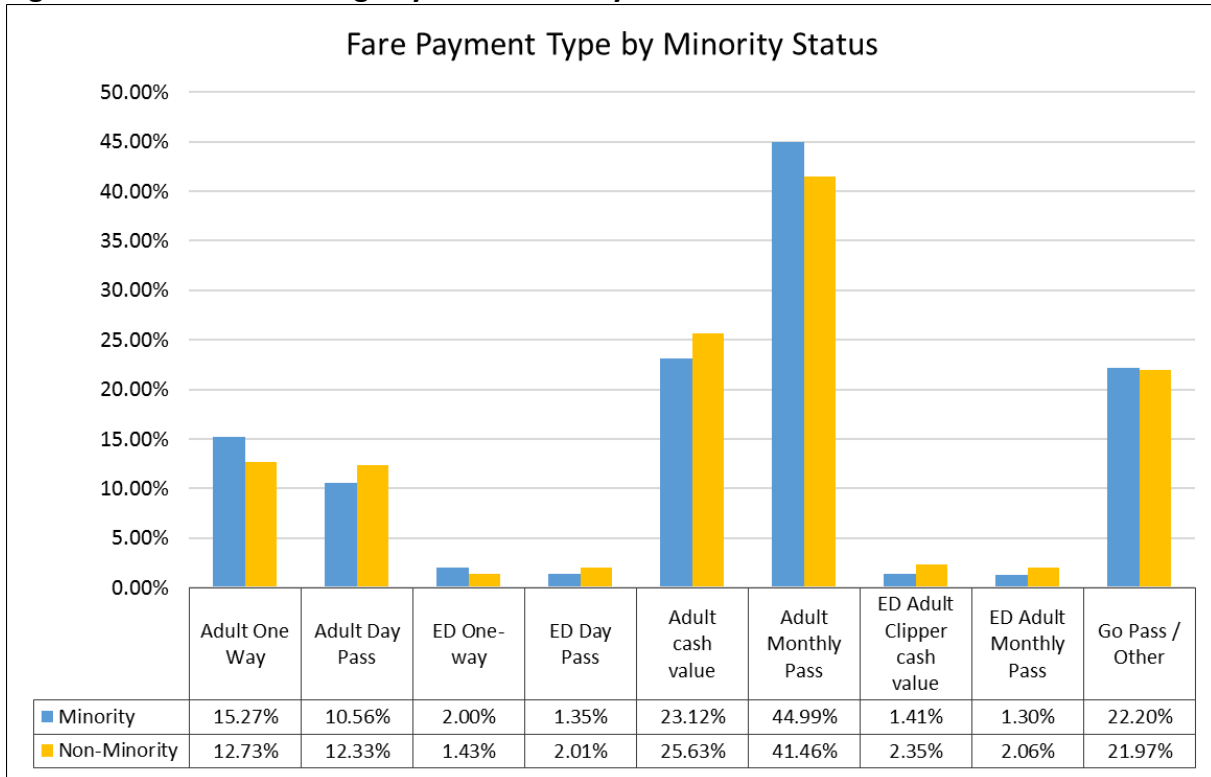


Figure 2: Fare Product Usage by Rider Minority Status



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

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

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

* 8-ride ticket users assigned to Clipper Cash

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

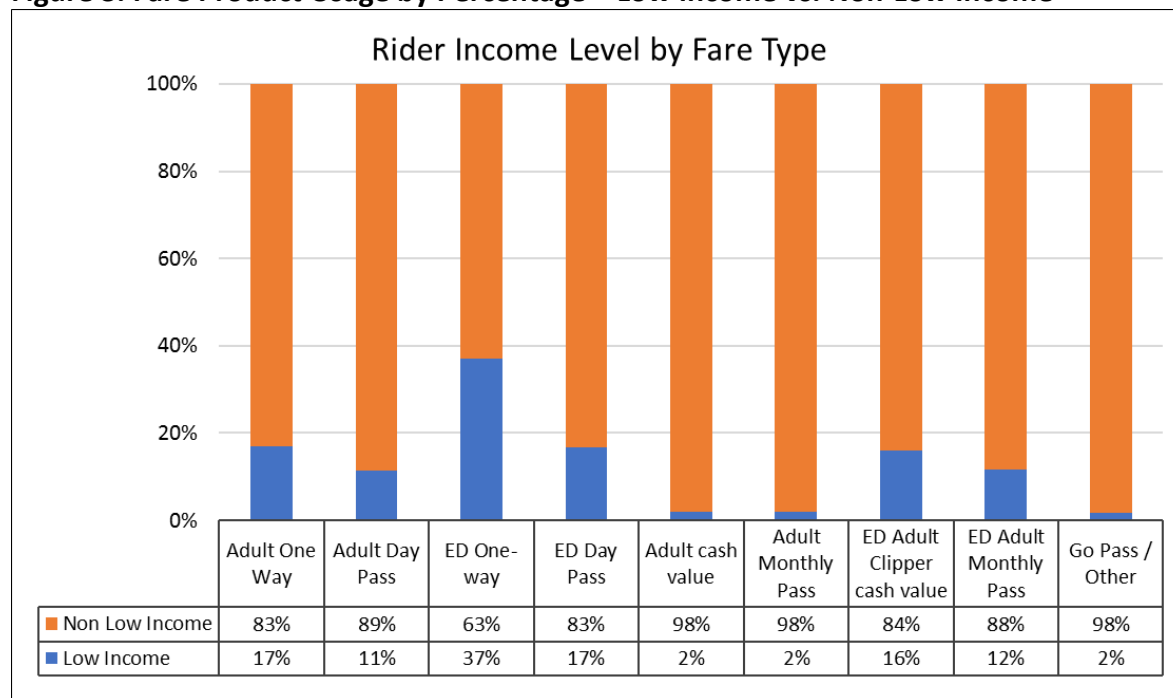
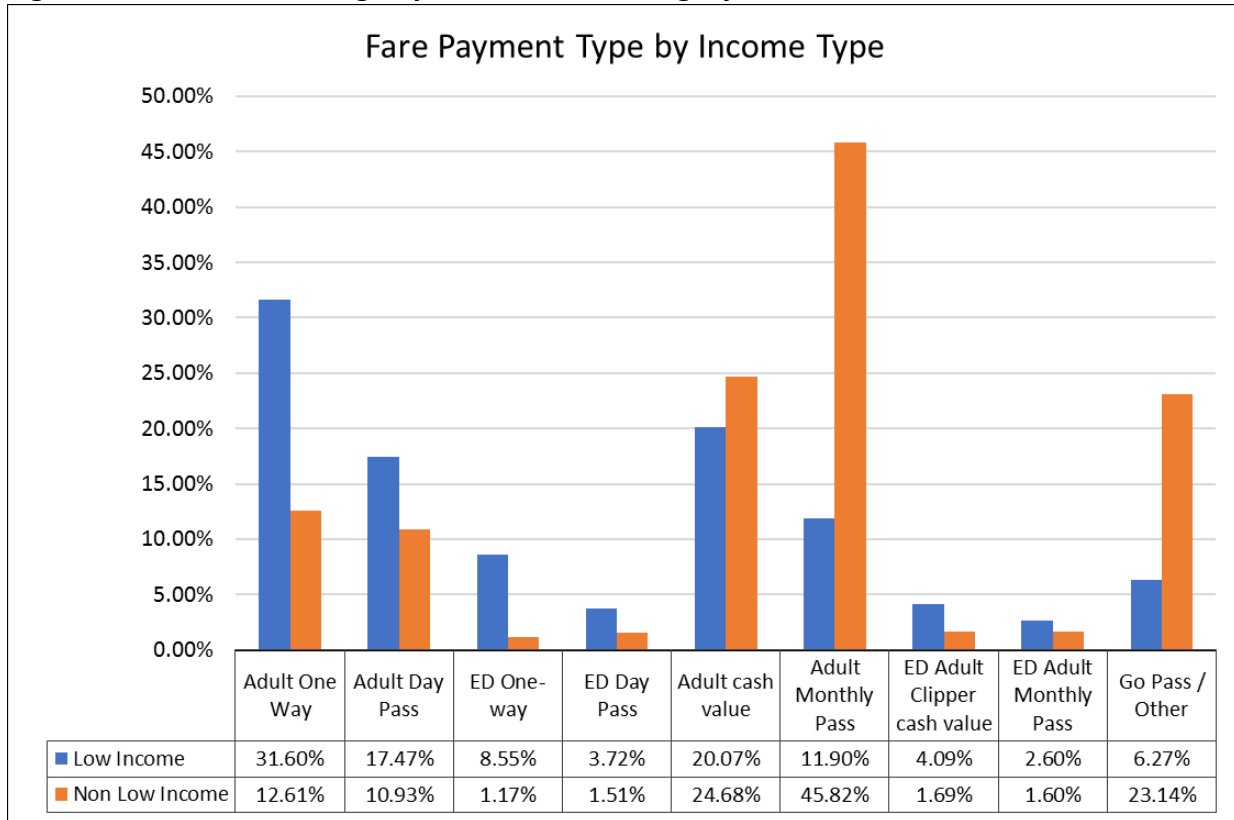


Figure 4: Fare Product Usage by Rider Income Category



FARE PAYMENT OVERVIEW

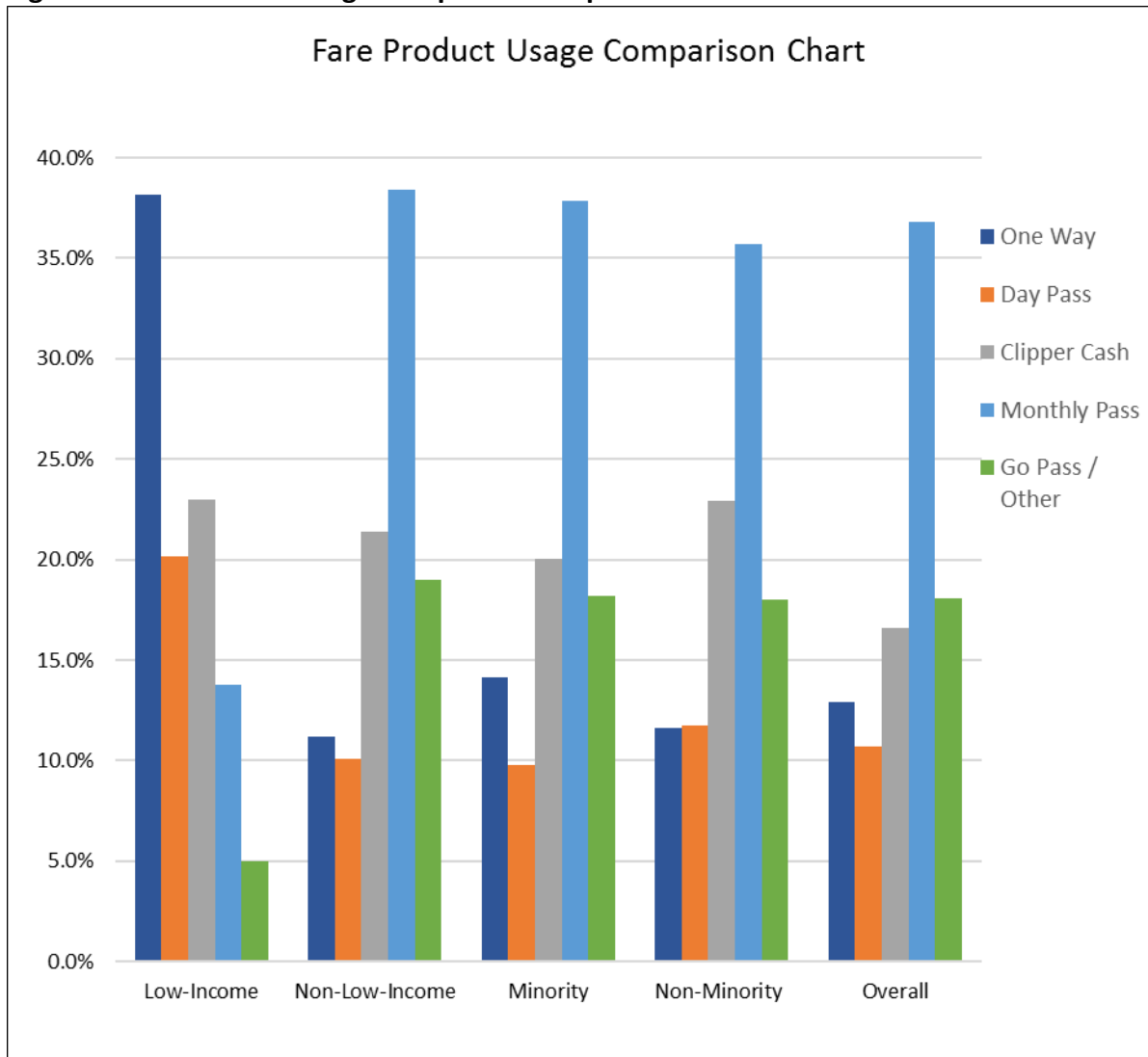
Fare payment type usage was also analyzed according to the minority status and income status of survey respondents for all fare products. The data in **Table 4** is also presented visually in **Figure 5**, below.

Table 4: Fare Product Usage Comparison Data

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

* 8-ride ticket users assigned to Clipper Cash

Figure 5: Fare Product Usage Comparison Graph



ZONE DEMOGRAPHICS OVERVIEW

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

Figure 6: Rider Characteristics by Zone Traveled (Percentages)

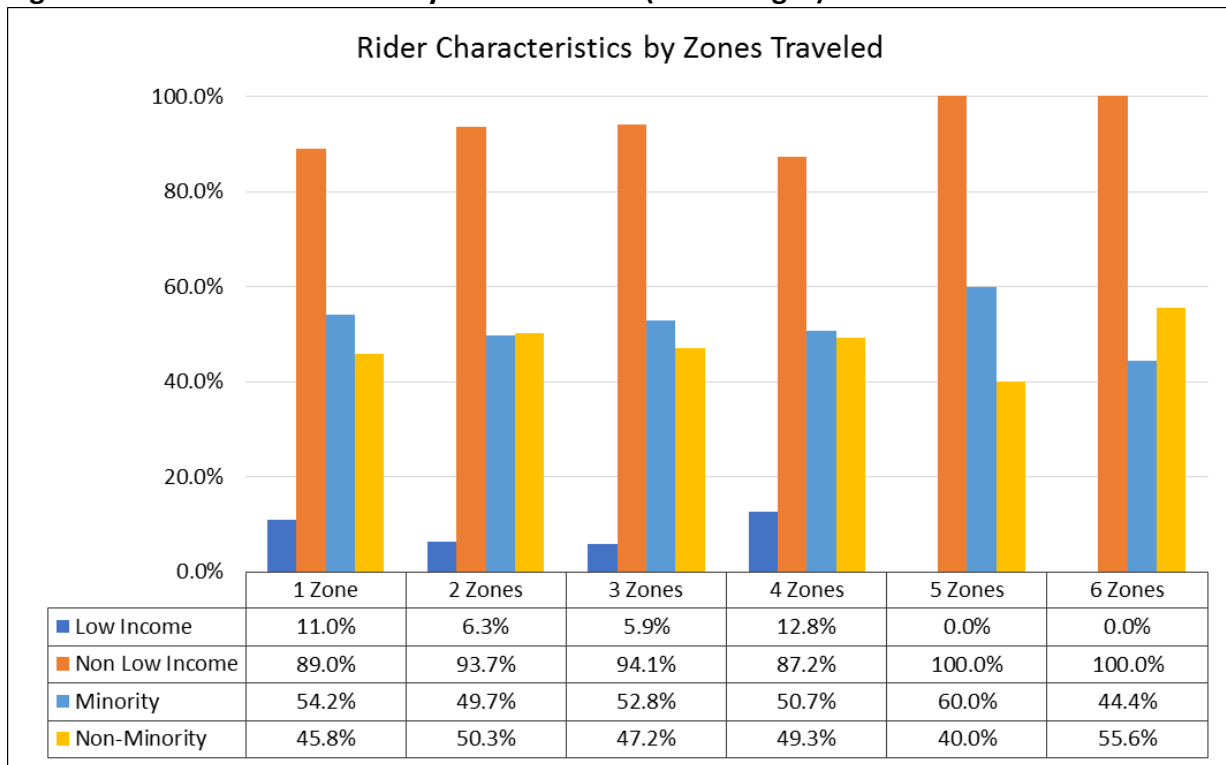
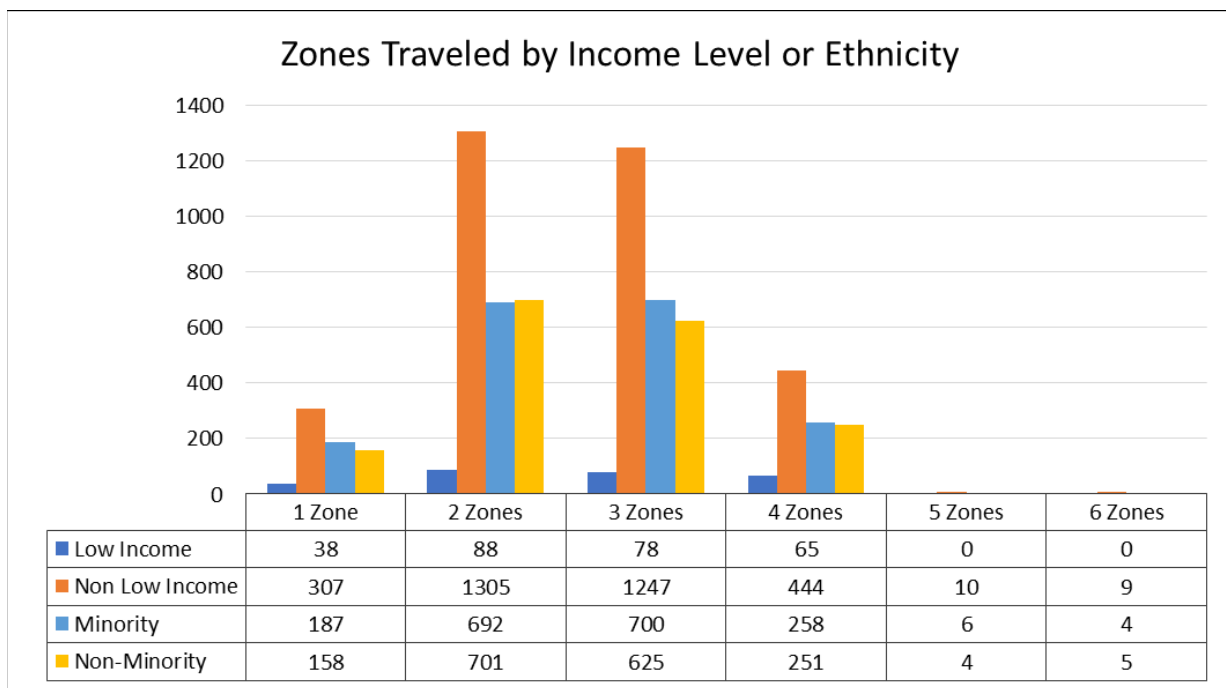


Figure 7: Rider Characteristics by Zone Traveled (Survey Responses)



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

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

AVERAGE FARE ANALYSIS

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

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

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

Horizon Year 2021

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

Horizon Year 2025

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

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

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

FARE EQUITY ANALYSIS FINDINGS

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

Table 5: Disparate Impact and Disproportionate Burden Findings

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

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

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

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

Table 4A : Average Fare Calculations (Horizon Year 2021) – Means-Based Fare + Base Fare Increase (0.50) + Reduction of Clipper Discount Reduction to 0.25

