

JPB CAC

CORRESPONDENCE
AS OF

May 18, 2021

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Sunday, April 25, 2021 10:39 AM
To: Board (@caltrain.com)
Cc: cacsecretary [@caltrain.com]; PRA; MTC Info
Subject: Wireless grade crossing technology

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Chair Davis,

Further to the April 23 article in the San Mateo Daily Journal which stated "*The crossing optimization project would put wireless grade crossing technology at the 41 Caltrain at-grade crossings along its rail corridor*", please provide details of this "*wireless grade crossing technology*" **pursuant to Government Code §6250 et seq.**

https://www.smdailyjournal.com/news/local/san-mateo-in-support-of-caltrain-funding-requests/article_52ec2372-a3ea-11eb-b1aa-b7f7fcf136a2.html



San Mateo in support of Caltrain
funding requests | Local News |
smdailyjournal.com

The San Mateo City Council is asking U.S. Rep. Jackie Speier, D-San Mateo, to support Caltrain federal funding requests for two grade-related infrastructure projects to improve traffic issues.

www.smdailyjournal.com

Thank you in advance for directing staff to provide a detailed and expeditious response to this request.

Roland Lebrun.

CC

MTC Commissioners
Caltrain CAC

https://www.smdailyjournal.com/news/local/san-mateo-in-support-of-caltrain-funding-requests/article_52ec2372-a3ea-11eb-b1aa-b7f7fcf136a2.html

FEATURED

From the Daily Journal archives

San Mateo in support of Caltrain funding requests

Projects would help improve grade crossings in the city

By Curtis Driscoll Daily Journal staff

Apr 23, 2021



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Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Saturday, May 1, 2021 1:22 AM
To: Board (@caltrain.com)
Cc: PRA; MTC Info; Baltao, Elaine [board.secretary@vta.org]; CHSRA Board; SFCTA Board Secretary; SFCTA CAC; cacsecretary [@caltrain.com]
Subject: 25th Avenue/Hillsdale project

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board,

Further to my PRA of March 16th 2015 (below) which requested copies of the following drawings for the then future Hillsdale Caltrain Station:

- **Plans for the Selected Preferred Track Alignment.**
- **Plans for the Developed Preferred Station Layout.**

Further to the SamTrans staff response of April 2 2015 (below) which stated "*The two plans are still preliminary drafts and therefore exempt from disclosure at this time. (See Government Code section 6254(a)).*"

Further to the recent confirmation that the new \$200M Hillsdale station as built:

- **Will make it impossible for trains to pass the station at 110 MPH**
- **Will make it impossible to ever raise the center boarding platform to be level boarding with the new Caltrain EMUs**

Please provide the following documents pursuant to Government Code §6250 et seq.:

- **AS-BUILT drawings for the Selected Preferred Track Alignment.**
- **AS-BUILT drawings for the Developed Preferred Station Layout.**

Thank you in advance for your prompt attention to this request.

Roland Lebrun

CC

MTC Commissioners
CHSRA Board of Directors
SFCTA Board
VTA Board
SFCTA CAC
Caltrain CAC
VTA CAC

From: Martinez, Martha <martinezm@samtrans.com>
Sent: Thursday, April 2, 2015 9:20 AM
To: Roland Lebrun <ccss@msn.com>
Cc: Larano, Liria <laranol@samtrans.com>; Murphy, Seamus <murphys@samtrans.com>
Subject: RE: 25th Avenue/Hillsdale project

Mr. Lebrun:

Please see attachment letter.

Regards,
Martha Martinez

From: Roland Lebrun [mailto:ccss@msn.com]
Sent: Monday, March 16, 2015 4:23 PM
To: PRA
Subject: 25th Avenue/Hillsdale project

Dear Sir or Madam,

Kindly provide the information requested in the attached Public Record request.

Thank you.

Roland Lebrun

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, May 6, 2021 9:25 AM
To: Board (@caltrain.com)
Cc: MTC Info; SFCTA Board Secretary; Baltao, Elaine [board.secretary@vta.org]; cacsecretary [@caltrain.com]; SFCTA CAC
Subject: Multiple violations of the Brown Act

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board,

I would like to bring to your attention that, once again, Councilmember Davis failed to take public comment or enquire as to the existence of written public comment pursuant to Government Code Sections 54954.5 and 54956.8 prior to adjourning to closed session:

[https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=54954.5.](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=54954.5)

[https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=54956.8.](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=54956.8)

I am therefore requesting that the Board agendize an emergency motion for the immediate removal of Councilmember Davis from this Board followed by the appointment of a new Chairperson for the remaining of her term.

Thank you in advance for your urgent consideration of this matter.

Roland Lebrun

CC

MTC Commissioners
SFCTA Commissioners
VTA Board of Directors
VTA PAC
Caltrain CAC
SFCTA CAC
VTA CAC



GOVERNMENT CODE - GOV

TITLE 5. LOCAL AGENCIES [50001 - 57607] (Title 5 added by Stats. 1949, Ch. 81.)

DIVISION 2. CITIES, COUNTIES, AND OTHER AGENCIES [53000 - 55821] (Division 2 added by Stats. 1949, Ch. 81.)

PART 1. POWERS AND DUTIES COMMON TO CITIES, COUNTIES, AND OTHER AGENCIES [53000 - 54999.7] (Part 1 added by Stats. 1949, Ch. 81.)

CHAPTER 9. Meetings [54950 - 54963] (Chapter 9 added by Stats. 1953, Ch. 1588.)

For purposes of describing closed session items pursuant to Section 54954.2, the agenda may describe closed sessions as provided below. No legislative body or elected official shall be in violation of Section 54954.2 or 54956 if the closed session items were described in substantial compliance with this section. Substantial compliance is satisfied by including the information provided below, irrespective of its format.

54954-5. (a) With respect to a closed session held pursuant to Section 54956.7:

LICENSE/PERMIT DETERMINATION

Applicant(s): (Specify number of applicants)

(b) With respect to every item of business to be discussed in closed session pursuant to Section 54956.8:

CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Property: (Specify street address, or if no street address, the parcel number or other unique reference, of the real property under negotiation)

Agency negotiator: (Specify names of negotiators attending the closed session) (If circumstances necessitate the absence of a specified negotiator, an agent or designee may participate in place of the absent negotiator so long as the name of the agent or designee is announced at an open session held prior to the closed session.)

Negotiating parties: (Specify name of party (not agent))

Under negotiation: (Specify whether instruction to negotiator will concern price, terms of payment, or both)

(c) With respect to every item of business to be discussed in closed session pursuant to Section 54956.9:

CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION

(Paragraph (1) of subdivision (d) of Section 54956.9)

Name of case: (Specify by reference to claimant's name, names of parties, case or claim numbers)

or

Case name unspecified: (Specify whether disclosure would jeopardize service of process or existing settlement negotiations)

CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of Section 54956.9: (Specify number of potential cases)

(In addition to the information noticed above, the agency may be required to provide additional information on the agenda or in an oral statement prior to the closed session pursuant to paragraphs (2) to (5), inclusive, of subdivision (e) of Section 54956.9.)

Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: (Specify number of potential cases)

(d) With respect to every item of business to be discussed in closed session pursuant to Section 54956.95:

LIABILITY CLAIMS

Claimant: (Specify name unless unspecified pursuant to Section 54961)

Agency claimed against: (Specify name)

(e) With respect to every item of business to be discussed in closed session pursuant to Section 54957:

THREAT TO PUBLIC SERVICES OR FACILITIES

Consultation with: (Specify name of law enforcement agency and title of officer, or name of applicable agency representative and title)

PUBLIC EMPLOYEE APPOINTMENT

Title: (Specify description of position to be filled)

PUBLIC EMPLOYMENT

Title: (Specify description of position to be filled)

PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Title: (Specify position title of employee being reviewed)

PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE

(No additional information is required in connection with a closed session to consider discipline, dismissal, or release of a public employee. Discipline includes potential reduction of compensation.)

(f) With respect to every item of business to be discussed in closed session pursuant to Section 54957.6:

CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: (Specify names of designated representatives attending the closed session) (If circumstances necessitate the absence of a specified designated representative, an agent or designee may participate in place of the absent representative so long as the name of the agent or designee is announced at an open session held prior to the closed session.)

Employee organization: (Specify name of organization representing employee or employees in question)

or

Unrepresented employee: (Specify position title of unrepresented employee who is the subject of the negotiations)

(g) With respect to closed sessions called pursuant to Section 54957.8:

CASE REVIEW/PLANNING

(No additional information is required in connection with a closed session to consider case review or planning.)

(h) With respect to every item of business to be discussed in closed session pursuant to Sections 1461, 32106, and 32155 of the Health and Safety Code or Sections 37606 and 37624.3 of the Government Code:

REPORT INVOLVING TRADE SECRET

Discussion will concern: (Specify whether discussion will concern proposed new service, program, or facility)

Estimated date of public disclosure: (Specify month and year)

HEARINGS

Subject matter: (Specify whether testimony/deliberation will concern staff privileges, report of medical audit committee, or report of quality assurance committee)

(i) With respect to every item of business to be discussed in closed session pursuant to Section 54956.86:

CHARGE OR COMPLAINT INVOLVING INFORMATION PROTECTED BY FEDERAL LAW

(No additional information is required in connection with a closed session to discuss a charge or complaint pursuant to Section 54956.86.)

(j) With respect to every item of business to be discussed in closed session pursuant to Section 54956.96:

CONFERENCE INVOLVING A JOINT POWERS AGENCY (Specify by name)

Discussion will concern: (Specify closed session description used by the joint powers agency)

Name of local agency representative on joint powers agency board: (Specify name)

(Additional information listing the names of agencies or titles of representatives attending the closed session as consultants or other representatives.)

(k) With respect to every item of business to be discussed in closed session pursuant to Section 54956.75:

AUDIT BY CALIFORNIA STATE AUDITOR'S OFFICE

(Amended by Stats. 2012, Ch. 759, Sec. 6.1. (AB 2690) Effective January 1, 2013.)



GOVERNMENT CODE - GOV

TITLE 5. LOCAL AGENCIES [50001 - 57607] (Title 5 added by Stats. 1949, Ch. 81.)

DIVISION 2. CITIES, COUNTIES, AND OTHER AGENCIES [53000 - 55821] (Division 2 added by Stats. 1949, Ch. 81.)

PART 1. POWERS AND DUTIES COMMON TO CITIES, COUNTIES, AND OTHER AGENCIES [53000 - 54999.7] (Part 1 added by Stats. 1949, Ch. 81.)

CHAPTER 9. Meetings [54950 - 54963] (Chapter 9 added by Stats. 1953, Ch. 1588.)

54956.8. Notwithstanding any other provision of this chapter, a legislative body of a local agency may hold a closed session with its negotiator prior to the purchase, sale, exchange, or lease of real property by or for the local agency to grant authority to its negotiator regarding the price and terms of payment for the purchase, sale, exchange, or lease.

However, prior to the closed session, the legislative body of the local agency shall hold an open and public session in which it identifies its negotiators, the real property or real properties which the negotiations may concern, and the person or persons with whom its negotiators may negotiate.

For purposes of this section, negotiators may be members of the legislative body of the local agency.

For purposes of this section, "lease" includes renewal or renegotiation of a lease.

Nothing in this section shall preclude a local agency from holding a closed session for discussions regarding eminent domain proceedings pursuant to Section 54956.9.

(Amended by Stats. 1998, Ch. 260, Sec. 3. Effective January 1, 1999.)