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	Unit Existing	Proposed*	Unit Proposed	Absolute	Percent	Low Income Survey	Non Low Income Survey	Total 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	Title	Adult One Way	\$ 3.75	\$ 3.75	\$ 4.25	\$ 4.25	\$ 0.50	13.33%	12	51	38	25	69.00	4.18%	48,779	1.38%	204,762	1.60%	152,968	1.12%	100,174	\$ 180,675	\$ 707,858	\$ 572,130	\$ 376,401	\$ 204,762	\$ 870,239	\$ 648,414	\$ 426,588	\$ 24,000	13.33%	\$ 102,381	13.33%	\$ 76,284	13.33%	\$ 50,187	13.33%				
		Adult Day Pass	\$ 7.50	\$ 7.50	\$ 8.50	\$ 8.50	\$ 1.00	13.33%	8	39	23	19	42.00	2.09%	12,005	0.50%	156,583	0.97%	92,544	0.85%	76,284	\$ 49,168	\$ 187,184	\$ 146,089	\$ 98,065	\$ 51,191	\$ 192,461	\$ 134,204	\$ 86,022	13.33%	\$ 76,291	13.33%	\$ 46,172	13.33%	\$ 36,041	13.33%					
		ED One-way	\$ 3.75	\$ 1.25	\$ 2.00	\$ 2.00	\$ 0.25	6.67%	6	5	5	11.00	2.09%	24,000	0.13%	20,075	0.25%	24,000	0.27%	20,075	\$ 42,337	\$ 31,311	\$ 42,337	\$ 31,311	\$ 48,378	\$ 40,149	\$ 48,378	\$ 40,149	\$ 66,027	14.88%	\$ 9,029	14.88%	\$ 6,022	14.88%	\$ 9,029	14.88%					
		ED Day Pass	\$ 3.75	\$ 1.88	\$ 4.25	\$ 2.13	\$ 0.25	6.67%	2	11	5	13.00	0.70%	8,030	0.25%	44,364	0.21%	20,075	0.36%	32,120	\$ 15,056	\$ 8,030	\$ 37,440	\$ 60,224	\$ 17,094	\$ 93,849	\$ 42,659	\$ 68,204	\$ 22,007	13.33%	\$ 11,040	13.33%	\$ 6,029	13.33%	\$ 8,030	13.33%					
		Means Based Fare**	\$ 3.20	\$ 3.20	\$ 4.00	\$ 4.00	\$ 0.80	25.00%	2	74	41	35	76.00	0.70%	8,030	1.71%	297,105	1.73%	144,613	1.57%	140,523	\$ 25,696	\$ 99,720	\$ 536,763	\$ 374,401	\$ 32,120	\$ 1,888,424	\$ 658,453	\$ 652,020	\$ 6,424	25.00%	\$ 237,685	25.00%	\$ 131,690	25.00%	\$ 112,418	25.00%				
Two Zones	Title	Adult One Way	\$ 6.00	\$ 6.00	\$ 6.50	\$ 6.50	\$ 0.50	8.33%	29	136	96	69	155.00	10.10%	116,413	3.15%	546,527	4.04%	385,435	3.09%	277,011	\$ 688,600	\$ 3,726,795	\$ 2,812,608	\$ 1,662,187	\$ 756,817	\$ 3,549,211	\$ 2,526,325	\$ 1,800,701	\$ 58,217	8.3%	\$ 271,016	8.3%	\$ 192,711	8.3%	\$ 138,116	8.3%				
		Adult Day Pass	\$ 12.00	\$ 6.00	\$ 13.00	\$ 6.50	\$ 0.50	4.17%	8	103	60	61	111.00	2.79%	32,238	2.38%	413,539	2.11%	203,747	2.73%	244,912	\$ 192,717	\$ 2,481,238	\$ 1,205,483	\$ 1,469,470	\$ 208,777	\$ 2,688,005	\$ 1,504,857	\$ 1,500,000	\$ 16,000	8.3%	\$ 300,770	8.3%	\$ 100,374	8.3%	\$ 127,456	8.3%				
		ED One-way	\$ 3.75	\$ 2.25	\$ 3.00	\$ 3.00	\$ 0.25	6.67%	7	18	19	6	25.00	2.44%	28,105	0.43%	72,369	0.80%	76,284	0.77%	24,000	\$ 77,288	\$ 180,780	\$ 200,781	\$ 66,287	\$ 84,314	\$ 216,807	\$ 228,824	\$ 22,809	8.3%	\$ 13,607	8.3%	\$ 9,029	8.3%	\$ 6,022	8.3%					
		ED Day Pass	\$ 6.00	\$ 3.00	\$ 6.50	\$ 3.25	\$ 0.25	4.17%	4	11	17	17.00	1.39%	16,000	0.80%	52,184	0.35%	24,000	0.69%	44,164	\$ 48,179	\$ 154,581	\$ 72,249	\$ 132,481	\$ 52,184	\$ 369,631	\$ 78,291	\$ 143,534	\$ 54,015	8.3%	\$ 11,040	8.3%	\$ 6,022	8.3%	\$ 11,040	8.3%					
		Means Based Fare**	\$ 5.45	\$ 5.45	\$ 6.25	\$ 6.25	\$ 0.80	14.68%	6	341	154	193	347.00	2.09%	24,000	7.89%	1,369,096	6.49%	618,301	6.64%	774,884	\$ 111,289	\$ 7,461,574	\$ 4,223,120	\$ 1,550,160	\$ 1,864,384	\$ 4,843,027	\$ 3,190,272	\$ 2,172,272	14.7%	\$ 1,209,277	14.7%	\$ 494,641	14.7%	\$ 610,907	14.7%					
Three Zones	Title	Adult One Way	\$ 8.25	\$ 8.25	\$ 9.00	\$ 9.00	\$ 0.75	9.09%	26	0	14	12	26.00	0.96%	104,889	0.63%	409,996	0.99%	362,239	0.94%	283,174	\$ 588,519	\$ 3,064,945	\$ 2,262,577	\$ 1,524,943	\$ 281,046	\$ 2,603,909	\$ 2,466,976	\$ 836	N/A	N/A	\$ (25,296)	0.0%	N/A	0.0%	\$ (25,296)	0.0%				
		Adult Day Pass	\$ 16.50	\$ 8.25	\$ 18.50	\$ 8.62	\$ 0.80	6.49%	2	609	316	116	603.00	0.70%	8,030	15.04%	2,609,714	8.15%	1,490,021	14.18%	1,268,210	\$ 4,703	\$ 14,222,942	\$ 7,192,167	\$ 4,914,338	\$ 50,187	\$ 16,310,713	\$ 8,431,384	\$ 7,939,161	\$ 6,424	14.7%	\$ 1,079,771	14.7%	\$ 1,079,771	14.7%	\$ 1,074,978	14.7%				
		ED Adult cash value*	\$ 2.60	\$ 2.60	\$ 2.85	\$ 2.85	\$ 0.25	9.62%	4	28	10	22	32.00	1.39%	16,000	0.60%	112,418	0.42%	40,169	0.88%	88,129	\$ 41,755	\$ 292,288	\$ 104,389	\$ 229,655	\$ 45,770	\$ 320,393	\$ 145,426	\$ 251,727	\$ 40,019	6.6%	\$ 10,017	6.6%	\$ 22,082	6.6%						
		ED Adult Monthly Pass	\$ 78.00	\$ 2.60	\$ 8.50	\$ 2.85	\$ 0.25	9.62%	2	16	7	11	18.00	0.70%	8,030	0.37%	54,239	0.29%	28,105	0.69%	44,164	\$ 20,878	\$ 107,020	\$ 79,072	\$ 114,827	\$ 29,789	\$ 183,081	\$ 80,298	\$ 125,809	\$ 22,007	6.6%	\$ 16,000	6.6%	\$ 7,428	6.6%	\$ 10,041	6.6%				
		Means Based Fare**	\$ 7.00	\$ 7.00	\$ 8.50	\$ 8.50	\$ 1.50	21.43%	2	109	79	109	108.00	1.20%	88,314	3.86%	629,496	4.95%	437,629	3.33%	317,181	\$ 495,389	\$ 5,521,599	\$ 3,610,438	\$ 2,616,760	\$ 737,786	\$ 4,866,988	\$ 3,829,251	\$ 2,713,181	\$ 422,137	6.3%	\$ 339,248	6.3%	\$ 219,814	6.3%	\$ 158,990	6.3%				
Four Zones	Title	Adult One Way	\$ 8.25	\$ 8.25	\$ 9.00	\$ 9.00	\$ 0.75	9.09%	26	0	14	12	26.00	0.96%	104,889	0.63%	409,996	0.99%	362,239	0.94%	283,174	\$ 588,519	\$ 3,064,945	\$ 2,262,577	\$ 1,524,943	\$ 281,046	\$ 2,603,909	\$ 2,466,976	\$ 836	N/A	N/A	\$ (25,296)	0.0%	N/A	0.0%	\$ (25,296)	0.0%				
		Adult Day Pass	\$ 16.50	\$ 8.25	\$ 18.50	\$ 8.62	\$ 0.80	6.49%	2	609	316	116	603.00	0.70%	8,030	15.04%	2,609,714	8.15%	1,490,021	14.18%	1,268,210	\$ 4,703	\$ 14,222,942	\$ 7,192,167	\$ 4,914,338	\$ 50,187	\$ 16,310,713	\$ 8,431,384	\$ 7,939,161	\$ 6,424	14.7%	\$ 1,079,771	14.7%	\$ 1,079,771	14.7%	\$ 1,074,978	14.7%				
		ED Adult cash value*	\$ 2.60	\$ 2.60	\$ 2.85	\$ 2.85	\$ 0.25	9.62%	4	28	10	22	32.00	1.39%	16,000	0.60%	112,418	0.42%	40,169	0.88%	88,129	\$ 41,755	\$ 292,288	\$ 104,389	\$ 229,655	\$ 45,770	\$ 320,393	\$ 145,426	\$ 251,727	\$ 40,019	6.6%	\$ 10,017	6.6%	\$ 22,082	6.6%						
		ED Adult Monthly Pass	\$ 78.00	\$ 2.60	\$ 8.50	\$ 2.85	\$ 0.25	9.62%	2	16	7	11	18.00	0.70%	8,030	0.37%	54,239	0.29%	28,105	0.69%	44,164	\$ 20,878	\$ 107,020	\$ 79,072	\$ 114,827	\$ 29,789	\$ 183,081	\$ 80,298	\$ 125,809	\$ 22,007	6.6%	\$ 16,000	6.6%	\$ 7,428	6.6%	\$ 10,041	6.6%				
		Means Based Fare**	\$ 7.00	\$ 7.00	\$ 8.50	\$ 8.50	\$ 1.50	21.43%	2	109	79	109	108.00	1.20%	88,314	3.86%	629,496	4.95%	437,629	3.33%	317,181	\$ 495,389	\$ 5,521,599	\$ 3,610,438	\$ 2,616,760	\$ 737,786	\$ 4,866,988	\$ 3,829,251	\$ 2,713,181	\$ 422,137	6.3%	\$ 339,248	6.3%	\$ 219,814	6.3%	\$ 158,990	6.3%				
Five Zones	Title	Adult One Way	\$ 8.25	\$ 8.25	\$ 9.00	\$ 9.00	\$ 0.75	9.09%	26	0	14	12	26.00	0.96%	104,889	0.63%	409,996	0.99%	362,239	0.94%	283,174	\$ 588,519	\$ 3,064,945	\$ 2,262,577	\$ 1,524,943	\$ 281,046	\$ 2,603,909	\$ 2,466,976	\$ 836	N/A	N/A	\$ (25,296)	0.0%	N/A	0.0%	\$ (25,296)	0.0%				
		Adult Day Pass	\$ 16.50	\$ 8.25	\$ 18.50	\$ 8.62	\$ 0.80	6.49%	2	609	316	116	603.00	0.70%	8,030	15.04%	2,609,714	8.15%	1,490,021	14.18%	1,268,210	\$ 4,703	\$ 14,222,942	\$ 7,192,167	\$ 4,914,338	\$ 50,187	\$ 16,310,713	\$ 8,431,384	\$ 7,939,161	\$ 6,424	14.7%	\$ 1,079,771	14.7%	\$ 1,079,771	14.7%	\$ 1,074,978	14.7%				
		ED Adult cash value*	\$ 2.60	\$ 2.60	\$ 2.85	\$ 2.85	\$ 0.25	9.62%	4	28	10	22	32.00	1.39%	16,000	0.60%	112,418	0.42%	40,169	0.88%	88,129	\$ 41,755	\$ 292,288	\$ 104,389	\$ 229,655	\$ 45,770	\$ 320,393	\$ 145,426	\$ 251,727	\$ 40,019	6.6%	\$ 10,017	6.6%	\$ 22,082	6.6%						
		ED Adult Monthly Pass	\$ 78.00	\$ 2.60	\$ 8.50	\$ 2.85	\$ 0.25	9.62%	2	16	7	11	18.00	0.70%	8,030	0.37%	54,239	0.29%	28,105	0.69%	44,164	\$ 20,878	\$ 107,020	\$ 79,072	\$ 114,827	\$ 29,789	\$ 183,081	\$ 80,298	\$ 125,809	\$ 22,007	6.6%	\$ 16,000	6.6%	\$ 7,428	6.6%	\$ 10,041	6.6%				
		Means Based Fare**	\$ 7.00	\$ 7.00	\$ 8.50	\$ 8.50	\$ 1.50	21.43%	2	109	79	109	108.00	1.20%	88,314	3.86%	629,496	4.95%	437,629	3.33%	317,181	\$ 495,389	\$ 5,521,599	\$ 3,610,438	\$ 2,616,760	\$ 737,786	\$ 4,866,988	\$ 3,829,251	\$ 2,713,181	\$ 422,137	6.3%	\$ 339,248	6.3%	\$ 219,814	6.3%	\$ 158,990	6.3%				
Six Zones	Title	Adult One Way	\$ 8.25	\$ 8.25	\$ 9.00	\$ 9.00	\$ 0.75	9.09%	26	0	14	12	26.00	0.96%	104,889	0.63%	409,996	0.99%	362,239	0.94%	283,174	\$ 588,519	\$ 3,064,945	\$ 2,262,577	\$ 1,524,943	\$ 281,046	\$ 2,603,909	\$ 2,466,976	\$ 836	N/A	N/A	\$ (25,296)	0.0%	N/A	0.0%	\$ (25,296)	0.0%				
		Adult Day Pass	\$ 16.50	\$ 8.25	\$ 18.50	\$ 8.62	\$ 0.80	6.49%	2	609	316	116	603.00	0.70%	8,030	15.04%	2,609,714	8.15%	1,490,021	14.18%	1,268,210	\$ 4,703	\$ 14,222,942	\$ 7,192,167	\$ 4,914,338	\$ 50,187	\$ 16,310,713	\$ 8,431,384	\$ 7,939,161	\$ 6,424	14.7%	\$ 1,079,771	14.7%	\$ 1,079,771	14.7%	\$ 1,074,978	14.7%				
		ED Adult cash value*	\$ 2.60	\$ 2.60	\$ 2.85	\$ 2.85	\$ 0.25	9.62%	4	28	10	22	32.00	1.39%	16,000	0.60%	112,418	0.42%	40,169	0.88%	88,129	\$ 41,755	\$ 292,288	\$ 104,389	\$ 229,655	\$ 45,770	\$ 320,393	\$ 145,426	\$ 251,727	\$ 40,019	6.6%	\$ 10,017	6.6%	\$ 22,082	6.6%						
		ED Adult Monthly Pass	\$ 78.00	\$ 2.60																																					

■ PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES

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

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

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

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

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

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

Table 5: Print Advertisement

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

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

PUBLIC OUTREACH

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

Table 6: Public Meetings

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

PUBLIC COMMENTS

Summary of Comments

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

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

Table 7: Comment Tally

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

COMMENT FORM RESULTS

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

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

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

■ SUBSTANTIAL LEGITIMATE JUSTIFICATION AND DEVELOPMENT OF PROPOSED CHANGES

SUBSTANTIAL LEGITIMATE JUSTIFICATION

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

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

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

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

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

DEVELOPMENT OF PROPOSED CHANGES

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

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

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

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

Table 12: Fare Product Usage

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

Initial Staff Proposal

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

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

Consideration of Feedback

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

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

Revised Staff Proposal

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

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

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

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

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

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

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

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

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

**ATTACHMENT 1 –
CALTRAIN SYSTEM MAP**

Caltrain System Map



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

DISPARATE IMPACT POLICY

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

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

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

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

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

DISPROPORTIONATE BURDEN POLICY

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

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

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

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

Board Meeting Minutes (April 4, 2013)

Joint Powers Board Meeting
Minutes April 4, 2013

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

Public Comment

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

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

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

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

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

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

ADOPTION OF CALTRAIN TITLE VI STANDARDS AND POLICIES

Director, Rail Michelle Bouchard reported:

- The Federal Transit Administration requires approval and submission of five standards and policies.
 - The Major Service Change Policy is the criteria for determining when service change is significant enough to require a thorough analysis of potential effects on protected populations. Staff is recommending a change of 25 percent or more total train revenue miles and greater than 50 percent change in the number of trains stopping at a station per day.
 - Disparate Impact and Disproportionate Burden Policies determine the threshold when adverse effects of a fare or service changes are borne disproportionately by minority or low-income populations. Staff is recommending a 10 percent threshold
 - Services Standards and Policies are established to monitor performance in quantifiable and qualitative measures/metrics. Service standards include vehicle load, vehicle headway, on-time performance and service availability. Service policies are vehicle assignment and transit amenities.
- Four community meetings were held and comments were accepted through March 29. Meetings were sparsely attended and only one comment was received.