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, May 6, 2021 9:43 AM
To: Board (@caltrain.com)
Cc: MTC Info; SFCTA Board Secretary; Baltao, Elaine [board.secretary@vta.org]; cacsecretary [@caltrain.com]; SFCTA CAC
Subject: Letter from Congresswoman Anna Esho
Attachments: Congresswoman Anna Eshoo letter.pdf

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board,

Please find attached a letter from Congresswoman Anna Eshoo addressed to Board member Hendricks which expresses concerns as to the legality of VTA's decision to ignore promises made to the taxpayers of Santa Clara County when putting 2016 Measure B on the ballot and be aware that the same concerns apply to 2000 Measure A.

Sincerely,

Roland Lebrun

CC
MTC Commissioners
SFCTA Commissioners
VTA Board
VTA PAC
Caltrain CAC
SFCTA CAC



*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Eighteenth District
California*

May 5, 2021

The Honorable Glenn Hendricks, Chairperson
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, California 95134

Dear Chairperson Hendricks,

As the VTA considers its upcoming 2016 Measure B ten-year expenditure outlook, I encourage you to revise the plan to better balance revenue allocations to each of Measure B's nine program categories.

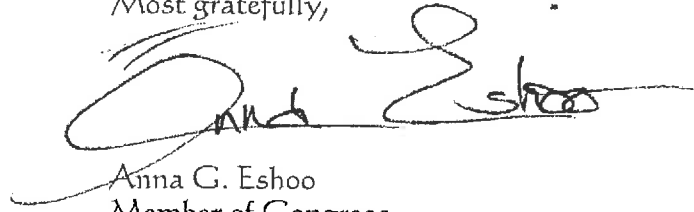
I'm concerned that the initial ten-year outlook proposed by VTA allocates nearly all the revenue from Measure B for the next decade to the Silicon Valley BART extension to downtown San Jose and Santa Clara. While I have always supported this project and voted for federal funds for it to improve public transit in Santa Clara County, it should not come at the expense of Measure B's other program categories, including rail grade separations, Caltrain capacity improvements, road repairs, and highway interchange improvements. These projects are just as important as the BART extension to addressing Santa Clara County's transportation needs.

Measure B presented a specific plan to voters that if approved, their tax dollars would apply to the stated improvements. Measure B requires that no more than 25 percent of its revenue be dedicated to the BART extension over the measure's 30-year lifespan. Regardless of whether the proposed expenditure outlook violates the letter of Measure B, I believe it violates the spirit of the law. If voters do not see significant progress on most of Measure B's project areas in the first decade of its implementation, they may well and legitimately lose faith in VTA's ability to use their tax dollars as intended, making it more difficult for VTA to propose similar measures in the future. The plan is also unfair to communities in my congressional district and throughout the County who planned their transportation priorities around the assumption that Measure B funds would be available within the next decade.

Santa Clara County residents are desperate for relief from traffic congestion and Measure B's various program categories reflect the need for a range of solutions to this problem. As you consider the current ten-year outlook for Measure B, I urge you

to ensure the final plan is more equitably balanced across the nine project areas and across Santa Clara County and that the intended purpose of the Measure and its projects are honored.

Most gratefully,

A handwritten signature in black ink, appearing to read "Anna Eshoo", with a large, sweeping flourish extending to the left.

Anna G. Eshoo
Member of Congress

cc: The Honorable Members of the VTA Board
Ms. Evelyn Tran, Interim General Manager/CEO, VTA

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, May 6, 2021 3:50 PM
To: Board (@caltrain.com)
Cc: PRA; MTC Commission; SFCTA Board Secretary; Baltao, Elaine [board.secretary@vta.org]; SFCTA CAC; cacsecretary [@caltrain.com]
Subject: Caltrain farebox recovery BY TRAIN

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board,

Please direct staff to refer to the Annual Ridership counts for the last five years and provide the following information **for each weekday train** pursuant to Government Code §6250 et seq.:

- Train Number
- Total passenger counts between origin and destination
- Total fare revenues between origin and destination
- O&M cost(s) for the train
- Farebox recovery ratio for the train

Please provide the information in Excel spreadsheet format (one train table/year) to facilitate additional analysis upon receipt of the information.

Thank you in advance for directing staff to expedite research intended to sharpen the focus of our short-term farebox and ridership recovery efforts.

Roland Lebrun

CC

MTC Commissioners
SFCTA Commissioners
VTA Board of Directors
VTA PAC
SFCTA CAC
VTA CAC
Caltrain CAC

Givens, Patrice

From: Adrian Brandt <adrian.brandt@gmail.com>
Sent: Sunday, May 9, 2021 8:23 PM
To: cacsecretary [@caltrain.com]
Subject: Columnist writes about Caltrain stations missing posted schedules

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Published Wednesday, May 5, 2021, in the San Mateo Daily Journal

“A schedule, a schedule, my kingdom for a schedule“

https://www.smdailyjournal.com/opinion/columnists/a-schedule-a-schedule-my-kingdom-for-a-schedule/article_af527b92-ad3c-11eb-b77f-03dec15194d.html

By John Horgan

William Shakespeare was onto something when he penned this line in “Richard III:” “My horse, my horse, my kingdom for a horse.”

Though altered a bit to suit our era, the fictional royal plea can be readily applied to today when it comes to Caltrain. Let me explain.

Last week, after months of avoiding the Peninsula’s handy commuter rail setup during the pandemic, I took a chance; I used it for an 8-mile round trip to Redwood City.

I should have been better prepared. Because of the impact of the deadly virus on virtually every aspect of life, Caltrain, suffering from low ridership, construction issues and a fiscal crunch, has been forced to reduce service and rejigger its timetables on more than one occasion.

Because of those realities, among others, **up-to-date printed schedules have not been available more often than not. That can present a problem.**

It’s a challenge if you don’t have access to the internet. That’s where you can find Caltrain’s latest set of timetables. I found myself stuck in Redwood City without that necessity.

I wanted to head northbound after 2 p.m. midweek. I knew there were trains; that was a given. The question was: Would a particular train make my specific northern stop? There was no way to know in advance with any kind of certainty. Not every train halts at every depot, after all.