Board Meeting Minutes (April 4, 2013 - Continued)

Joint Powers Board Meeting
Minutes April 4, 2013

Public Comment

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

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

LEGISLATIVE UPDATE

State Update

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

Federal Update

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

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

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

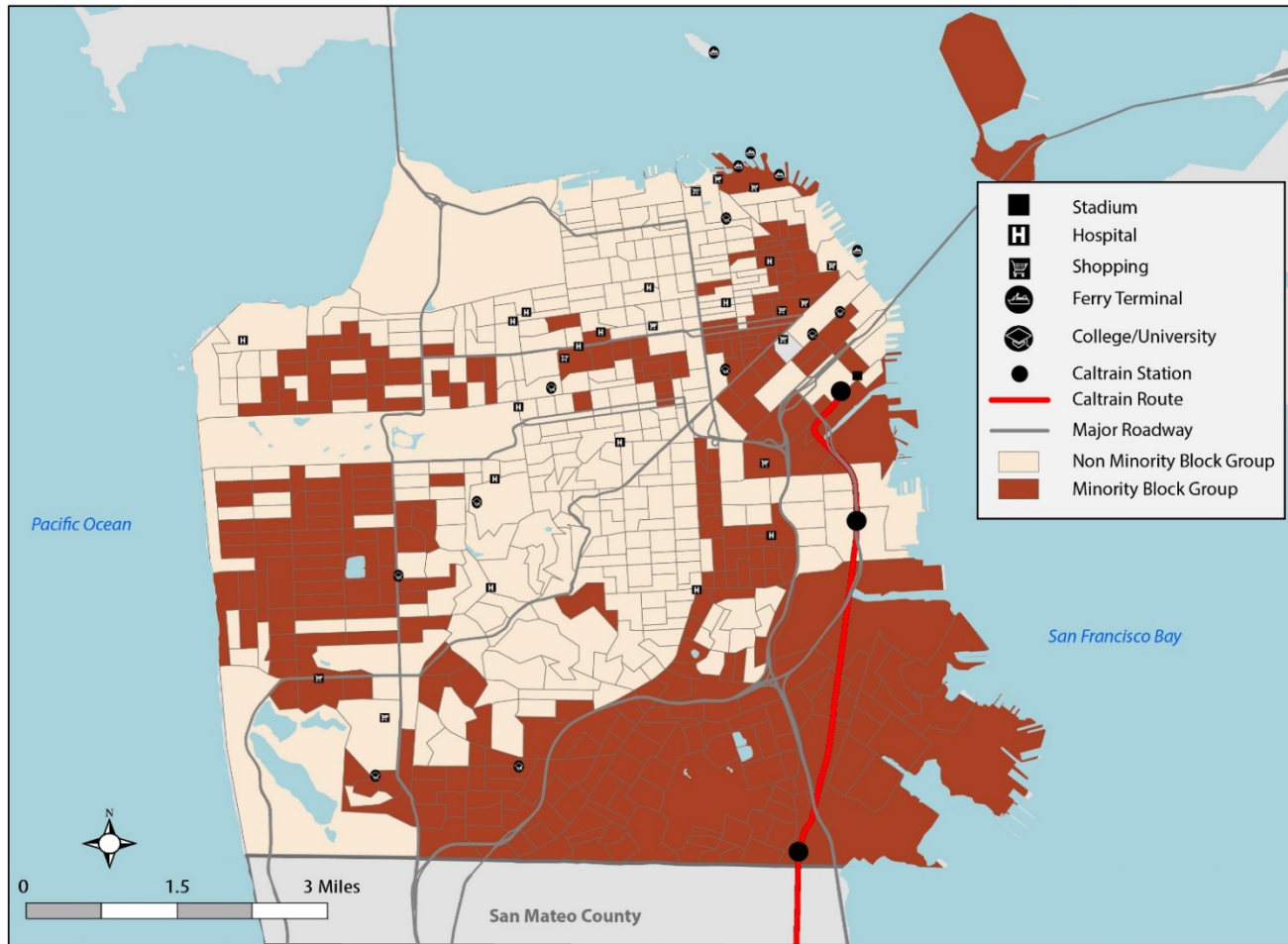
GENERAL COUNSEL REPORT

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

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

MINORITY POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY

San Francisco County: Minority Block Group

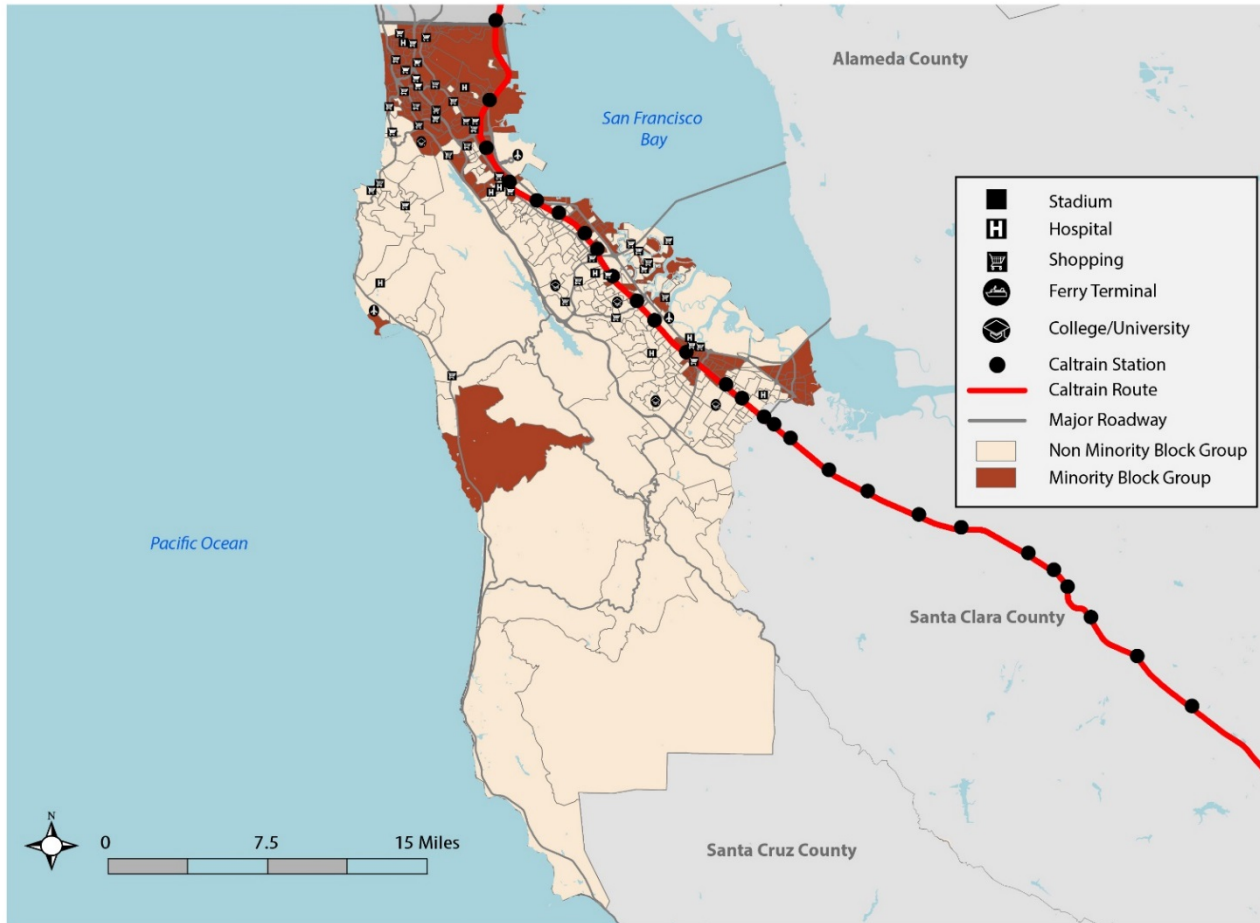


Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

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

MINORITY POPULATION BY BLOCK GROUP – SAN MATEO COUNTY

San Mateo County: Minority Population By Block Group

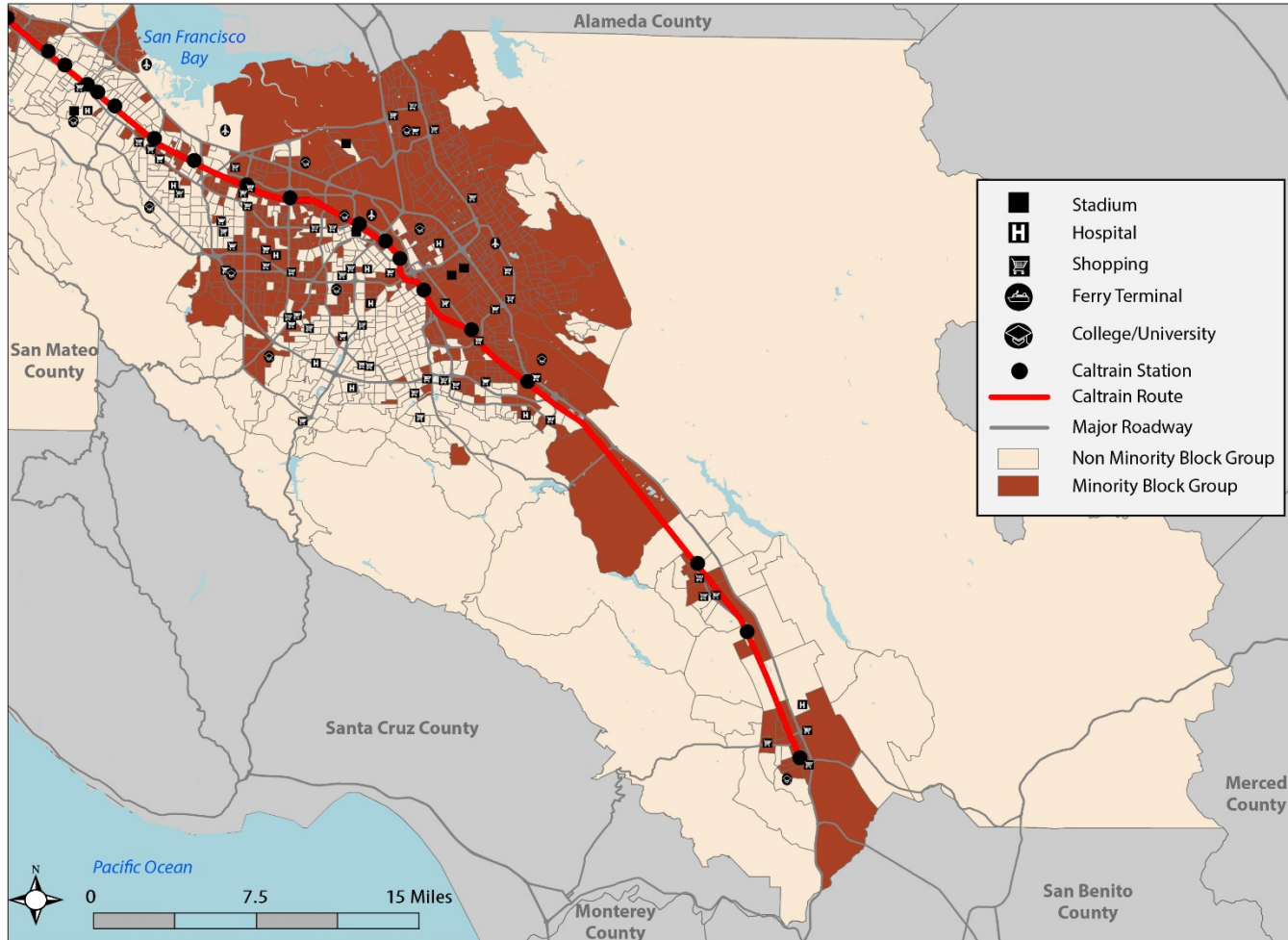


Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

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

MINORITY POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY

Santa Clara County: Minority Population By Block Group

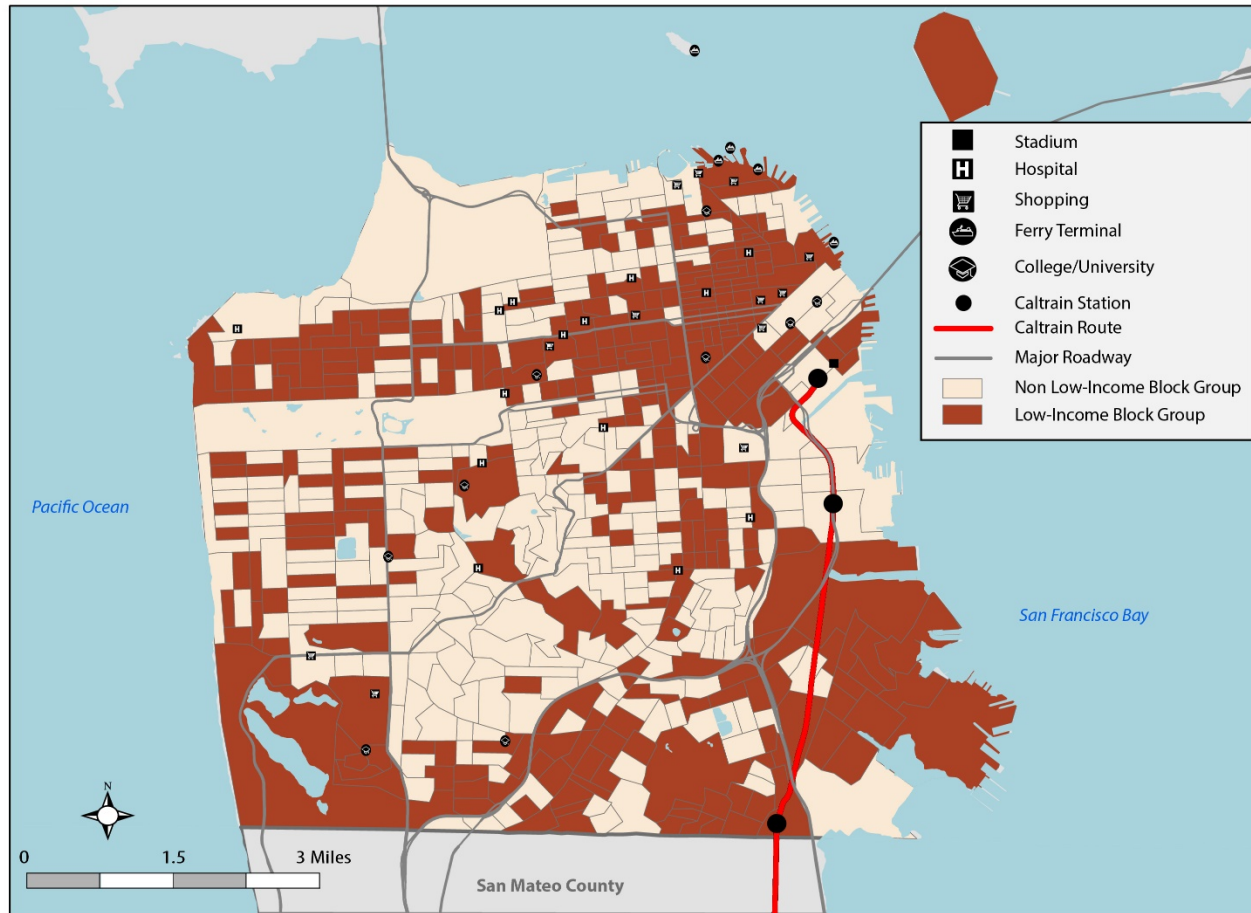


Minority block groups are defined as those in which the minority population exceeds the systemwide minority average of 58%.

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

LOW-INCOME POPULATION BY BLOCK GROUP – SAN FRANCISCO COUNTY

San Francisco County: Low-Income Block Group

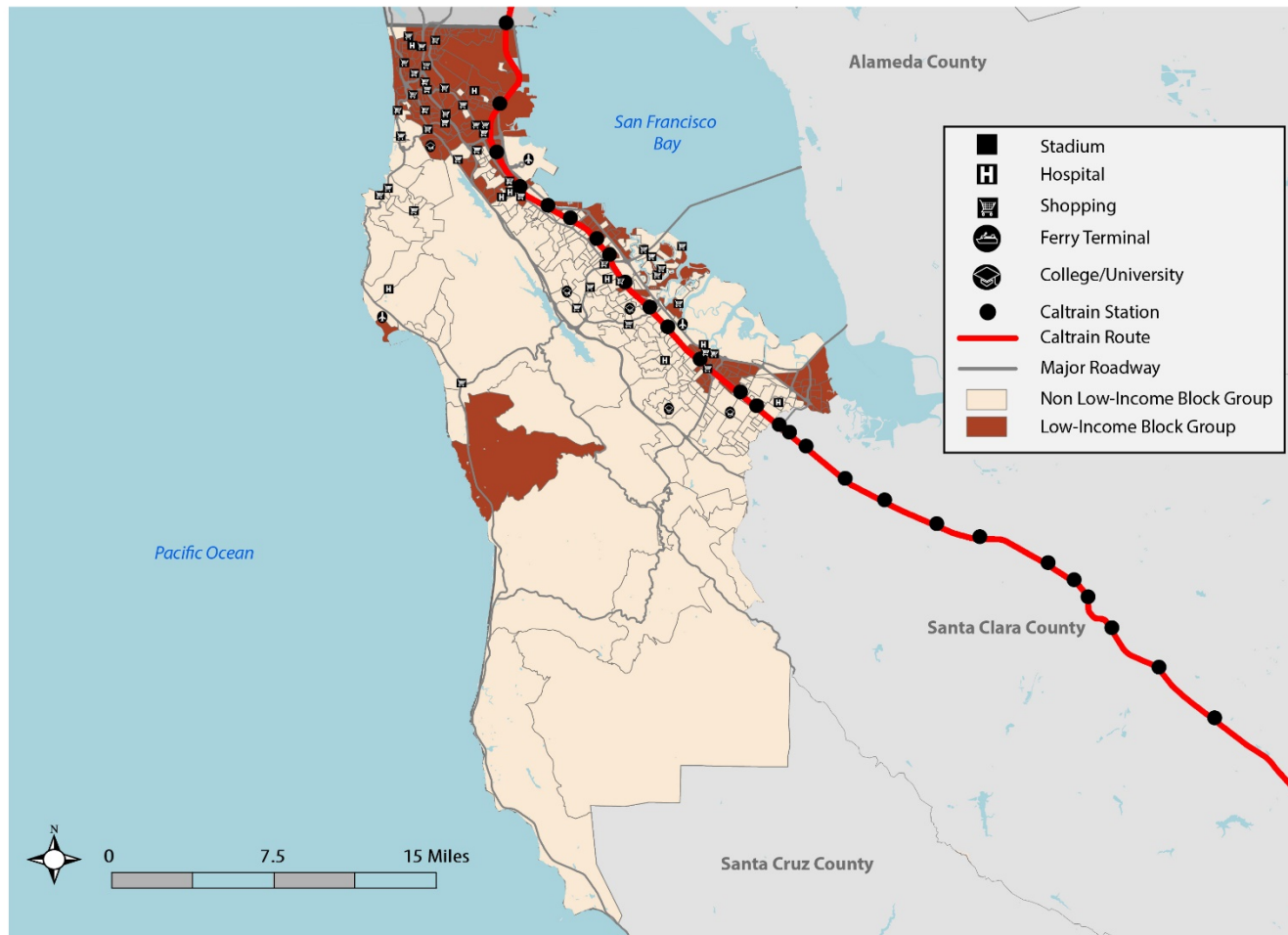


Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under \$25,000.

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

LOW-INCOME POPULATION BY BLOCK GROUP – SAN MATEO COUNTY

San Mateo County: Low-Income Population By Block Group

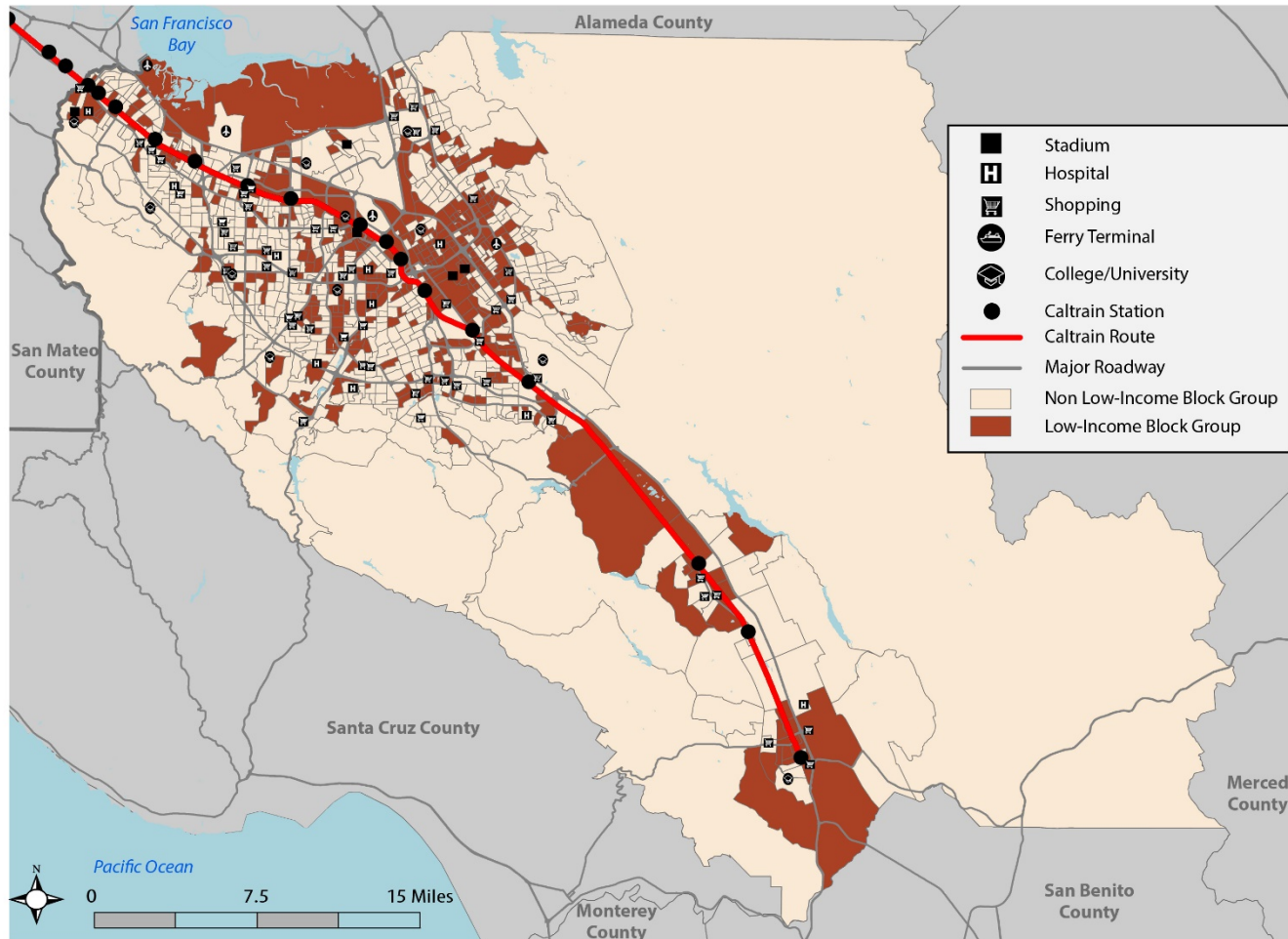


Low-income block groups are defined as those in which the low-income population exceeds the systemwide low-income average of 13.9%. Low-income is defined as any household earning under \$25,000.