A train clattered into the Redwood City station not long after 2 o’clock and I raced to catch it. But would it make my stop? I was too late anyway. I missed it.

Then the wait began for the next one. An electronic sign said it would be six minutes late; then it switched to nine minutes; then back to six.

Finally, the train showed up. Was this the correct one? Whom to ask? I was one of the very few customers on the long Redwood City platform. A conductor was not readily available to answer. I hopped on anyway. It turned out I was lucky. The train, almost empty, would stop at my particular station.

All of that said, it's only fair to state that Caltrain, like other public agencies and services, has had to learn how to deal with the pandemic on the fly. There was no firm set of guidelines to ease the railroad through this current health and economic minefield.

Next time I ride the system, though, I will have written down my own minischedule in advance. No sense making the same mistake twice.

John Horgan can be contacted by email at johnhorganmedia@gmail.com

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Friday, May 14, 2021 1:50 PM
To: Board (@caltrain.com)
Cc: SFCTA Board Secretary; Baltao, Elaine [board.secretary@vta.org]; MTC Info; BART Board; cacsecretary [@caltrain.com]; SFCTA CAC
Subject: Capitol Corridor Governance

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Dear Caltrain Board,

As you consider the next steps towards a Governance structure that might work for Caltrain, please consider Capitol Corridor's Governance structure and the SCCJPA's annual \$4.9M contract for BART administration vs. the proposed \$29M for SamTrans in FY22.

https://en.wikipedia.org/wiki/Capitol_Corridor#Governance



Capitol Corridor - Wikipedia

en.wikipedia.org

Thank you.

Roland Lebrun

CC

MTC Commissioners
BART directors
SFCTA Commissioners
VTA Directors
SFCTA CAC
Caltrain CAC
VTA CAC

Capitol Corridor

The *Capitol Corridor* is a 168-mile (270 km) passenger train route operated by Amtrak between San Jose and Auburn, California. Most trains operate between San Jose and Sacramento, roughly parallel to Interstate 880 and Interstate 80. Some trips run from Oakland to San Jose, while a single daily round trip runs all the way from San Jose to Auburn, in the foothills of the Sierra Nevada. *Capitol Corridor* trains started in 1991.

Like all regional trains in California, the Capitol Corridor is operated by a joint powers authority. The Capitol Corridor Joint Powers Authority (CCJPA) is governed by a board that includes two elected representatives from each of eight counties the train travels through. The CCJPA contracts with the San Francisco Bay Area Rapid Transit District to provide day-to-day management, and Amtrak to operate and maintain the rolling stock (locomotives and passenger cars). The California Department of Transportation (Caltrans) provides the funding and also owns the rolling stock.

Contents

History

- [Former service](#)
- [Capitols](#)
- [Service changes](#)
- [Proposed expansion](#)
 - [New stations](#)
 - [Vision Plan](#)
 - [Extensions](#)

Frequency and ridership

Stations and connections

Governance

Capitol Corridor



A Capitol Corridor train in Pinole in 2011

Overview

Service type	Inter-city rail/Commuter rail
Locale	Northern California
First service	December 12, 1991
Current operator(s)	Capitol Corridor Joint Powers Authority, in partnership with Amtrak and Caltrans
Former operator(s)	Amtrak California
Annual ridership	1,607,277 (FY17) ^[1]
Website	Capitol Corridor (http://capitolcorridor.org)

Route

Start	Auburn, California
Stops	17
End	San Jose, California
Distance travelled	168 miles (270 km)
Average journey time	3 hours 15 minutes
Service frequency	15 round trips (weekdays) 11 round trips (weekends)
Train number(s)	Weekdays: 520–553 Weekends: 720–751

Technical

Track gauge	4 ft 8½ in (1,435 mm) standard gauge
Track owner(s)	UP and JPBX

[Equipment](#)

[References](#)

[External links](#)