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

LOW-INCOME POPULATION BY BLOCK GROUP – SANTA CLARA COUNTY

Santa Clara County: Low-Income Population By Block Group



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

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

**ATTACHMENT 4 –
EXISTING FARE CHART**

Existing Fare Chart

Adult Full Fare

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

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

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

Eligible Discount Fare**

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

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

**ATTACHMENT 5 –
CALTRAIN DEDICATED WEBPAGE**

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



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

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

> [caltrain.com](#) > [Fares](#) > [Caltrain Fare Changes](#)

Caltrain Fare Changes

[English](#) [Español](#) [漢語](#)

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

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

GoPass

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

Clipper

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

One-Way/Day Pass/Monthly Pass

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

Means-Based Fare Pilot Program

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

Administrative Changes

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

Community Feedback

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

Public Meeting Schedule

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

Text Size

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Highlights

- [Real-time Station List](#)
- [Weekday Timetable](#)
- [Weekend Timetable](#)
- [Special Events](#)
- [VIDEO: Board Meetings](#)
- [Electrification](#)

Social



[@Caltrain](#)

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

Tweets by [@Caltrain](#)



Caltrain
[@Caltrain](#)

Service Info for July 4th Holiday:

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

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



1h



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Caltrain Fare Changes

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

Public Hearing by the Caltrain Board of Directors

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

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

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

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

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

[Submit your comments](#)

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

Caltrain News Release – July 16, 2019



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

Caltrain Proposes Changes to its Codified Tariff

July 16, 2019

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

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

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

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

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

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

July 17, 5:40 p.m.

Caltrain Citizens Advisory Committee
1250 San Carlos Avenue, San Carlos

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

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

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

Gardner Community Center
520 West Virginia Street, San Jose

July 24, noon to 1 p.m.

[Virtual Town Hall](#)

July 24, 12:30 p.m.

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

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

Redwood City Downtown Library
1044 Middlefield Road, Redwood City

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

###

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

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

Free translation assistance is available.

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



Media Contact: Dan Lieberman, 650.508.6385



July 30, 2019

Media Contact: Dan Lieberman, 650.508.6385

Caltrain Holds Hearing on Fare Changes

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

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

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

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

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

###

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

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

Take One Notice – front

Expires 8/2/19



半岛走廊联合电力理事会 公众会议及听证公告 加州火车调整票价建议

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

理事会邀请公众于该会8月1日举行的会议就以下可能作出的改动提供意见。

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

票价格上升。

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

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

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

三藩市 - 7月18日 下午6时 -
7时米慎溪长者社区中心

圣荷西 - 7月22日 下午6时 -
7时加德纳社区中心

红木城 - 7月30日 下午6时 -
7时红木城市中心图书馆

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

2019年8月1日星期四上午9时
圣卡洛斯卡州火车行政办公室二楼
礼堂。

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

District Secretary

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

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

7/9/19

Expires 8/2/19



Proposed Fare Changes

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

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

GoPass

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

Clipper

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

One-Way/Day Pass/Monthly Pass

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

Take One Notice – back

Means-Based Fare Pilot Program

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

Administrative Changes

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

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

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

Public Meetings

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

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

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

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

Tariff during a public hearing to be held:

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

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

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

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

Cambios de tarifa propuestos

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

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

GoPass

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

Clipper

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

Pase de ida/día/pase mensual

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

Programa piloto de tarifas basado en medios

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

Cambios administrativos

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

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

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

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

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

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

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

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

Redwood City Downtown Library
1044 Middlefield Rd, Redwood City

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

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

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

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

District Secretary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Redwood City Downtown Library, 1044 Middlefield Rd, Redwood City

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

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

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

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

District Secretary

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

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

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

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

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

Social Media: Facebook Examples



JUL 30 Community Meeting on Caltrain Fare Changes

Public · Hosted by Caltrain

★ Interested

✓ Going

...

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

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

Show Map

About

Discussion

0 Went · 3 Interested

Share this event with your friends

Details

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

Join us online to learn more about the proposed changes!

Social Media: Twitter Examples

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

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

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



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

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

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



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

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

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

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



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

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

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

Full Info: caltrain.com/farechanges



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

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

July 2019

VMS

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

Conductor announcements

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

The Examiner (San Francisco/San Mateo) Examples

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

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

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

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

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

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

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

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

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

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

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

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

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

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



THE CITY LOCAL NEWS FOR SAN FRANCISCO

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

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

By Joshua Sabatini
S.F. Examiner Staff Writer

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

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

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

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

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

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

Among the amendments was a provision to add more accountability.

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

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

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

ment and San Francisco as a whole."

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

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

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

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

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

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

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

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

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

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

jsabatini@sfcaminer.com

報料熱線: 650-808-8822

變電站故障 停電五小時 料需數星期 才得知結果

聯合愛迪生稱暫未知原因 政界促徹查曼哈頓大停電



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

【紐約時報】及《紐約郵報》報導，聯合愛迪生公司表示，於13日晚上6時45分發生變電站電力故障，導致曼哈頓約7萬2000戶停電直至深夜。聯合愛迪生總裁考利於14日表示，電力需求與變電站設備的容量有限，相信並非導致停電的原因；但可能需數星期時間，才能完全查出是變電站49號變電站出現故障，令整個曼哈頓地區陷入一片黑暗。

考利說，原本有設備防止電壓故障擴大，但今次仍發生大規模停電。至於其來由，考利說，電力需求大受影響，包括有線上遊戲、多場電影暫停放映，也有商場表演及音樂會被打斷。民選官員紛紛對聯合愛迪生工作



聯合愛迪生說大規模停電作出道歉。

聯合愛迪生說大規模停電作出道歉。紐約市消防局指出，今次大停電並沒有造成受傷，對曼哈頓約90個緊急求助電話，當中約有400個涉及因電燈、另外，911系統收到約750個求救電話。當局馬上派員前往檢查。聯合愛迪生中城總經理表示，向受停電影響的地區派出400多名員工，當中16人專門負責與電機維修工作；另外再

派出100人協助維修交通。紐約市地鐵局(NYC Transit)總裁拜德福表示，當局在3列D車及2列A車內共救出2875名乘客，並在地鐵車站內也發生乘客被閃電擊傷事故。考利在聯合愛迪生中城總經理表示，949外15億元收入，認為今次停電可能令加額對策。



白恩惠(左)強調，已確保紐約一切問題妥善處理，並向各方表誠懇道歉。

遠在千里之外拉票 白恩惠仍稱掌大局

在曼哈頓發生大規模停電期間，原本應該控大局的市長白恩惠，遠在千里之外的地方為總統競選拉票。雖然白恩惠只能遠端地在推特發表聲明，但他在14日與CNN談話，多地在市內的高級官員，令他即使身在外地仍然可以控大局。

在曼哈頓大停電期間，許多市內選民在推選競選工作，有如市一一樣難做大事，他不斷在推特上更新關於停電的最新消息，並從曼哈頓的利納斯街往東，曼哈頓市長在過去3小時內完成了一項大工作。我們不知道在曼哈頓有人正在曼哈頓，但只能說他好運。

徵教人員工會集會 反對叫停隔離囚禁

【華盛頓訊】在市政府外，數百名徵教人員，在週四下午集會，反對市議會「在裡面的市議員們，繼續驅逐徵教人員所屬的基本工具。」

徵教人員工會主席馬格特表示，事件一且上升，事實已趨離離。市議員在週二月發信指出，促請市徵教委員會停止單獨監禁。徵教人員工會舉行抗議活動，不願讓徵教人員有月受辱。



徵教人員工會主席馬格特發言。

徵教人員工會主席馬格特發言。代表徵教人員、市政府及州政府的官員工會舉行活動，反對市議會支持拉來市議員的驅逐性隔離，指徵教人員的權力行為愈多。

徵教人員工會主席馬格特發言。徵教人員工會主席馬格特發言。徵教人員工會主席馬格特發言。

吸煙導致無數心臟受傷，你的心臟也包括在內!

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



羅斯福(Roosevelt) 在青少年時期便開始吸煙。他在45歲時心臟病發作，並因此住院一個月。為了修補羅斯福的心臟損傷，醫生必須在他的心臟中置入支架，當置入支架仍不足以維持心臟正常運作時，他接受了繞道手術，而且總共進行六次繞道手術。「我真的希望自己從未吸煙。」

羅斯福表示：「每個人都以為自己不會因吸煙而發生健康問題，但事實上太多人因此產生健康問題，你可能就是下一位！」

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免費ASQ專科戒煙專線 1-800-838-8917

半島電網聯合電力理事會 公眾會議及聽證公告

半島電網聯合電力理事會為了解決系統資金充足，並具經濟效益良好，正在考慮調漲加州州火車(Caltrain)的票價。加州火車不啻大運輸系統，實則並非獲得專項基金來支持其營運，由於種種挑戰，目前理事會正考慮調漲加州火車(Caltrain)的票價。公眾會議將於2019年9月5日星期三下午2時至4時在加州火車(Caltrain)的總部舉行。公眾會議將於2019年9月5日星期三下午2時至4時在加州火車(Caltrain)的總部舉行。

- 1. 增加Caltrain的票價，最高票價自2020年1月1日起生效；自2020年1月起，於該月的每一票價的1月1日實施。
2. 取消低票價乘客(Caltrain)的5%優惠票價折扣。
3. 實施票價自明年起增加一次(舉例：定於2020年7月將基本票價調升\$50，定於2022年7月將基本票價調升\$25，定於2024年7月將基本票價調升\$50)。
4. 參與高成本「提高能力為本州火車(Caltrain)服務計劃」，目前定於2019年秋季開始。
5. 取消可變、可變和固定資產的「資產管理」計劃。
6. 取消可變、可變和固定資產的「資產管理」計劃。

- 加州火車(Caltrain)的職員會於以下的三次公眾會議中討論這些改動，並邀請公眾對「法定收費表」所作之改動提供意見：
三藩市 — 7月18日 下午6時-7時
Mission Creek Senior Community Center
930 4th St, San Francisco
聖荷西 — 7月22日 下午6時-7時
Ganther Community Center
520 W. Virginia St, San Jose
紅木城 — 7月30日 下午6時-7時
Redwood City Downtown Library
1044 Middlefield Rd, Redwood City

此外，半島電網聯合電力理事會邀請公眾出席以下時間和地點舉行之公眾會，就建議對「法定收費表」所作之改動提供意見：
2019年8月1日星期四上午9時
Caltrans Administrative Office
2nd Floor Auditorium
1250 San Carlos Ave., San Carlos, CA
公眾會前門前，想提意見者可到現場領取一份在線意見表：www.caltrain.com/farechanges。
致電 1-800-660-4287 聯絡客戶服務中心，用電腦打字機 (TTY) 650-508-6488，或電郵：changes@caltrain.com，或寄信：
District Secretary
Peninsula Corridor Joint Powers Board
P.O. Box 3006, San Carlos, CA 94070
翻譯人士和翻譯服務可於公眾會前或公眾會後三個月內致電 650-508-6342 安排手語或外語翻譯服務。

修筑公路 增加就業 人口增加

巨大轉變後吸客 中谷正快速發展

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

99號高速公路在這裏穿過森林和油田，然後向北轉向佛羅里達(Fresno)和中平原的農田...



加州中谷城市貝克斯菲爾德近年來發展迅速，吸引眾多年輕人遷入。

天堂鎮遭山火後 公共游泳池重開

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

農夫車撞倒山獅 車禍致九人傷

北加州聖羅倫斯(Santa Rosa)市發生一起農夫車撞倒山獅的意外，導致九人受傷。

北加州孕前吸大麻者猛增

鎮醫發表報告指出，北加州越來越多女性在懷孕前吸食大麻，這與胎兒出生後的健康問題有關。

資料圖片

史上最年輕，但貝克斯菲爾德的人口增長率卻是加州最快的。這主要歸功於年輕移民的湧入。

半島走廊聯合電力理事會 公眾會議及聽證公告 加州火車調整票價建議

中山隆都同善堂通告 謹訂於二〇一九年八月十一日(星期日)下午六時為本會建堂二十週年紀念暨頒發獎學金...

李氏敦宗總公所 祭祖暨頒發獎學金通告 茲為紀念大始祖老子得道暨獎學金...

National Cosmetology Beauty School 專門教授美容、修甲、髮型專業資格課程

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

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

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

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

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

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

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

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

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

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

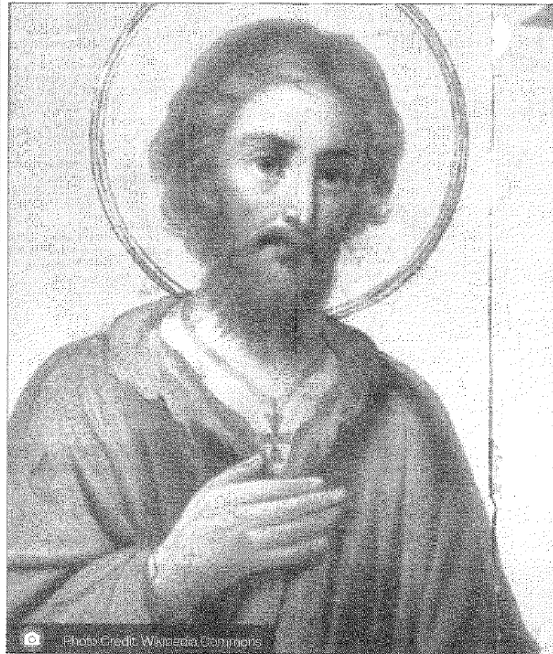
Jueves, 1 de agosto de 2019, 9 a.m.
Caltrain Administrative Office, 2nd Floor Auditorium
1250 San Carlos Ave., in San Carlos.

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

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

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

LA DEVOCIÓN A SAN ALEJO



Mario Jiménez Castillo
El Observador

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

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

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

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

SAN ALEJO

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

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

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

Amen.

NBC
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48
TELEMUNDO
ÁREA DE LA BAY AREA

SUNDAY 9:30 AM

SATURDAY 5:30 PM

KNTV/KSTS-SAN JOSE, SAN FRANCISCO, OAKLAND

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

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- Caltrain participará oficialmente en un programa piloto regional de Tarifas de Descuento Basado en Medios, que actualmente está programado para comenzar en otoño 2019. Este programa ofrecerá a los participantes elegibles un 20% de descuento en la Tarjeta Clipper para aduitos de un solo viaje Tarifas Caltrain
- Los trenes chárteres, el estacionamiento y las tarifas de taquilla de bicicletas se eliminarán de la tarifa codificada. Estas tarifas se colocarán en un documento separado y cualquier cambio en las tasas o las reglas se llevará a la Junta en un proceso posterior.

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

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

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

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

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

Redwood City Downtown Library, 1044 Middlefield Rd, Redwood City

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

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

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

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

District Secretary

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

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

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

Proposed Fare Changes - Public Comment Form

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

The deadline to submit your comments is August 1.

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

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

I agree I disagree No opinion

Comments

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

I agree I disagree No opinion

Comments

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

I agree I disagree No opinion

Comments

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

I agree I disagree No opinion

Comments

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

I agree I disagree No opinion

Comments

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

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

Caltrain Board Meeting or Public Hearing

Community meeting - where?

Caltrain outreach event - where?

Through the Caltrain website

Through a newspaper advertisement

Social media

On the train

Other - please specify:

8. In which city do you live?

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

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

Name

Email

Thank you for your comments.

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

Cambios propuestos a tarifas - Formulario de comentario público

Page description:

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

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

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

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

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios

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

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios

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

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios

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

Estoy de acuerdo No estoy de acuerdo Sin opinión

Comentarios

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

Estoy de acuerdo No estoy de acuerdo Sin opinión

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

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

Reunión del consejo o audiencia pública de Caltrain

Reunión comunitaria - ¿ En dónde?

Evento de extensión de Caltrain- ¿En dónde?

Mediante el sitio web de Caltrain

En un anuncio en el periódico

Redes sociales

En el tren

Otro - especifique

8. ¿En qué ciudad vive?

Atherton Belmont Brisbane Burlingame Campbell

Colma Cupertino Daly City East Palo Alto

Foster City Gilroy Half Moon Bay Hillsborough

Menlo Park Los Altos Los Altos Hills Los Gatos

Millbrae Milpitas Monte Sereno Morgan Hill

Mountain View Pacifica Palo Alto Portola Valley

Redwood City San Bruno San Carlos San Francisco

San Jose Saratoga San Mateo Santa Clara

South San Francisco Sunnyvale Woodside

Otra ciudad:

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

Nombre

Correo electrónico

Gracias por sus comentarios.

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

调整票价提案 – 公共评论表格

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

提交你意见的截止日期是8月1日。

請標記你是同意，不同意或無意見，並提供你對每項收費改變建議之評論。

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

我同意 我不同意 無意見

評論

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

- 我同意 我不同意 無意見

評論

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

- 我同意 我不同意 無意見

評論

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

我同意 我不同意 無意見

評論

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

我同意 我不同意 無意見

評論

6. 請在此處提供與改變票價無關之其他評論。

7. 你是如何知道Caltrain改變票價之建議的？（選擇所有適用項目）

Caltrain董事會會議或公聽會

社區會議 - 在什麼地方？

Caltrain外展活動 - 在什麼地方？

從Caltrain網頁

從報章廣告得知

社交媒體

在火車上

其他 - 請說明：

8. 你住在哪個城市：

Atherton Belmont Brisbane Burlingame Campbell

Colma Cupertino Daly City East Palo Alto

Foster City Gilroy Half Moon Bay Hillsborough

Menlo Park Los Altos Los Altos Hills Los Gatos

Monte Sereno Milpitas Monte Sereno Morgan Hill

Mountain View Pacifica Palo Alto Portola Valley

Redwood City San Bruno San Carlos San Francisco

San Jose Saratoga San Mateo Santa Clara

South San Francisco Sunnyvale Woodside

其他城市：

9. 請提供你的姓名和電郵（是否填寫悉隨尊意）。

姓名：

電郵：

謝謝你的評論。

謝謝你對Caltrain建議車費改變的意見。

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

Proposed Fare Changes – Public Comment Form

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

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

I agree

I disagree

No opinion

Comments:

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

I agree

I disagree

No opinion

Comments:

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

I agree

I disagree

No opinion

Comments:

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

I agree

I disagree

No opinion

Comments:

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

I agree

I disagree

No opinion

Comments:

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

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

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

8. In which city do you live?

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

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

Name: _____

Email: _____

Thank you for your comments.



Cambios Propuestos a Tarifas - Formulario de Comentario

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

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

Estoy de acuerdo

No estoy de acuerdo

Sin opinión

Comentarios:

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

Estoy de acuerdo

No estoy de acuerdo

Sin opinión

Comentarios:

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

Estoy de acuerdo

No estoy de acuerdo

Sin opinión

Comentarios:

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

Estoy de acuerdo

No estoy de acuerdo

Sin opinión

Comentarios:

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

Estoy de acuerdo

No estoy de acuerdo

Sin opinión

Comentarios:

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

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

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

8. ¿En qué ciudad vive?

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

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

Nombre: _____

Correo electrónico: _____

Gracias por sus comentarios.



调整票价提案—公共评论表格

請標記你是同意，不同意或無意見，並提供你對每項收費改變建議之評論。

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

我同意 我不同意 無意見

評論:

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

我同意 我不同意 無意見

評論:

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

我同意 我不同意 無意見

評論:

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

我同意 我不同意 無意見

評論:

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

我同意 我不同意 無意見

評論:

6. 請在此處提供與改變票價無關之其他評論。

7. 你是如何知道Caltrain改變票價之建議的？（選擇所有適用項目）

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

8. 你住在哪個城市：

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

9. 請提供你的姓名和電郵（是否填寫悉隨尊意）。

姓名： _____

電郵： _____

謝謝你的評論。



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

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

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

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

Means-Based Fare

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

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

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

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

Go Pass Increase

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

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

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

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

Eliminating Clipper Discount

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

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

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

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

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

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

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

Fare Increase

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

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

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

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

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

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

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

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

Other comments

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

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

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

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

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

Comments submitted to changes@caltrain.com

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

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

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

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

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

Enforcing your policies:

You do not do that.

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

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

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

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

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

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

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

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

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

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

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

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

Hello Chairperson Giletti and Members of the Board,

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

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

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

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

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

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

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

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

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

Comments from Jeff Carter Revised 31-July-2019

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

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

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

Means-Based-Fare

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

Go-Pass

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

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

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

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

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

Fare Increases

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

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

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

Monthly Pass

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

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

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

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

Single Ride Tickets/Clipper

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

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

Current Single Ride Fares and Clipper Discount

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

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

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

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

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

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

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

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

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

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

Fare Policy

The Fare Policy goal: "Strive for consistency across fare products in the revenue generated per passenger and per passenger mile." is illogical, since the nature of some fare products is to offer discounts for bulk/multi-ride purchase of transportation. The Go-Pass and the monthly pass are such products and would inherently produce lower revenue per passenger and passenger mile. This helps to encourage sales of such passes, which can increase ridership and revenue. For example, if the one-ay revenue per rider is \$6.25 and revenue per passenger mile is \$0.27, a 25% discount would be \$4.69 and \$0.20, respectively.

Station-To-Station Pricing

Once again, I strongly urge Caltrain to abandon the unfair and inequitable zone system and implement station-to-station fare pricing. It makes no sense to charge a person the same \$6.00 fare to go two miles (Millbrae-San Bruno @ \$3.00/mile) as it does to go 25 miles (Redwood City-San Francisco 4th Street @\$0.24/mile).

I have prepared a fare matrix that shows how easily it can be done... Which I will send separately.

Caltrain Revenue and Ridership Statistics January – May 2019

JPB Report Month	January 2019	February 2019	March 2019	April 2019	May 2019	Total	Total Feb-May
Average Weekday ridership	55,897	64,041	65,057	67,628	68,326	64,190	66,263
Weekdays	22	19	21	22	22	106	84
Total Weekday Ridership	1,229,734	1,216,779	1,366,197	1,487,816	1,503,172	6,804,119	5,566,092
Total Ridership	1,484,727	1,323,427	1,487,889	1,593,266	1,618,825	7,508,134	6,023,407
Total Weekend/Holiday Ridership	254,993	106,648	121,692	105,450	115,653	704,436	449,443
Wkend/Holidays	9	9	10	8	9	45	36
Average Sat, Sunday, Holiday Ridership	28,333	11,850	12,169	13,181	12,850	15,654	12,485
Total Fare Revenue	\$7,764,277	\$8,065,294	\$8,103,016	\$9,573,402	\$10,017,921	\$43,523,910	\$35,759,633
Revenue/Rider	\$5.23	\$6.09	\$5.45	\$6.01	\$6.19	\$5.80	\$5.94
Ave Trip in Miles	23	23	23	23	23	23	23
Revenue Per PSGR Mi.	\$0.23	\$0.26	\$0.24	\$0.26	\$0.27	\$0.25	\$0.26

Source: Caltrain Monthly Key Performance Statistics
Recalibrated ridership model in yellow

Comments received through the Board email

JPB BOARD MEETING

August 1, 2019

Correspondence Packet as of
July 19, 2019 5:00 PM

From: Simon Karpen
To:
Subject: changes@caltrain.com; Board (@caltrain.com)
Date: Feedback on proposed fare increases

Good morning Caltrain board and fare committee -

Like many regular Caltrain commuters (about 4 days a week), I rely on a monthly pass. The monthly pass is actually a pretty marginal deal - it's convenient, but between travel, occasionally switching to BART, etc - I'm probably losing a bit of money vs just tagging on and off for every ride.

The proposed 13.6% increase in the cost of a monthly pass in a year (between removing clipper discount and the 50c base fare increase) means that I am much more likely to switch to paying per ride, which will likely result in a net reduction of revenue for Caltrain.

The 2022 increase in zone fare will further reduce the incentive for a monthly pass, as it will likely push the cost of a 3-zone monthly pass above the amount one can obtain in a pre-tax transit account.

Also, BART is going Clipper-only and Caltrain should follow. The TVMs are legacy infrastructure and a significant waste of taxpayer funds even at the current 55c surcharge - removing the surcharge just results in a further subsidy to those who insist on using an antiquated method of purchasing a ticket.

Please consider the elasticity of monthly pass purchasing in your planning!

JPB BOARD MEETING

August 1, 2019

Correspondence Packet as of
July 31, 2019

From: Susan Setterholm
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: friends@friendsofcaltrain.com
Subject:

Please extend discount GoPass ridership to contract workers and collections of service workers.

This will increase equity and decrease auto ridership.

Susan Setterholm
SF. 94109

From: Kristal C
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: friends@friendsofcaltrain.com
Subject: Go Pass -

Hi,

I like to ride Caltrain for work, recreation and socializing. Unfortunately, it is not financial possible for my friends and other colleagues.

Fares have been rising a lot in the past 5 years. It hurts groups different along the Peninsula to Gilroy. I think it is perfect opportunity to change the Go Pass program. Because it is very exclusive and does not provide options for employers. For instance:

1. Major employers are not allowed to purchase Go Passes for workers at the site who are employees of contract service providers. Many major employers utilize contract vendors for services such as food service, janitorial, and facilities maintenance, as well as other long-term contract workers in their core business.
2. A growing number of Transportation Management Associations provide transportation services such as last-mile shuttles, transit passes, and planning assistance to employees and residents in a focused operating area. Although TMAs may provide central administration for transportation benefits, they are not currently allowed to administer Go Passes to people at a collection of smaller sites within their operating area.

I want to see a diverse ridership on Caltrain and changing policies such as: expanding Go Pass to transportation management associations and contractors.

Thanks,

Kristal Caidoy

From: Adina Levin
To:
Subject: [Board \(@caltrain.com\)](#)
Date: Fare hearing - opportunity to increase revenue, ridership, and equitable access

Honorable Board Members,

As you take input on changes to fares, we urge you to consider a proposal that would increase revenue, increase ridership instead of decreasing ridership, and would improve equitable access to Caltrain. Attached please find a letter from a set of business, labor, commute management, transit advocacy and sustainability groups urging you to support this approach to expand the Go Pass program to cover contractors on site at major employers, and workers covered by Transportation Management Associations.

Thank you for your consideration,

- Adina
Adina Levin
Friends of Caltrain
<https://greencaltrain.com>
650-646-4344



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July 31, 2019

Honorable Members of the Peninsula Corridor Joint Powers Board and Staff,

As Caltrain updates its Go Pass program, this creates an opportunity to increase ridership and revenue, while improving equitable access to transit.

We were pleased to see that at last week's Finance Committee meeting, the CFO and Committee Chair supported exploring this proposal and urge the board to support.

The undersigned organizations, representing employers, transportation demand management service providers, and advocacy organizations supporting transit, the environment, and lower-income workers, urge the Caltrain board to update the Go Pass to allow major employers and Transportation Management Associations (TMAs) to provide coverage to contract workers and employees of collections of small service businesses.

Under the rules of the current Go Pass program, the bulk-discount passes may be purchased by a major employer for that employer's workers.

In the area that Caltrain serves, there are common situations that have been excluded by the program's current rules.

- 1) Many major employers utilize contract vendors for services such as food service, janitorial, and facilities maintenance who commute regularly to the site. However, these contract workers are not allowed to be covered by the Go Pass program.
- 2) A growing number of TMAs provide transportation services such as last-mile shuttles, transit passes, and planning assistance to employees and residents in a focused operating area. Although TMAs may provide central administration for transportation benefits, they are not currently allowed to administer Go Passes for workers in the collection of smaller businesses within their operating area.

Changing the rules to overcome these limitations would be a powerful tool to improve equitable access to Caltrain. The food service and janitorial workers on the campuses of major corporations, and the restaurant and retail workers in downtown and mixed-use transit-oriented development areas typically have lower incomes and are priced out of access to Caltrain.

The outcome is a situation where Caltrain gives its most favorable pricing to full-time employees of major corporations, while lower income workers disproportionately drive. Data from Palo Alto's TMA shows that workers at larger tech companies in downtown Palo Alto have a drive-alone rate under 30%, while low-income service workers drove at a rate over 80% before they started transit pass discount programs. PATMA has demonstrated demand - they created a pilot program offering discount transit passes, and Caltrain has been the most popular service in the pilot by far, helping over 300 workers chose alternatives to driving.

Contract workers are a significant portion of the commuting workforce. Major employers have a high percentage of contract workers on site. "Contingent labor accounts for 40 to 50 percent of the workers at most technology firms, according to estimates by OnContracting, a site that helps people find tech contracting positions."

<https://www.nytimes.com/2019/05/28/technology/google-temp-workers.html> | In the North Bayshore area, about 20% of workers are contracted service providers, as reported in 2017. Similarly, in

Because the Go Pass would remain centrally administered by a major employer or TMA, Caltrain's cost structure would remain the same.

Increasing revenue and ridership - instead of decreasing ridership

Caltrain is currently considering another fare increase on individual riders. Unfortunately, recent staff analysis suggests that Caltrain's most recent fare increase on individuals is resulting in decreased ridership, as customers purchase fewer monthly passes, and instead purchase individual rides, less frequently. This results in greater traffic congestion and more stressful commutes - the opposite of the goals of employers, cities, and advocates of

By making contractors and Transportation Management Associations eligible for Go Pass, Caltrain could increase revenue significantly, reducing or eliminating the need to increase fares for individual riders.

If this program change increased coverage by 20%, this could add 3,000,000 or more in annual revenue.

	Estimate
GoPass Riders	15,000
GoPass Revenue	15%
Total revenue	150,000,000
GoPass revenue	\$ 22,500,000
Additional revenue	\$ 4,500,000

Overcoming historic limitations

A previous limitation to the feasibility of this concept is that historically, Caltrain has relied on employee identification badges as the distribution mechanism for the Go Pass. Recently, Caltrain has been piloting the migration of Go Pass to use Clipper. Security risk would not be

Another historical limitation was that the GoPass was priced very substantially below the price for individual customers, creating a risk that greatly expanding GoPass use would reduce Caltrain's farebox recovery. In recent years, Caltrain has increased the price of the GoPass so that revenue would be more proportional.

Expand Go Pass to Transportation Management Associations and Contractors

Now that Caltrain has made adjustments to its GoPass program, the time is right to expand the program to allow major employers and TMAs to have the option to provide coverage to contract workers and employees of collections of small service businesses.

This expansion would increase Caltrain's revenue and ridership, while increasing access to sustainable transportation to lower-income workers in the Peninsula corridor, and helping to take thousands of additional cars off the road, alleviating traffic congestion and pollution.

We urge you to take this beneficial step at this time.

Thank you for your consideration.

Adina



Adina Levin, Executive Director

Friends of Caltrain

<https://greencaltrain.com>

Jason Baker

Vice President, Transportation, Housing, and Community Development

Silicon Valley Leadership Group

<https://svlg.org>

John Ford, Executive Director

Commute.org

<http://commute.org>

Chris Lepe, Regional Policy Director

TransForm

<http://transformca.org>

Diane Bailey, Executive Director

Menlo Spark

<http://menlospark.org>

Bob Allen, Director of Policy and Advocacy Campaigns

Urban Habitat

<http://urbanhabitat.org>

Aboubacar Ndiaye, Research & Policy Associate

Working Partnerships

Fahad Qurashi, South Bay Director

TechEquity Collaborative

<https://techequitycollaborative.org>

From: Robert Neff
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: friends@friendsofcaltrain.com
Subject:

Dear CalTrainBoard,

Please consider extending the GoPass program beyond employers and their direct employees, to include benefits for contract workers who work for major employers, and to workers who can be affiliated with local TMA organizations. This is a way to extend discounts to all workers, and a wider range of income levels, not just to the full time regular

employees of larger companies who have signed up. I benefit from a commuter check program, while contract workers at my site do not have

--

-- Robert Neff

Gregory Rice
260 King Street #751
San Francisco, CA 94107

July 28, 2019

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

07/31/19 AM10:25 EXEC

RE: Caltrain Proposed Fare Increases

Dear Caltrain District Secretary,

These comments are in regard to Caltrain's proposed fare changes to be discussed at its August 1, 2019 meeting. I have been riding Caltrain for over ten years.

I am in favor of applying appropriate fares that provide quality Caltrain service now and to prepare it for the future. However, the fare changes as proposed are inappropriate for the following reasons:

- Fare increases lack of sufficient justification. Insufficient specifics are provided highlighting why each fare increase is required. Overall the fare increase appears to be opportunistic capitalizing on the popularity of Caltrain.

No justification is provided for the removal of discounts for Clipper cards, despite that Clipper cards reduce costs to Caltrain. Similarly, no justification is provided for the base fare increases, nor an explanation how this will impact the monthly pass discount. There is also no indication these fare increases will be used to introduce critical services to Caltrain that riders have requested for years such as wi-fi and Quiet Cars. Many other leading transit agencies have provided these services for years. If other transit agencies can provide these services, Caltrain can also. Moreover, there is no indication funds will be used to remove the poorly configured, overly-crowded opposite-seating arrangements on the newer trains.

- Caltrain has historically exhibited poor judgement in the spending of funds it has received from past increased fares, and in fairly allocating fare increases to cost drivers. This includes a history of appropriating fare increases collected by all to benefit a small group of vocal special interests rather than to benefit the majority of riders. Caltrain has also made poor decisions purchasing new equipment which deliver a poorer rider experience than older equipment, primarily due to poor seating configuration, and is unwilling to change it. Caltrain is also unnecessarily expending resources to move the conveniently-located Hillsdale station to a new station in the middle of nowhere, making it inconvenient if not impossible to riders to walk to Hillsdale Mall, and

requiring longer “last-mile” commutes from the train station to work locations. Finally, Caltrain continues to allocate resources to perform daily work requiring “single tracking” during commute hours which causes riders to potentially miss connecting shuttles. The lack of concern for riders is not acceptable.

- Caltrain has also failed to be responsive to customer requests for no-cost implementation of Quiet Cars, and has been overtly dismissive of the idea, despite happily expending resources to openly encourage the use of alcohol on trains which further degrades the rider experience.

For the reasons above I oppose the fare increase decisions, and ask Caltrain to better manage its operations first so that any increase in funds is used wisely and genuinely benefits riders.

Quiet Cars

If fare increases are instituted they must be equitably matched with improvements in the rider experience. Specifically, if Caltrain is to increase fares, then Quiet Cars must be offered where cell phone conversations, personal conversations, audible music and videos, squawking headphones, and similar types of nuisances are prohibited.

This low-cost, common sense improvement will enable riders to work on the train productively and plan their time on the train accordingly. This will also ensure the extra time riders spend on the overall train commute, which can be over 100% longer door-to-door compared to driving, is offset with better rider productivity.

Quiet cars also reduce riders’ exposure to thoughtlessness and new thinking which believes it’s always acceptable to disrupt an otherwise quiet environment of riders and call someone to talk about anything. This disturbs others’ peace, concentration and productivity, typically who were there first.

Caltrain has responded dismissively towards requests for Quiet Cars in the past, citing various reasons that make little sense, indicating outright resistance and insensitivity to this clear need. Instead, Caltrain aligns itself with special interests such as the biker’s coalition and alcohol users, investing much attention, time and money to satisfy them while neglecting its much broader constituency. If Caltrain can invest significant time and resources to satisfy a minority of special interests, it can also invest a much lesser degree of resources to make a simple low-cost change designating one car as a Quiet Car for a larger constituency with a desire to use their time on the train constructively and productively.

In the past Caltrain has communicated unconvincing reasons why Quiet Cars aren’t possible, again, showcasing needless outright resistance. Somehow reasons frequently come back to the need to satisfy bike riders, as if bike riders are the only constituency of importance, and that all other riders are naturally unimportant. In fact, on one occasion, in response to my request for Quiet Cars, Caltrain focused almost its entire response on the importance of bike riders, neglecting even to address my request. It’s as if Caltrain is obsessed with bike riders and has lost focus on its larger mission and fare-paying constituency. The two issues – bike riders and Quiet Cars - are mutually exclusive, and both

needs can be met. Caltrain's responsibility is to provide proportionate levels of service to all riders, not favor a small contingent of vocal, sometimes disruptive riders at the expense of everyone else.

Caltrain has also indicated Quiet Cars aren't possible because "trains are already too crowded". This makes no sense and is a weak excuse. There is no need to add additional cars to provide Quiet Cars. Simply designate one existing car as the Quiet Car. (The first car behind the engine is the typical designated Quiet Car for other transit agencies.) If there were a need to add cars, it's because many existing riders will flock to the Quiet Car (see link to Amtrak article below). As Caltrain conductors frequently announce, cell phone conversations are Caltrain's number one complaint. Agreed. Let's do something about it and solve the problem using the thoughtful, proven, common-sense solutions riders have proposed for some time, as Caltrain has failed to provide alternative effective solutions.

Allegations that "conductors already have too much to do so we can't add more rules" are also weak. First, conductors are already responsible for enforcing many rules on the train, and do so only selectively. This includes enforcing (or lack of enforcing) the conductor announcement for cell phone users to "keep voices low". Conductors will selectively enforce Quiet Car rules just as they selectively enforce most other rules. That doesn't stop the current rules from existing. Nor should it stop Quiet Cars.

Secondly, if conductors are already overburdened with rules to enforce, then Caltrain wouldn't allow alcohol use on trains – and then institute times when alcohol is and isn't permitted. Instead, Caltrain would simply ban alcohol, like almost every other transit agency does. This would also save money by eliminating the need to hire Sheriff deputies during times of peak alcohol use. Yet Caltrain does nothing about this.