History

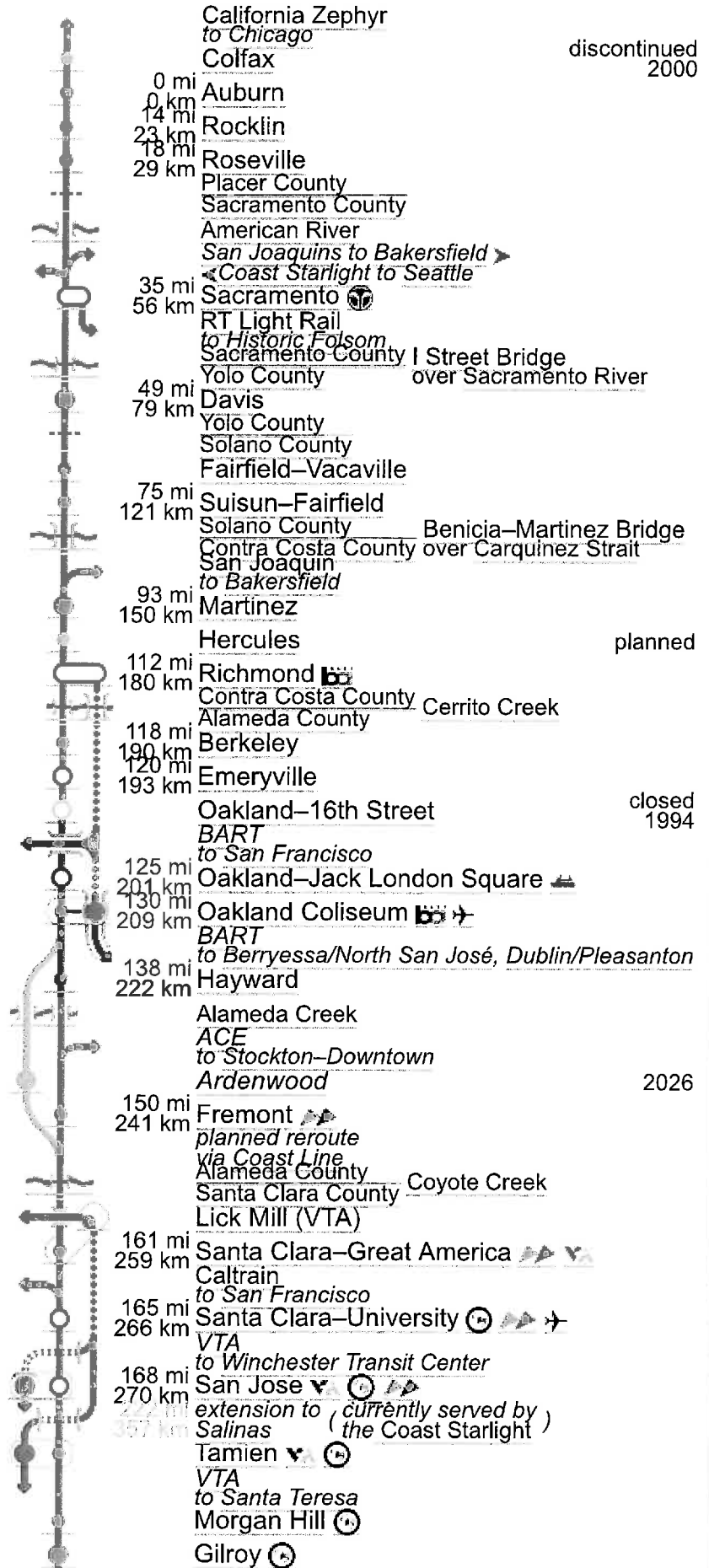
Former service

The First Transcontinental Railroad was completed to Oakland from the south in 1869. Following the completion of the California Pacific Railroad in 1879, most long-distance service of the Southern Pacific (SP) reached Oakland from the north. Long-distance service from the south ran to San Francisco via the Peninsula; some trains had Oakland sections. The Western Pacific Railroad (completed to Oakland in 1910) and Santa Fe Railroad (completed to Oakland in 1903 over the former California and Nevada Railroad) largely ran long-distance service with limited local stops. Commuter service around Oakland was largely provided by the electric interurban trains of the SP-owned East Bay Electric Lines (1911–1941) and Key System (1901–1958).

By the end of the 1930s, the SP operated five daily local round trips plus a number of long-distance trains between Oakland and Sacramento. The *Oakland Lark* and an unnamed local train (an Oakland connection for the *Coast Daylight*) provided local service between Oakland and San Jose on the Coast Line. The inland Niles Subdivision was served by a daily Oakland–Tracy local and a commute-timed Oakland–San Jose local (which ran via Centerville and part of the Coast Line on the northbound trip and Milpitas southbound).^[2]

The Oakland–San Jose trip on the Niles Subdivision was discontinued on September 29, 1940, followed by the Oakland–Tracy trip in 1941.^{[3]:37.40} The

Route map



two Oakland–San Jose trips on the Coast Line were discontinued on May 1, 1960.^{[3]:7} The last local service between Oakland and Sacramento was the *Senator*, discontinued by the SP on May 31, 1962 (though long-distance service continued).^{[4]:140}



Capitols



A *Capitols* train at Sacramento in 1995

From the 1970s to the beginning of the 1990s, three Amtrak intercity trains operated in the Bay Area: the long-distance *California Zephyr* (Oakland/Emeryville–Chicago) and *Coast Starlight* (Los Angeles–Seattle), and the regional *San Joaquin* (Bakersfield–Oakland). Of the three lines, only the *Coast Starlight* ran between San Jose and Sacramento—once a day in each direction, and at inconvenient times (southbound early in the morning, northbound in the evening). In 1977, Amtrak approved an additional Oakland–Sacramento round trip, the *Sacramentan*; the service was never operated.^[5]

In 1990, California voters passed two ballot propositions providing \$105 million to expand service along the route. The new service, named *Capitols*, debuted on December 12, 1991 with three daily round trips between San Jose and Sacramento. Of these, a single round trip continued to Roseville, an eastern Sacramento suburb.^[6]

One of the ballot propositions, Proposition 116, provided the name *Capitol Corridor*—so named because it links the location of California's first state capitol, San Jose, with the current location, Sacramento.^{[3]:7} The service was known as the *Capitols* until April 29, 2001, when Amtrak renamed it the *Capitol Corridor*.^{[7][8]}

Service changes

The *Capitols* originally ran via the Coast Line from Elmhurst to Santa Clara, with no stops between Oakland and San Jose. In 1992, after the completion of track and signal work, the *Capitols* were rerouted onto the Niles Subdivision further inland between Elmhurst and Newark. The new route allowed the addition of infill stations at Fremont in 1993 and Hayward in 1997.^{[3]:33} The Oakland Central station, which had been damaged by the 1989 Loma Prieta earthquake, was closed in 1994, and replaced by new stations at Emeryville in 1993 and Oakland-Jack London Square in 1995.^{[3]:33} Additional infill stations were added at Santa Clara – Great America in 1993, Oakland Coliseum (with a close connection to BART) in 2005, the existing Caltrain station in Santa Clara-University in 2012, and at Fairfield–Vacaville in 2017.^[9]

One daily round trip was extended east to Colfax via Rocklin and Auburn on January 26, 1998. The trip was cut back to Auburn (with the Rocklin stop retained) on February 27, 2000.^{[3]:73}

Service was gradually increased from the original three daily round trips. The fifth round trip was added in November 1998, followed by the sixth in February 1999.^[10]

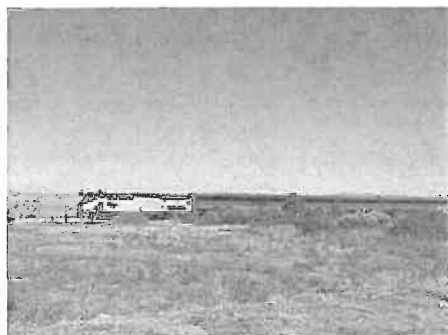
Installation of positive train control along the route was completed by November 2018.^[11]

In response to low ridership as a result of the COVID-19 pandemic, the *Capitol Corridor* schedule was reduced to five daily trips on March 21, 2020 with discontinued Auburn service and many trips ending in Oakland. Three runs were added back on June 1 and Auburn service restored.^[12]

Proposed expansion

New stations

Additional stations have been proposed along the route at Hercules, Benicia, and Dixon.