Many transit agencies provide Quiet Cars today, and have for years. These agencies are not constrained by the objections Caltrain raises as reasons why Quiet Cars can't be offered. These successful offerings are popular, needed and work fine. Here are links to many transit services that have instituted Quiet Cars:

- Amtrak:
 - <http://www.amtrak.com/onboard-the-train-quiet-car>
 - <http://fortune.com/2014/09/17/amtrak-quiet-car/>
- New Jersey Transit:
http://www.njtransit.com/sa/sa_servlet.srv?hdnPageAction=CustomerNoticeTo&NoticeId=2247
(note comments that this is a "popular service")
- New York Metropolitan Transportation Authority:
http://web.mta.info/mnr/html/quiet_cars.html

Thank you for considering my feedback and request.

Sincerely,

A handwritten signature in blue ink that reads "Gregory Rice". The signature is written in a cursive style with a prominent "G" and "R".

Gregory Rice

cc: **Ms. Gillian Gillett, Chair, Caltrain Board of Directors**
Ms. Cheryl Brinkman, San Francisco MBTA Board of Directors
Mr. Shamann Walton, San Francisco Board of Supervisors
Mr. Matt Haney, San Francisco Board of Supervisors

From: Virginia Smedberg
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
[Friends of Caltrain](#)
Cc: Caltrain and GoPass
Subject:

Dear Board Members:

I'm writing to ask you to please expand the GoPass program to cover contractors and workers whose benefits are covered by a transportation management association. This would improve access to Caltrain for many lower-income workers. It would also increase revenue for Caltrain, and increase ridership. By contrast, raising fares on individuals is decreasing ridership and making the system even less accessible to moderate-income people. We (you and I both) want more people on the train instead of in cars. Data from Palo Alto's TMA shows that workers at larger tech companies in downtown Palo Alto have a drive-alone rate under 30%, while low-income service workers drove at a rate over 80% before they started transit pass discount programs. PATMA has demonstrated demand for Caltrain – they created a [program offering discount transit passes helping over 300 workers](#) choose alternatives to driving, and Caltrain has been the most popular service by far.

That sounds like a winning possibility to me!

Sincerely,
Virginia Smedberg
Palo Alto CA

JPB BOARD MEETING

September 5, 2019

Correspondence Packet as of
August 2, 2019

From: Jame-Ane Ervin
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: friends@friendsofcaltrain.com
Subject: Go Pass program redesign

Hello Caltrain Board,

I've spend essentially all of my career working in small companies. While the potential for learning and career growth is great, benefits are never as good as they would be in a larger organization.

Most people work for small companies, and more and more of our residents are also contractors at companies of various sizes. Our traffic/congestion/climate challenges don't care what type of work contract you have, and our transportation demand programs shouldn't either.

The ability to access Go Passes and other Caltrain discount programs should not be limited to those people who are fortunate enough to be employed at a large

--

"Is it the beginning, the end or the intermission?"

mobile: 510.459.7620

voice: 510.269.4420

website: www.jameane.com

From: Will Leben
To:
Subject: [Board \(@caltrain.com\)](#)
Date: Expand Go Pass program

Please consider expanding the Go Pass program to allow other, smaller groups to qualify. As a beneficiary of my employer's Go Pass program, I stopped using my car to get to work decades ago and learned the benefits of using Caltrain, and I continue to use it today.

I hope you'll make this measure one of those you adopt in your continuing efforts to boost Caltrain's ridership, an increasingly important resource to our traffic-choked area.

Will Leben
Professor Emeritus

From: Helena B
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: friends@friendsofcaltrain.com
Subject:

Dear Caltrain Board,

It is neither right nor sensible for high income tech workers and Stanford staff to have access to subsidized Caltrain service while low income contract or service workers are excluded.

If contractors and Transportation Management Associations were made eligible for Go Pass, Caltrain could increase revenue significantly--\$4.5 million dollars by one study's estimate, and the cost to implement the transition is minimal now that GoPass can be distributed to Clipper Cards.

I currently take Caltrain 2 days a week to care for my disabled parent, and the cost adds up, and am grateful that an expansion of go-pass to contract and service workers would also reduce or eliminate the need to increase fares for individual riders like me.

Public transit cannot be an elite benefit. It needs to serve the public. Especially now, with the dangers of increasing air pollution and climate-change fueled disasters.

Please do the right thing and expand Go Pass.

--Helena Birecki
Caltrain rider from San Francisco

From: Brian Matthews
To:
Subject: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Date: Fare increases

I am writing to ask you not to raise the fares yet again. I understand the funding challenges Caltrain must meet, but you have been consistently raising fares. I travel from Belmont to San Jose every weekday and, to this point, it has been worth it to not drive. But the more you increase the fares, the less likely I will be able to take the train.

You charge an exorbitant amount for monthly parking even while the lot in Belmont is nearly empty.

And I have to honestly say the service you provide is less than ideal. I can't use wifi to work during my commute, many of the seats are uncomfortable, and far too often trains have been delayed or tracks switched at the last minute, or air conditioning has been out.

I don't see the justification for raising fares yet again. You are gouging the public when you should be providing a service. I want to continue taking the train and support public transportation. But I need you to justify this proposed increase. I do not have an unlimited supply of money to support a service that should not be making money off the ridership.

Board Member Stone is responsive and I appreciate that. The last time I contacted the Board I received no response. That further soured me on Caltrain. As a constituent using the service you control, I would like a response that explains your position on this proposed increase. And, if you support it, I would like a justification.

Brian Matthews

1
Re: The elimination of the eligible discount
fare on Caltrain for seniors, disabled,
and passengers younger than 18.

As part of Caltrain's long-range proposal
to run eight trains per direction per hour
with all day express service every 15
minutes, and increased off-peak and
weekend hours, Caltrain has called
for the elimination of the eligible discount
fare for seniors, disabled, and passengers
younger than 18.

My presence here today on July 30th
2019 in Redwood City is a direct result
of former Palo Alto Council member Greg
Schmid's letter to the editor of the San
Francisco Chronicle of July 24, 2019
(page 9 - hardcopy) titled "Businesses must pay"

Businesses must pay

In "Into the well, deeper" (Editorial, July 22), you describe a substantial tax increase that would go to fund long-term Bay Area transportation needs. But you explicitly state that the \$100 billion will come from sales taxes (to be added to an already long string of other taxes that fund our transportation needs: gas taxes, other sales taxes, parcel taxes and vehicle license fees). One simple problem.

All of these taxes take a larger share of the money from moderate and lower income households than from the well-to-do. And businesses — the beneficiaries of transporting more people from further away to their new job centers — pay little or nothing.

It's time to develop a transportation plan in which those who benefit the most from improved transit across long distances — expanding businesses — will either pay the majority of the funding or distribute businesses more equitably across the Bay Area.

Greg Schmid, Palo Alto

During the past five years, office developers and high-tech firms from San Francisco, San Bruno, Redwood City, Mt. View, Sunnyvale, Santa Clara, San Jose, and other environs have gobbled-up enormous quantities of land and office buildings along the Caltrain corridor. An expanded Caltrain will shuttle their workers to and from their jobs. For these businesses, it is a wonderful investment because lower and middle-income taxpayers will actually pay through increased transit fares, increased sales taxes, and other fees and licenses to subsidize the speculative financial investments along the Caltrain corridor of some of the richest companies on the planet, and further increase their value. It is long-past time to charge those who most benefit from transportation improvements to pay for these same transportation improvements.

with regard to the actual elimination of the eligible discount fare, does the joint powers board wish to mirror the housing crisis in the Bay Area of displacement and dispersal by instituting a two-tier system of transportation with lower-income riders using the bus system (Muni, SamTrans, and V.T.A.) because of onerous Caltrain fares?

Example. Eliminating the eligible discount fare for 2 goes monthly would mean an increase from \$78 monthly to \$163.50 per month, which is over a 100% increase! This is an eye-popping increase of \$1,020 per year. Caltrain does propose using M.T.C. guidelines to offer a 20% discount for low-income riders (and who wouldn't be thrilled to have to fill out a special extra application to qualify for this means-based discount?) Therefore, the Caltrain monthly fare increase would only be 80% per month and a ~~monthly~~ yearly fare increase of under \$1,000. Who wouldn't be thrilled by this?

Abe Binder

Mountain View

RESOLUTION NO. 2019 –

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

* * *

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary



Proposed Fare Changes

JPB Board of Directors
September 5, 2019
Agenda Item# 10 (a)

Presentation Overview

1. Public Comment Process
2. Final Proposed Changes

Public Comment Process

- Call for public hearing in May 2019 and amended in June 2019
- Outreach through newspaper advertisements, social media, website, public meetings, and virtual town hall (information was available in English, Spanish, and Chinese)
 - 433 members of the public attended meetings or viewed the virtual town hall recordings
 - 172 comments were received
- Additional communications to all GoPass participating companies
- Caltrain public hearing – August 1, 2019

Title VI

- The fare change proposal does not create disparate impacts on minority riders or disproportionate burdens on low-income riders

Final Proposed Fare Changes

GoPass

- Price of the GoPass to increase by 20%, effective January 1, 2020.
- 5% increase every two years on January 1, starting in 2022.
- Policy goal-1) Strive for consistency across fare products in the revenue generated per passenger and per passenger mile. 2) Maintain fare products and collection methods that are cost-effective and easy for the agency to administer.

Clipper

- Clipper discounts for one-way fares to be reduced from \$0.55 to \$0.25 on April 1, 2020, with corresponding changes to monthly passes
- Policy Goal-1) Ensure the agency's ongoing financial health, including the need for a balanced Operating Budget and support for State of Good Repair and capital programs. 2) Strive for consistency across fare products in the revenue generated per passenger and per passenger mile.

One-Way/Day Pass/Monthly Pass

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

- Policy goal- Provide predictable and incremental fare changes.

Means-Based Fare Pilot Program

- Officially participate in [MTC's Means-Based Discount Fare pilot program](#) (scheduled to begin in the first quarter of 2020)
- Offers eligible participants a 20% discount off of the single-ride adult Clipper Card Caltrain fares
- The program will insulate low income participants from increased costs when the Clipper discount is reduced
- Policy goal- 1) Advocate for and participate in State and regional programs that make it more affordable for low-income customers to use transit. 2) Comply, at a minimum, with federal requirements for providing fare discounts, and for minimizing disparate impacts on minority riders and disproportionate burdens on low-income riders.

Administrative Changes

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

Sample Fares

Zones Traveled	Fare Type	Payment Option	Category	Current	Eff. 1/1/2020*	Eff. 4/1/2020	Eff. 7/1/2020	Eff. 7/1/2022	Eff. 7/1/2024
1	One-way	Clipper	Adult	\$3.20	\$3.20	\$3.50	\$4.00	\$4.00	\$4.50
2	One-way	Clipper	Eligible Discount	\$2.60	\$2.60	\$2.60	\$2.85	\$3.10	\$3.35
2	Monthly Pass	Clipper	Adult	\$163.50	\$163.50	\$172.50	\$187.50	\$195.00	\$210.00
3	One-way	Clipper	Adult Means-based*	*	\$6.15	\$6.40	\$6.80	\$7.20	\$7.60
3	One-way	Ticket Machine, Mobile App	Adult	\$8.25	\$8.25	\$8.25	\$8.75	\$9.25	\$9.75

*Current fare for 3 zone One-way is \$7.70

Estimated Fare Revenue Impact (in \$ millions)

Scenario		FY 2020	FY 2021	FY 2022
GoPass +20%, Clipper Discount \$0.25 on 4/1/2020	Projected Operating Deficits	(\$1.1)	(\$8.3)	(\$14.7)
	Fare Revenue Increase	\$3.1	\$10.6	\$11.2
	*Adjusted Operating Deficits	\$2.0	\$2.3	(\$3.5)
	*Farebox Recovery	70%	72%	70%

- The estimated fare revenue increase assumes all fare changes are implemented
- *Adjusted operating deficits and farebox recovery are shown with the increase fare revenue from the fare changes
- Member contributions are assumed constant at \$29.9M for all years

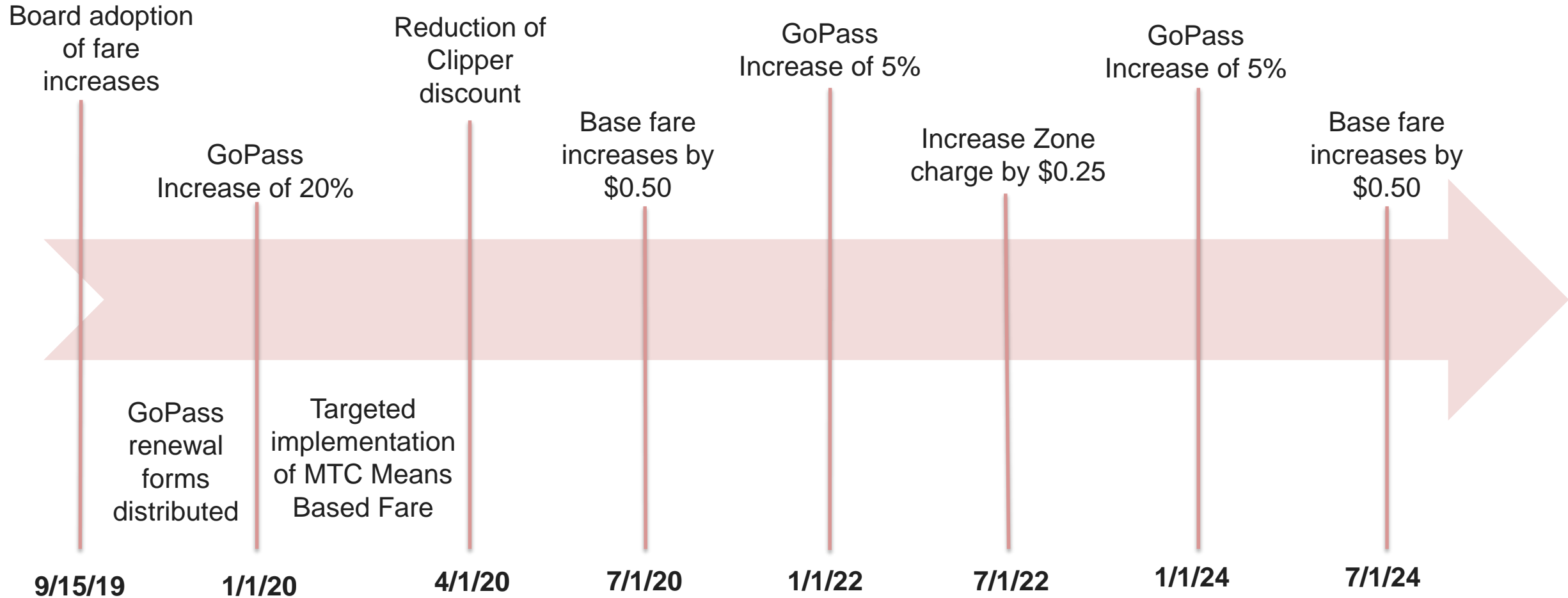
Revenue per Passenger Mile

- GoPass revenue/passenger mile has increased with recent fare changes
- Clipper scenarios assume all changes through July 1, 2024 (FY2025)

Fare	FY17 October	Current	<i>FY25 GoPass +20%, Clipper Discount \$0.25</i>
One-way ticket	\$0.26	\$0.27	\$0.32
Day pass	\$0.21	\$0.22	\$0.26
GoPass	\$0.13	\$0.20	\$0.26
Clipper Cash value	\$0.18	\$0.19	\$0.24
Monthly Pass	\$0.19	\$0.23	\$0.28
Total	\$0.19	\$0.22	\$0.27

Notes: FY17 October uses October 2016 Triennial Survey for average trip distance and revenue and ridership from October 2016. All other scenarios use FY17 October revenue per passenger and assume revenue increases based on fare increase percentages.

Timeline



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard, Chief Operating Officer for Rail

SUBJECT: **AUTHORIZE SUBMISSION OF THE PENINSULA CORRIDOR JOINT POWERS BOARD REGIONAL TRANSPORTATION PLAN PROJECT LIST TO THE METROPOLITAN TRANSPORTATION COMMISSION**

ACTION

Staff Coordinating Council recommends the Board authorize the Executive Director or designee to submit the Peninsula Corridor Joint Powers Board's (JPB) Regional Transportation Plan (RTP) project list to the Metropolitan Transportation Commission (MTC).

SIGNIFICANCE

MTC is in the process of preparing Plan Bay Area 2050, an update to the San Francisco Bay Area's nine-county RTP and Sustainable Communities Strategy. Plan Bay Area 2050 will be used to set a roadmap for future transportation investments.

As part of the plan update, MTC has requested that Bay Area County Transportation Agencies (CTAs) and multi-county project sponsors (including the JPB) submit project updates for inclusion in Plan Bay Area 2050. In response to the call for projects, the JPB has coordinated with its partner agencies to submit descriptions of its projects, which are shown in Attachment A to this report.

Following Board adoption of the authorizing resolution, staff will finalize the submission of the JPB RTP project list to MTC. Submission of the list of projects will ensure that JPB continues to be included in MTC's RTP development process, which is anticipated to be complete by 2021.

BUDGET IMPACT

There is no impact on the budget as a result of the Board authorizing staff's submittal of the JPB RTP project list.

BACKGROUND

Plan Bay Area 2050 is a State and Federally mandated, integrated long-range transportation, land use, and housing plan intended to support the region's economy, provide more housing and transportation choices, and reduce transportation-related

pollution in the nine-county San Francisco Bay Area. Plan Bay Area 2050 is the strategic update to Plan Bay Area 2040.

MTC reviews transportation projects submitted by CTAs and multi-county project sponsors as part of the preparation of the RTP. Projects reviewed and approved by MTC are then included in the Regional Transportation Improvement Program and considered for inclusion in the State Transportation Improvement Program, making them eligible for Federal, State, and other key discretionary funding sources.

Prepared By: Melissa Jones, Principal Planner, Caltrain Planning

650.295.6852

Attachment A

Peninsula Corridor Joint Powers Board Submittal to the Plan Bay Area 2050 Project Update and Call for Projects

The Peninsula Corridor Joint Powers Board (JPB) has coordinated with its partner agencies to submit descriptions of the following projects as part of the Metropolitan Transportation Commission’s 2019 call for Plan Bay Area 2050 project submittals to update the Regional Transportation Plan (RTP).

Additional Context on Project Submittals

The JPB is currently in the process of developing a long-term service vision for the Caltrain system, an effort known as the Caltrain Business Plan. The extensive planning process for the Caltrain Business Plan commenced in 2018 and is anticipated to be complete by the end of 2019. As part of the Business Plan, three potential future service visions have been developed, and each includes a different level of train service on the corridor. In autumn 2019, the JPB Board of Directors is anticipated to adopt one of these to serve as the agency’s long-term service vision for the future. It is important to note that the submission of JPB projects to MTC for the RTP Update is required to be completed before the Business Plan process could be concluded and before the JPB Board could take action to adopt a service vision; therefore, this project submittal to MTC for the RTP Update includes all three of the long-term service visions for the Caltrain system that have been developed as part of the Business Plan.

Table 1 shows a high-level overview of the three projects and their total estimated capital cost, while Table 2 provides additional detail on the categories of projects and total estimated capital cost in each.

Table 1: Overview of JPB Project Submissions for MTC Update to Regional Transportation Plan

Project Name and Description	Estimated Capital Cost (millions of FY2018\$)
Caltrain 2040 Baseline Growth Scenario <ul style="list-style-type: none"> • Peak hour service between San Francisco and San Jose: 10 trains per hour per direction (6 Caltrain trains, 4 High Speed Rail trains) 	\$22,120
Caltrain 2040 Moderate Growth Scenario <ul style="list-style-type: none"> • Peak hour service between San Francisco and San Jose: 12 trains per hour per direction (8 Caltrain trains, 4 High Speed Rail trains) 	\$25,320
Caltrain 2040 High Growth Scenario <ul style="list-style-type: none"> • Peak hour service between San Francisco and San Jose: 16 trains per hour per direction (12 Caltrain trains, 4 High Speed Rail trains) 	\$29,920

Table 2: Additional Details on JPB Project Submissions for MTC Update to Regional Transportation Plan

Category of Capital Project	Baseline Growth Scenario		Moderate Growth Scenario		High Growth Scenario	
	Total estimated capital cost	Percent of total	Total estimated capital cost	Percent of total	Total estimated capital cost	Percent of total
Track and Rail	\$ 1.40B	6%	\$ 2.31B	9%	\$ 4.61B	15%
Systems	\$ 2.10B	9%	\$ 2.20B	9%	\$ 2.20B	7%
Stations	\$ 1.32B	6%	\$ 1.43B	6%	\$ 1.61B	5%
Grade Crossings	\$ 8.50B	38%	\$ 9.60B	38%	\$ 11.00B	37%
Terminals & Yards	\$ 7.50B	34%	\$ 7.78B	31%	\$ 7.90B	26%
Fleet	\$ 1.30B	6%	\$ 2.00B	8%	\$ 2.60B	9%
Total	\$ 22.12B	100%	\$ 25.32B	100%	\$ 29.92B	100%

RESOLUTION NO. 2019 –

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

* * *

**AUTHORIZING THE SUBMISSION OF THE PENINSULA CORRIDOR JOINT POWERS BOARD
REGIONAL TRANSPORTATION PLAN PROJECT LIST
TO THE METROPOLITAN TRANSPORTATION COMMISSION**

WHEREAS, the Metropolitan Transportation Commission (MTC) is in the process of preparing Plan Bay Area 2050, an update to the San Francisco Bay Area's nine-county regional transportation plan (RTP) and Sustainable Communities Strategy; and

WHEREAS, MTC has requested that the Bay Area Congestion Management Agencies (CMAs) and multi-county project sponsors, including multi-county transit operators such as the Peninsula Corridor Joint Powers Board (JPB), submit project updates for inclusion in Plan Bay Area 2050; and

WHEREAS, MTC reviews transportation projects submitted by the CMAs and multi-county project sponsors as part of the preparation of the RTP, includes approved projects in the Regional Transportation Improvement Program and also considers them for inclusion in the State Transportation Improvement Program, making them eligible for Federal, State, and other key discretionary funding sources; and

WHEREAS, staff has coordinated with the JPB's partner agencies to prepare the "Peninsula Corridor Joint Powers Board Submittal to the Regional Transportation Plan Project Update and Call for Projects," attached hereto as Attachment A (Project List); and

WHEREAS, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board of Directors approve the Project List and direct the Executive Director, or his designee, to submit the Project List to MTC for inclusion as part of Plan Bay Area 2050.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board approves the Project List and directs the Executive Director, or his designee, to submit the Project List to MTC for inclusion as part of Plan Bay Area 2050.

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

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary



SUBMISSION OF THE JPB'S REGIONAL TRANSPORTATION PLAN PROJECT LIST TO MTC

JPB Board of Directors
September 5, 2019
Agenda Item# 11

Plan Bay Area 2050: Overview

- The Metropolitan Transportation Commission (MTC) is in the process of preparing Plan Bay Area 2050, an update to the Bay Area's Regional Transportation Plan (RTP) and Sustainable Communities Strategy.
- Plan Bay Area 2050 will be used to set a roadmap for future transportation investments in the region.

Plan Bay Area 2050: Planning Process

- MTC is requesting multi-county transit operators to submit projects for inclusion in Plan Bay Area 2050.
 - The RTP submission process is required to be complete before the JPB adopts a long-term service vision for the Caltrain Business Plan.
- The JPB plans to submit three projects to the RTP, which correspond to the three long-term service visions developed for the Caltrain Business Plan.

Plan Bay Area 2050: Caltrain's Projects

Project Name and Description	Estimated Capital Cost
Caltrain 2040 Baseline Growth Scenario <ul style="list-style-type: none">Peak hour service between San Francisco and San Jose: 10 trains per hour per direction (6 Caltrain trains, 4 High Speed Rail trains)	\$22,120
Caltrain 2040 Moderate Growth Scenario <ul style="list-style-type: none">Peak hour service between San Francisco and San Jose: 12 trains per hour per direction (8 Caltrain trains, 4 High Speed Rail trains)	\$25,320
Caltrain 2040 High Growth Scenario <ul style="list-style-type: none">Peak hour service between San Francisco and San Jose: 16 trains per hour per direction (12 Caltrain trains, 4 High Speed Rail trains)	\$29,920

Costs in millions of dollars (\$2018)



Plan Bay Area 2050: Caltrain's Projects

Additional Details on JPB Project Submissions for MTC Update to Regional Transportation Plan

Category of Capital Project	Baseline Growth Scenario		Moderate Growth Scenario		High Growth Scenario	
	Total estimated capital cost	Percent of total	Total estimated capital cost	Percent of total	Total estimated capital cost	Percent of total
Track and Rail	\$ 1.40 B	6%	\$ 2.31 B	9%	\$ 4.61 B	15%
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Terminals & Yards	\$ 7.50 B	34%	\$ 7.78 B	31%	\$ 7.90 B	26%
Fleet	\$ 1.30 B	6%	\$ 2.00 B	8%	\$ 2.60 B	9%
Total	\$ 22.12 B	100%	\$ 25.32 B	100%	\$ 29.92 B	100%

Costs in billions of dollars (\$2018)



Request for Board

- Staff recommends the Board adopt the resolution that authorizes the Executive Director to submit the JPB's RTP project list to MTC for inclusion in Plan Bay Area 2050.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Caltrain

SUBJECT: **CONTINUATION OF ITEM 9a FROM AUGUST 1 MEETING- CALTRAIN BUSINESS PLAN DRAFT RECOMMENDED LONG RANGE SERVICE VISION**

ACTION

Staff Coordinating Council recommends the Board of Directors (Board) receive materials related to the continuation of item #9a from the August 1 JPB meeting.

Staff report and memo from August 1 Board meeting, Item #9a (reference page 87 of agenda packet), link provided below:

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-08-01+JPB+Board+packet.pdf

PowerPoint presentation from August 1 Board meeting, Item#9a, link provided below:

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-08-01+JPB+Board+Business+Plan+presentation.pdf

SIGNIFICANCE

Peninsula Corridor Joint Powers Board (JPB) staff has prepared a presentation and memo summarizing Caltrain Business Plan work to date and presenting a draft recommendation for the railroad's Long Range Service Vision. The designation of a Long Range Service Vision is a key, interim step that will allow staff to then complete the Caltrain Business Plan. These materials were presented at length under item #10a at the August JPB meeting. This item is a continuation to allow additional opportunity and time for Board member discussion. No new materials are being presented.

The draft staff recommendation is presented for information only at this time. The recommended Long Range Service Vision will be refined based on input received from the Board and through a variety of stakeholder and public outreach activities to be conducted in August and September. Based on comments received, Staff plans to return to the Board in October to present a refined Service Vision for potential adoption.

Following the Board's potential adoption of a Long Rang Service Vision, staff will work to complete a full Business Plan document. This document will focus on defining the path

of incremental service improvements and investments that Caltrain and its partners can make to realize the vision over time. The Business Plan will also include additional analysis related to first- and last-mile needs and will identify funding and revenue strategies.

BUDGET IMPACT

There is no budget impact associated with receiving this item.

BACKGROUND

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars. Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system.

The initial concept for a Caltrain “Business Plan” was brought to the Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. Technical work on the Plan commenced in the summer of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain’s interface with the communities it traverses. It is an extensive planning effort that includes outreach in multiple venues. The plan will be completed in early 2020.

Prepared by: Sebastian Petty, Director of Policy Development

650.622.7831

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **2019 CALTRAIN ANNUAL COUNT PRESENTATION**

ACTION

The report is for information only. No Board action is required at this time.

SIGNIFICANCE

The presentation of the results of the 2019 Caltrain Annual Counts demonstrates the passenger ridership trends that Caltrain is experiencing. Analysis of the ridership numbers and passenger use of the stations and trains guide decisions Caltrain makes regarding the development of its Operating budgets and other activities, such as service planning, equipment assignments and future capacity planning.

Results and analysis are provided in the presentation in more detail and will be further detailed in the Key Findings Report which will be posted on the Caltrain website this summer.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Annual Counts are conducted every year in the early calendar months. The counts provide detailed ridership data for planning purposes. This year, count survey was performed in January and February. Surveyors were deployed to count number of passengers, bicycles and passengers needing assistance (PNAs) boarding and alighting at each door on each train and at each station. Bikes denied boarding were also tallied.

It should be noted that passenger count for weekend was not conducted this year due to the Caltrain San Francisco Weekend Service Closure with bus bridge service between Bayshore Station and San Francisco Station (construction in tunnels). It was anticipated that the Closure would not only reduce the weekend ridership significantly, but also skew the customer behavior significantly, in part, because there were additional efforts by Caltrain to promote use of alternative transit service such as BART and parallel bus service.

Summary of Findings:

- Average Mid-Weekday Ridership (AMWR) has decreased from 65,095 in 2018 to 63,597 in 2019 (2.3 percent decrease).
- Gilroy extension ridership has decreased from 800 in 2018 to 750 in 2019 (7.1 percent decrease).
- Number of trains operating at 95 percent or above of the seating capacity at the maximum load point decreased from 25 to 22 likely due to:
 - Slight decrease in overall ridership, and;
 - Additional 6-car consists placed to the revenue service after December 2018.
- Number of passengers boarded with bicycles on an average mid-weekdays decreased from 5,919 in 2018 to 5,505 in 2019 (7.0 percent decrease).
- Bikes denied boardings decreased from 1.6 denial per 1,000 bikes boarded to 1.5 denial per 1,000 bikes boarded.

Prepared by: Yu Hanakura, Senior Planner

650.508.7700



2019 Annual Passenger Count

JPB Board of Directors

September 5, 2019

Agenda Item #13

OVERVIEW

1. Purpose of Annual Count
2. Count Methodology
3. 2019 Challenges
4. 2019 Count Results
5. Summary
6. Next Steps

ANNUAL PASSENGER COUNT PURPOSE

- Data for evaluating service changes
 - Identify trends: station, time, train, direction
- Allocate resources to address capacity issues
- Calibrate revenue-based ridership estimates
- Data for future service planning

METHODOLOGY

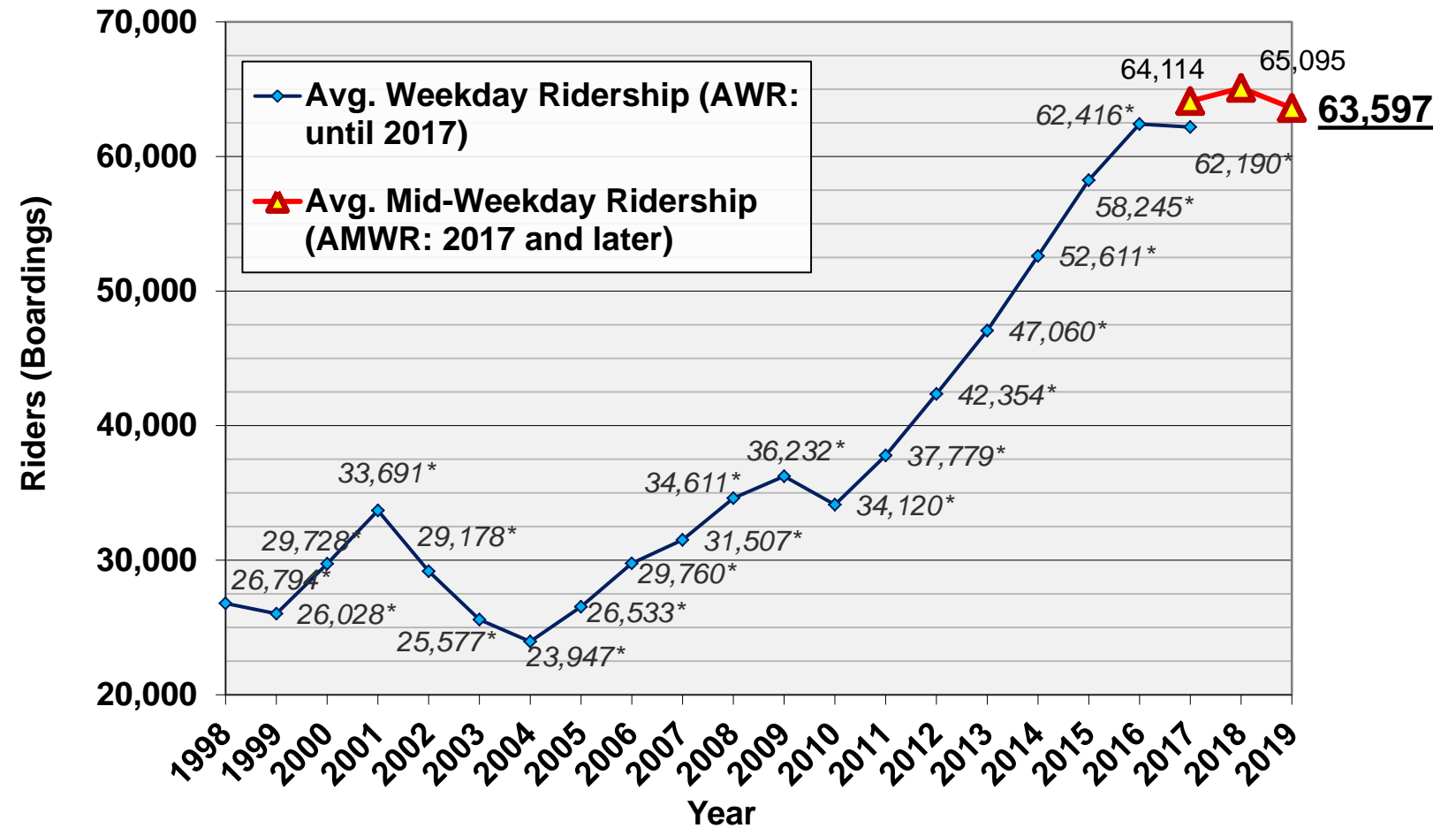
- Boardings and alightings headcount on total of 184 trains
 - Count at each door on each cars at each station
 - Each train counted twice on mid-weekdays (Tue, Wed, Thu)
- Weekday count presented as Mid-Weekday Average
- “Bikes denied boarding” count (“bike bump” – 8th year)

CHALLENGES

- Survey in mixed-fleet environment
 - Gallery Car consist – 1 door/car; 5 or 6 cars
 - Bombardier Car consist – 2 doors/car; 6 cars
- Count during SF Weekend Service Closure
 - Decided not to conduct weekend count as a part of Annual Count because likely alter customer behavior and counts
 - Bus bridge between Bayshore and San Francisco
 - Caltrain promoted use of other transit alternatives
 - However: Passenger count at Bayshore performed for all trains on every weekends during the Closure

AVERAGE (MID-) WEEKDAY RIDERSHIP

- 63,597 AMWR
 - 2.3% decrease from 2018



BOARDINGS BY TIME PERIOD ('18 vs '19)

Market	2018 AMWR	2019 AMWR	Difference	% Change
Traditional Peak (AM Peak NB + PM Peak SB)	34,373	34,552	179	0.5%
Midday	6,642	7,010	368	5.5%
Reverse Peak (AM Peak SB + PM Peak NB)	20,745	19,247	-1,498	-7.2%
Evening	3,335	2,789	-546	-16.4%
TOTAL	65,095	63,597	-1,498	-2.3%

Note: Ridership Ons and Offs are averaged over two days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

BOARDINGS BY TRAIN TYPE ('18 vs '19)

Service Type	Boardings - Peak Periods			
	2018 AMWR	2019 AMWR	Change	% Change
Baby Bullet	914	902	-11	-1.2%
Limited	856	832	-25	-2.9%
Local	412	421	9	2.1%
All Trains	835	817	-18	-2.2%

Note: Ridership Ons and Offs are averaged over two days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

BOARDINGS BY COUNTY

County	2018 AMWR	% of Total AMWR	2019 AMWR	% of Total AMWR	Difference '18 vs '19	% Change '18 vs '19
San Francisco	17,651	27.1%	17,159	27.0%	-492	-2.8%
San Mateo	19,757	30.4%	19,491	30.6%	-267	-1.3%
Santa Clara	27,687	42.5%	26,948	42.4%	-739	-2.7%
TOTAL	65,095	100.0%	63,597	100.0%	-1,498	-2.3%

Note: Ridership Ons and Offs are averaged over two days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

TOP 10 BOARDING STATIONS

Station	2018		2019		Change in AMWR
	Rank	AMWR	Rank	AMWR	
San Francisco	1	15,427	1	15,027	-400
Palo Alto	2	7,764	2	7,384	-380
San Jose Diridon	3	4,876	3	4,795	-81
Mountain View	4	4,810	4	4,560	-251
Redwood City	5	4,212	5	4,220	8
Hillsdale	8	3,229	6	3,217	-12
Sunnyvale	6	3,364	7	3,208	-156
Millbrae	7	3,340	8	3,194	-146
San Mateo	9	2,291	9	2,324	33
22nd Street	10	1,977	10	1,872	-106

Note: Ridership Ons and Offs are averaged over two days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

STATION BOARDINGS

- 11 stations with all day boardings increased ('18 to '19)

STATION	2018 AMWR	2019 AMWR	18-'19 Change	Change%
Tamien	1,286	1,422	136	10.6%
San Antonio	943	1,017	74	7.9%
San Bruno	695	751	56	8.0%
Lawrence	949	1,004	55	5.8%
San Mateo	2,291	2,324	33	1.4%
Burlingame	1,104	1,131	28	2.5%
Bayshore	247	260	14	5.5%
Morgan Hill	237	251	14	5.7%
Blossom Hill	146	159	13	8.6%
San Carlos	1,331	1,341	10	0.7%
Redwood City	4,212	4,220	8	0.2%

Note: Ridership Ons and Offs are averaged over two days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