A *Capitol Corridor* train passing the site of the planned Hercules station

Vision Plan

The **Capitol Corridor Vision Implementation Plan** is a long range outline of possible improvements to the service; several realignments along existing and new right-of-ways were considered and studied. Near term suggested improvements include double tracking between San Jose and a realignment to the Coast Subdivision and a new station at the Ardenwood Park-and-Ride followed by track improvements between Emeryville and Richmond. Later goals include tunneling under Jack London Square to eliminate the street-running section there, rerouting freight traffic over another right-of-way between Sacramento and Martinez, and eventual electrification of the line.^[13]

The 2018 Senate Bill 1 allocated \$93 million in funds for the Capitol Corridor, partially for planning the realignment to the Coast Subdivision.^[14] As of June 2020, the Draft Environmental Impact Report for the realignment (branded as South Bay Connect) is expected to be completed at the end of 2020, followed by the Final Environmental Impact Report a year later. Design is to take place in 2022–23, with construction beginning in 2024.^[15] The project is to have a single new station at Ardenwood (at SR 84); stations at Hayward (at SR 92) and Newark Junction were considered but rejected.^{[15][16]}

Extensions

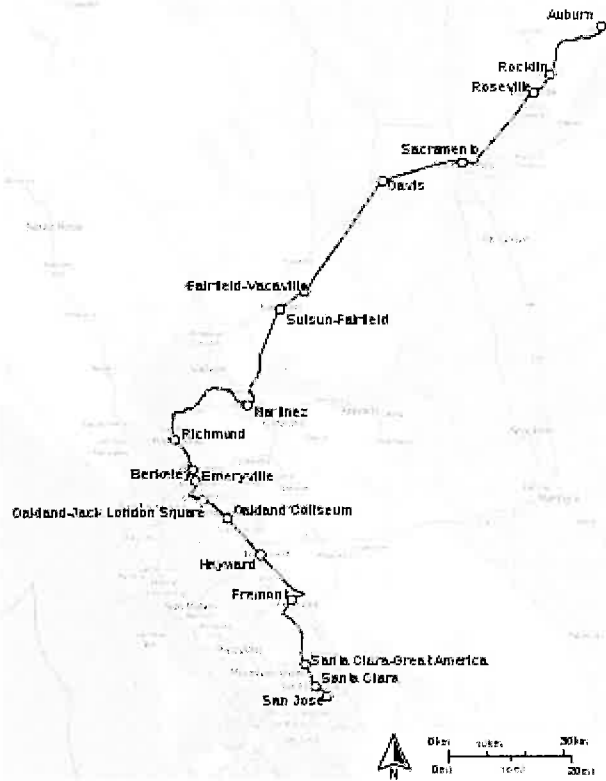
Two daily *Capitol Corridor* round trips, along with some Caltrain service, are planned to be extended to Salinas in 2020.^[17] Initial service will have intermediate stops at existing Caltrain stations at Tamien, Morgan Hill, and Gilroy; future phases will add new stations at Castroville and Watsonville/Pajaro.^[18]

A third track between Sacramento and Roseville is planned to start construction in 2021,^[19] which would allow an initial increase from one round trip per day to three, with plans for up to ten.^{[19][20]} Extension east to Reno, Nevada was deemed unlikely in the *Vision Implementation Plan* due to heavy freight traffic over Donner Pass and lack of funding.^[13]

Extending service to downtown San Francisco by crossing the bay is being considered as part of a proposed second Transbay Tube. A study of a joint project providing a second crossing for BART began in 2019.^{[19][21]} San Francisco has not had direct intercity rail service since 1971.

Frequency and ridership

During fiscal year 2017 the *Capitol Corridor* service carried 1,607,277 passengers, a 2.9% increase over FY2016.^[1] Revenue in FY2017 was \$33,970,000, a 5.3% increase over FY2016, with a 57% farebox recovery ratio.^[1] It is the fourth busiest Amtrak route by ridership, surpassed only by the *Northeast Regional*, *Acela Express*, and *Pacific Surfliner*. In large part due to the route's success, as of 2017, Sacramento is the busiest station on the route, the seventh busiest in the Amtrak system and the second busiest in California.^[22]



Amtrak Capitol Corridor (interactive map)

The *Capitol Corridor* is used by commuters between the Sacramento area and the Bay Area as an alternative to driving on congested Interstate 80. Monthly passes and discounted trip tickets are available. Many politicians, lobbyists, and aides live in the Bay Area and commute to their jobs in Sacramento, including those connecting to the train via Amtrak Thruway Motorcoach from San Francisco,^[23] while workers in the Oakland, San Francisco, and Silicon Valley employment centers take the *Capitol Corridor* trains from their less expensive homes in Solano County and the Sacramento metropolitan area.^[24]

Starting on August 28, 2006 the *Capitol Corridor* had 16 weekday trains each way between Oakland and Sacramento, up from twelve in 2005 and three in 1992. (Seven of the sixteen ran to/from San Jose.) According to its management, ridership on the *Capitol Corridor* trains tripled between 1998 and 2005.^[25] On August 13, 2012, the *Capitol Corridor* dropped from 16 to 15 weekday round trips between Oakland and Sacramento; one round trip was discontinued due to high fuel costs, low ridership, and a new ability to store an extra train overnight in a Sacramento railyard.^[26]

As of July 2019, no weekday trains run the full length of the line between Auburn and San Jose. The single departure from Auburn runs to Oakland Coliseum; of the 14 westward departures from Sacramento, seven run to San Jose, and seven run to Oakland: three to Coliseum and four to Jack London Square. Of the 15 eastbound trains to Sacramento, seven run from San Jose and eight from Oakland: six from Jack London Square, one from Coliseum and one from Oakland to Auburn. On weekends, there are six round trips from Sacramento to San Jose, four from Sacramento to Jack London Square, one from Sacramento to Coliseum, and one along the entire length of the corridor from Auburn to San Jose.^[27]