STATION BOARDINGS

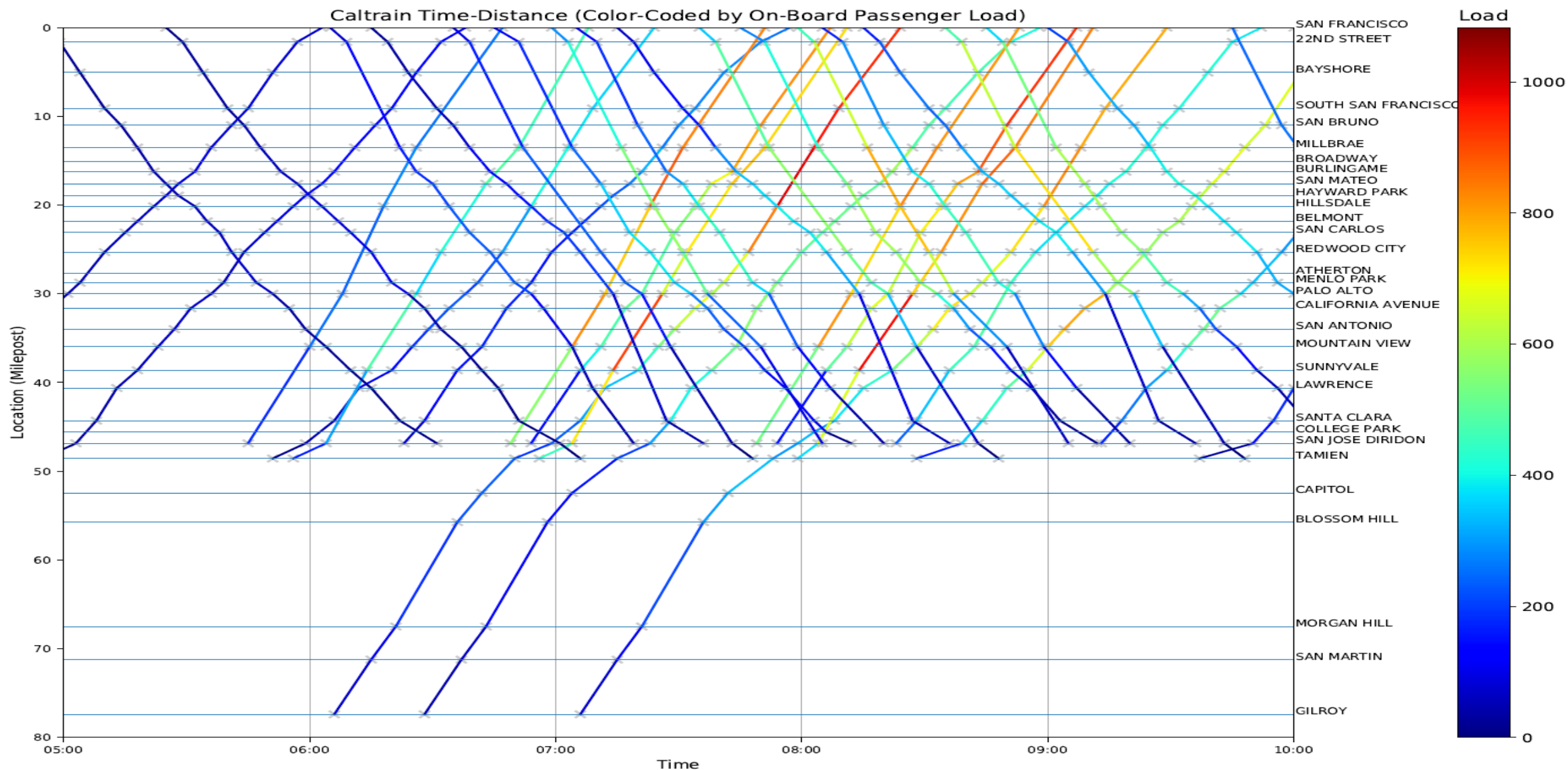
- 18 stations with all day boardings decreased ('18 to '19)

STATION	2018 AMWR	2019 AMWR	'18-'19 Change	% Change
San Martin	87	84	-3	-3.4%
College Park	108	103	-6	-5.1%
Capitol	78	71	-8	-9.6%
Hillsdale	3,229	3,217	-12	-0.4%
South San Francisco	468	453	-15	-3.2%
Santa Clara	1,097	1,074	-23	-2.1%
California Avenue	1,693	1,634	-59	-3.5%
Belmont	780	718	-62	-8.0%
Gilroy	252	187	-66	-26.0%

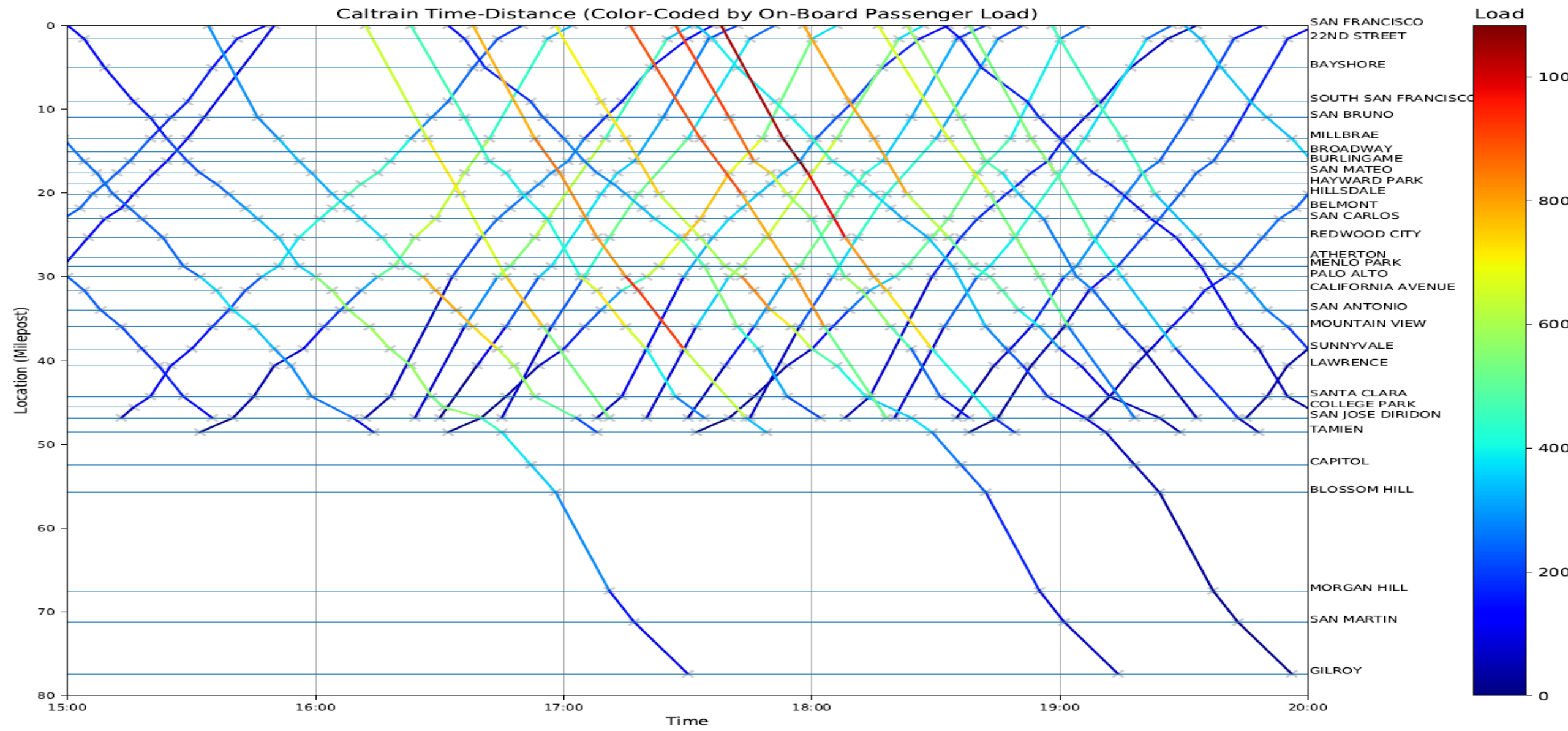
STATION	2018 AMWR	2019 AMWR	'18-'19 Change	% Change
Hayward Park	583	506	-77	-13.2%
San Jose Diridon	4,876	4,795	-81	-1.7%
Menlo Park	1,728	1,639	-89	-5.1%
22nd Street	1,977	1,872	-106	-5.3%
Millbrae	3,340	3,194	-146	-4.4%
Sunnyvale	3,364	3,208	-156	-4.6%
Mountain View	4,810	4,560	-251	-5.2%
Palo Alto	7,764	7,384	-380	-4.9%
San Francisco	15,427	15,027	-400	-2.6%

Note: Ridership Ons and Offs are averaged over two days and rounded which may lead to single-digit discrepancies in Total Ons and Offs.

PASSENGER LOADS – AM PEAK



PASSENGER LOADS – PM PEAK



BUSIEST NB TRAINS: MAX. LOAD

- 10 trains at $\geq 95\%$ seating capacity at max. load location

Northbound						
	Train #	Depart SJ	Leaving Station	Max Load	Train Capacity	Percent of Capacity
g	217	6:59 AM	Hillsdale	989	760	130%
b	329	8:04 AM	Sunnyvale	970	760	128%
	225	7:54 AM	San Bruno	925	760	122%
b	319	7:04 AM	Sunnyvale	908	760	119%
b	313	6:49 AM	Hillsdale	874	760	115%
b	323	7:49 AM	Hillsdale	826	760	109%
g	227	7:59 AM	Hillsdale	823	760	108%
	215	6:54 AM	San Bruno	820	760	108%
	233	8:39 AM	San Antonio	790	760	104%
	269	4:40 PM	Redwood City	766	760	101%

b = Baby Bullet; g = Gilroy train; Light yellow = AM (“traditional peak”); Light blue = PM (“reverse peak”)

BUSIEST SB TRAINS: MAX. LOAD

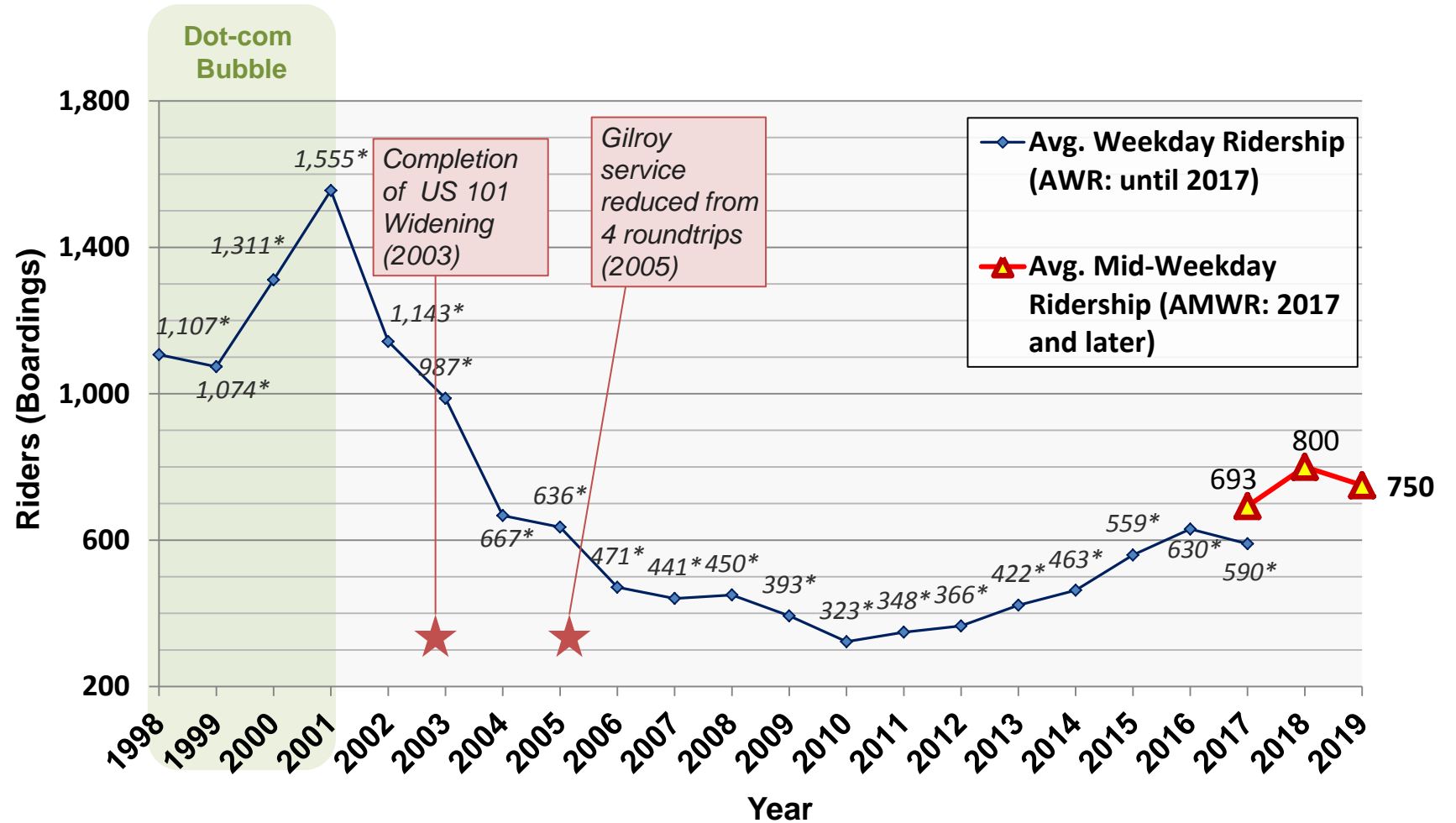
- 12 trains at $\geq 95\%$ seating capacity at max. load location

Southbound						
	Train #	Depart SF	Leaving Station	Max Load	Train Capacity	Percent of Capacity
b	376	5:38 PM	Millbrae	1,083	760	143%
b	366	4:38 PM	Palo Alto	948	760	125%
	258	3:34 PM	California Avenue	789	650	121%
	272	5:27 PM	San Francisco	913	760	120%
b	370	5:16 PM	San Francisco	890	760	117%
	262	4:23 PM	California Avenue	718	650	110%
g	268	4:58 PM	Palo Alto	830	760	109%
	278	5:58 PM	South San Francisco	796	760	105%
b	324	7:59 AM	Millbrae	781	760	103%
b	380	6:16 PM	Millbrae	666	650	102%
b	360	4:12 PM	Palo Alto	757	760	100%
b	330	8:35 AM	Millbrae	724	760	95%

b = Baby Bullet; g = Gilroy train; Light yellow = AM (“traditional peak”); Light blue = PM (“reverse peak”)

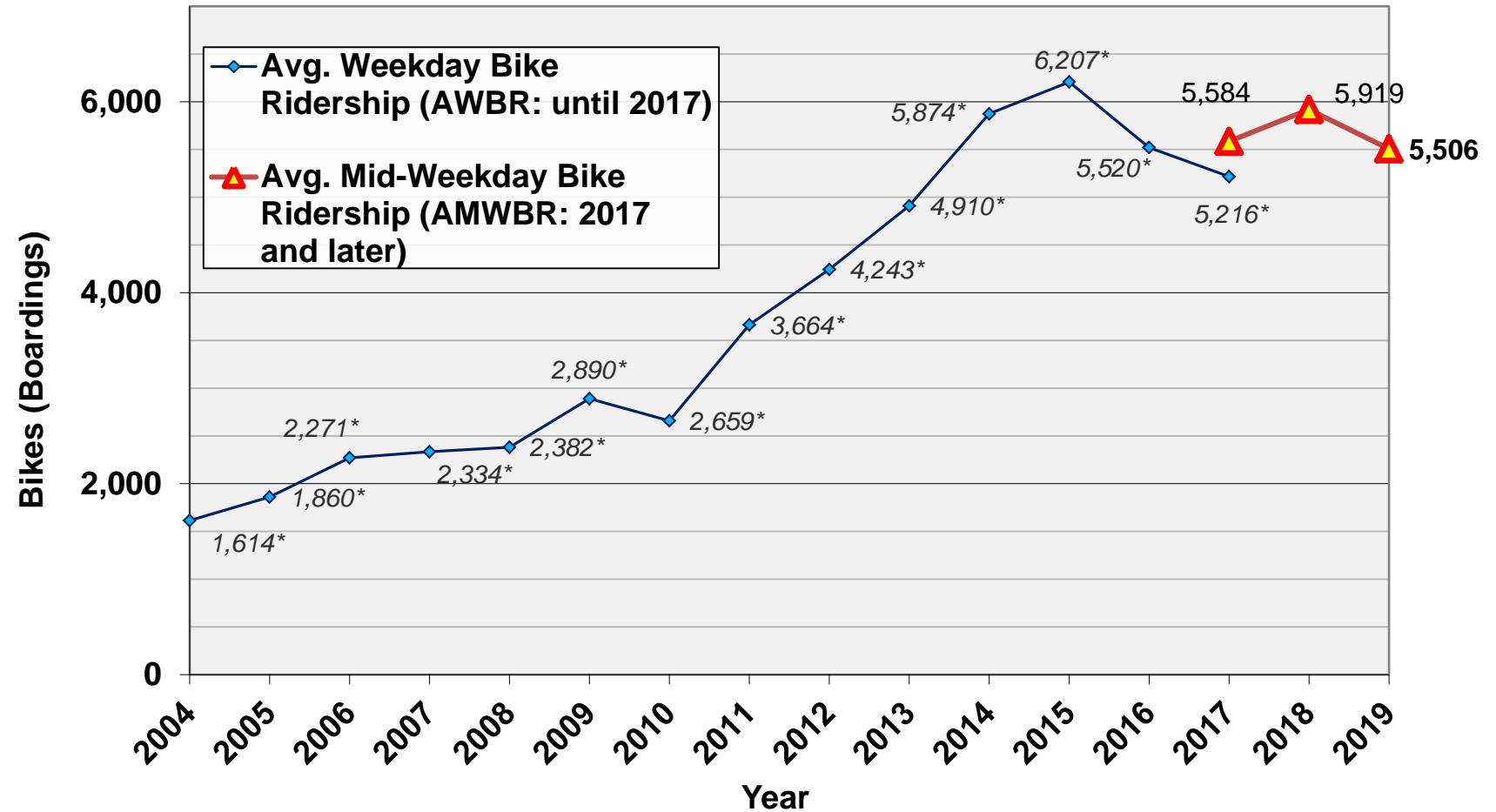
GILROY AVG. (MID-) WEEKDAY RIDERSHIP

- 750 AMWR
 - 6.3% decrease from 2018



AVG. (MID-) WEEKDAY BIKE RIDERSHIP

- 5,506 AMWBR
 - 7.0% decrease from 2018
 - 8.7% of all passengers



BICYCLE BOARDINGS: TOP 10 STATIONS

Station	2018		2019		Change in AMWBR
	Rank	AMWBR	Rank	AMWBR	
San Francisco	1	1,442	1	1,225	-217
Palo Alto	2	796	2	760	-36
Mountain View	3	551	3	447	-105
San Jose Diridon	5	359	4	360	1
Redwood City	4	407	5	351	-56
Sunnyvale	6	303	6	262	-41
22nd Street	8	251	7	225	-26
Hillsdale	7	257	8	220	-37
California Avenue	9	225	9	216	-9
Menlo Park	11	203	10	191	-12

Note: San Mateo Station was the 10th busiest station by average weekday boarding volume (218) last year.

DENIED BIKE BOARDINGS (“BIKE BUMP”)

- Eighth year counted with annual count
- 16 bikes bumped (21 bikes bumped in 2018)
- Equiv. comparison:
 - Bumps observed per 1,000 bikes boarded decreased to 1.5 (1.6 in 2018)
 - Rate fell below 2014 level
- Observed at 7 stations, 6 trains (all NB; no SB)

PASSENGER NEEDING ASSISTANCE (PNA) BOARDINGS

- 39 Mid-Weekday Avg. PNA boardings (+4 from 2018)
 - 9 trains with >1 maximum PNA loads
 - Stations with the highest PNA boardings:
 - San Francisco (8)
 - Redwood City (6)
 - San Jose Diridon (6)
 - Palo Alto (5)

SUMMARY

- No weekend count conducted due to SF Weekend Closure
- Avg. mid-weekday ridership decreased from 2018 in all categories
 - All day ridership: -2.3% to 63,597
 - Gilroy ridership: -6.3% to 750
 - Bike ridership: -7.0% to 5,506
- Bike bump also decreased both in numbers and rate

NEXT STEPS

- Calibrate revenue-based ridership model based on Annual Count result
- Incorporate data w/ Caltrain Business Plan efforts to strategize for future scheduling and passenger capacity
- Plan and prepare for future Annual Counts
- Continue working on count methodology improvements
 - Automatic Passenger Counters (APCs) on EMUs

2019 Annual Passenger Count **QUESTIONS**

For additional information

Key Findings Report & raw data (excel) posted by summer to:

<http://www.caltrain.com/about/statsandreports/Ridership.html>