Stations and connections

Location	Station	Service began	Service ended	Connections
Colfax	Colfax	1998	2000	Now served by <i>California Zephyr</i>
Auburn	Auburn/Conheim	1998		Amtrak Thruway Motorcoach to Sacramento ^[28] Placer County Transit: 10, 30, 40
Rocklin	Rocklin	1998		Amtrak Thruway Motorcoach to Sacramento ^[28]
Roseville	Roseville	1991		Amtrak: <i>California Zephyr</i> Amtrak Thruway Motorcoach to Sacramento ^[28]
Sacramento	Sacramento Valley Station	1991		Amtrak: <i>California Zephyr, Coast Starlight, San Joaquins</i> Sacramento RT Light Rail: Gold Line Amtrak Thruway Motorcoach to Stateline, Auburn/Conheim, Reno, Sparks, Stockton–Downtown, Redding ^[28]
Davis	Davis	1991		Amtrak: <i>California Zephyr, Coast Starlight</i> Amtrak Thruway Motorcoach to Stockton and Redding ^[28]
Fairfield	Fairfield–Vacaville	2017		Fairfield and Suisun Transit: 2
Suisun City	Suisun–Fairfield	1991		Fairfield and Suisun Transit: 5, GX Rio Vista Delta Breeze: 50 VINE Transit: 21 Greyhound Lines
Martinez	Martinez	1991		Amtrak: <i>California Zephyr, Coast Starlight, San Joaquins</i> Amtrak Thruway Motorcoach to Napa, Santa Rosa, Arcata Transit Center, McKinleyville, Sacramento ^[28] County Connection: 16, 18, 19, 28, 98X, 99X, 316 Tri Delta Transit: 200 WestCAT: 30Z
<i>Hercules</i>	<i>Hercules</i>	<i>Planned</i>		
Richmond	Richmond Transit Center	1991		Amtrak: <i>California Zephyr, San Joaquins</i> Bay Area Rapid Transit: Richmond–Daly City/Millbrae, Richmond–Warm Springs/South Fremont AC Transit: 70, 71, 72M, 74, 76, 376, 607, 667, 668, 675, 684, 800 Flixbus
Berkeley	Berkeley	1991		AC Transit: 6, 7, 18, 51B, 52, 65, 67, 79, 88, 800, 851, F, FS
Emeryville	Emeryville	1993		Amtrak: <i>California Zephyr, Coast Starlight, San Joaquins</i> Amtrak Thruway Motorcoach to San Francisco ^[28] AC Transit: 29, 36, 57 Emery Go-Round: Hollis

Oakland	16th Street	1991	1994	
	Jack London Square	1995		Amtrak: <i>Coast Starlight</i> , San Joaquins Amtrak Thruway Motorcoach to San Luis Obispo, Santa Barbara, San Jose ^[28] AC Transit: 12
	Oakland Coliseum	2005		Bay Area Rapid Transit: Coliseum–Oakland International Airport, Dublin/Pleasanton–Daly City, Richmond–Warm Springs/South Fremont, and Warm Springs/South Fremont–Daly City lines AC Transit: 45, 46, 73, 90, 98, 805
Hayward	Hayward	1997		AC Transit: 34, 56, 83, 93
Fremont	Fremont–Centerville	1993		Altamont Corridor Express AC Transit: 99, 210, 251, 801, U
	Ardenwood	Planned		
Santa Clara	Santa Clara–Great America	1993		Altamont Corridor Express VTA Light Rail: Green Line, Orange Line (at Great America) VTA Bus: Altamont Corridor Express shuttles
	Santa Clara–University	2012		Altamont Corridor Express Caltrain VTA Bus: 21, 22, 53, 59, 60, 522
San Jose	San Jose Diridon	1991		Amtrak: <i>Coast Starlight</i> Altamont Corridor Express Caltrain VTA Light Rail: Green Line Amtrak Thruway Motorcoach to San Luis Obispo, Santa Barbara, Salinas ^[28] VTA Bus: 22, 64A, 64B, 68, Express 168, Express 181, Rapid 500, Rapid 522 Monterey–Salinas Transit: 55, 86 Santa Cruz Metropolitan Transit District: Highway 17 Express Greyhound Lines Megabus
	Tamien	Planned		Caltrain VTA Light Rail: Blue Line
Morgan Hill	Morgan Hill	Planned		Caltrain
Gilroy	Gilroy	Planned		Caltrain
Pajaro	Pajaro/Watsonville	Planned		
Castroville	Castroville	Planned		
Salinas	Salinas	Planned		Amtrak: <i>Coast Starlight</i>

Governance

The *Capitol Corridor* is fully funded by the state through Caltrans Division of Rail and Mass Transportation (DRMT). Caltrans managed the line from its inception in 1991 to 1997, but in 1998 the administration of the route was transferred to Capitol Corridor Joint Powers Authority (CCJPA), formed by transit agencies of which the *Capitol Corridor* serves in order to have more local control, while still funded by Caltrans. CCJPA in turn contracted with BART for day-to-day management and staff support; also, CCJPA makes decisions on the service level of *Capitol Corridor*, capital improvements along the route, and passenger amenities aboard the trains.^[29]



A *Capitol Corridor* train with CCJPA-maintained California Cars and Amtrak-maintained P42 diesel locomotive passing through Alviso in 2016

The Capitol Corridor Joint Powers Authority is governed by a Board of Directors which consists of 16 representatives from its member agencies:

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

Equipment



A typical *Capitol Corridor* train with a Charger locomotive and California Cars and a Superliner car.

The *Capitol Corridor* and its administration agency, the CCJPA, are responsible for the maintenance of the Amtrak California's Northern California fleet, which is used by both the *Capitol Corridor* and the *San Joaquin* routes.

When the *Capitol Corridor* debuted in 1991, it used Amtrak F40PH locomotives and Amtrak Horizon Fleet cars. Dash 8 locomotives were also used as they were brand new at the time. This equipment was used until the mid-1990s when most of the current state-purchased equipment arrived.

The current Northern California fleet includes fifteen EMD F59PHI locomotives (numbered 2001 through 2015), eight Siemens Charger locomotives (numbered 2101 through 2108) and a large number of bi-level coaches and café cars which are known as "California Cars". All cars are named after mountains and rivers of California. There are two series of California Cars, the 8000 series and the newer 6000 series. Standard Amtrak equipment such as the GE P42DC, Amtrak's main locomotive, standard Amtrak Dash 8 locomotives, and Superliner cars can appear on *Capitol Corridor* trains as substitutes.

In rarer cases, F59PHIs from the Amtrak *Surfliner* and *Cascades* trains are used. Before 2012, Caltrain EMD F40PH and MPI MP36PH-3C locomotives have been used as substitutes engines, and entire Caltrain trainsets have also been seen during busy periods, such as the peak Thanksgiving holiday weekend.

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External links

- [Official website \(https://www.capitolcorridor.org/\)](https://www.capitolcorridor.org/) ↗
 - [Capitol Corridor – Amtrak \(https://www.amtrak.com/routes/capitol-corridor-train.html\)](https://www.amtrak.com/routes/capitol-corridor-train.html)
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Givens, Patrice

From: Jeff Carter <jcartrain@aol.com>
Sent: Monday, May 17, 2021 8:37 PM
To: cacsecretary [@caltrain.com]
Cc: JCARTRAIN@aol.com
Subject: Comments For 19-May- 2021 CAC Meeting-Fare Changes
Attachments: Caltrain PCJPB Citizens Advisory Committee Meeting, May 19, 2021 A.pdf; Caltrain Distance Based Fare Matrix May 2020 Rev May 2021 FARES.pdf; Caltrain Distance Based Fare Matrix May 2020 Rev May 2021.pdf

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

To Caltrain Peninsula Corridor Joint Powers Board Citizens Advisory Committee,
See attached comments regarding: Agenda Item 8: Caltrain Proposed Fare Changes.

My Best Regards,

Jeff Carter

Caltrain PCJPB Citizens Advisory Committee Meeting, May 19, 2021.

Comments on Agenda Item #8, Caltrain Proposed Fare Changes,

from Jeff Carter.

I am support of extending the 20% discount on the Monthly Pass fare product through June 30, 2023, and beyond.

While not the subject of the public hearing, I understand that staff plans to bring a comprehensive fare package in the near future as noted in the Executive Directors Report from the Minutes of March 4, 2021, PCJPB Board Meeting:

“Mr. Hartnett announced that Caltrain is temporarily reducing its monthly pass price by 20 percent; **staff will be bringing back a comprehensive fare package for the Board’s consideration in the Spring**, and there would be an adjusted schedule effective March 22.” Emphasis added.

Given the new normal, post pandemic travel and working patterns, Caltrain must consider new fare product options:

- 1) A 15-ride ticket at a reasonable discount. This will benefit regular but non-daily customers. The new normal may have people going into the office a few days per week, who may not need a full monthly pass.
- 2) A 7-day pass which would offer a discount similar to the monthly pass. This lower cost alternative would benefit lower income customers who can not afford the full monthly pass. It will also benefit customers who take vacations for part of the month. This pass would differ from the monthly in that it would be effective for 7 days after first activation.

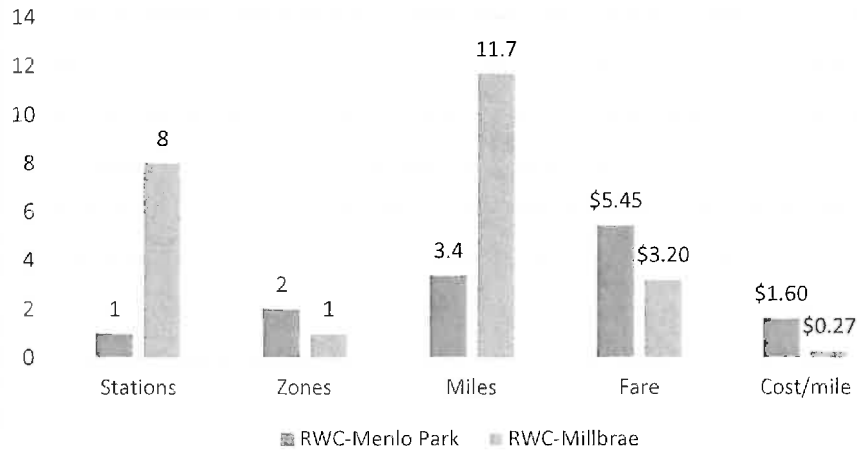
These two items would be consistent with the adopted Fare Policy which considers structuring fares to incentivize rider behavior in support of the agency’s policy goals.

Additionally, Caltrain must drop the unfair and inequitable zone system and introduce fair and equitable point-to-point fares. Having long, bulky 13-mile zones make the Clipper base fare (\$3.20) and per-zone fare (\$2.25) unreasonably high. If you have the misfortune of using a station at the zone boundary, you must pay significantly higher fare to travel one or two stations in one direction compared to travelling one or two stations in the opposite direction. As soon as you get on Caltrain you pay for 13 miles, if you happen cross a zone boundary by just one station you are forced to pay for 26 miles.

The following page is an example of the unfairness of the current zone system and an example of a fairer distance-based point-to-point fare system. Clipper fares represented here.

Station Pairs	Stations	Zones	Miles	Fare	Cost/mile
RWC-Menlo Park	1	2	3.4	\$5.45	\$1.60
RWC-Millbrae	8	1	11.7	\$3.20	\$0.27

ZONE SYSTEM INEQUITIES

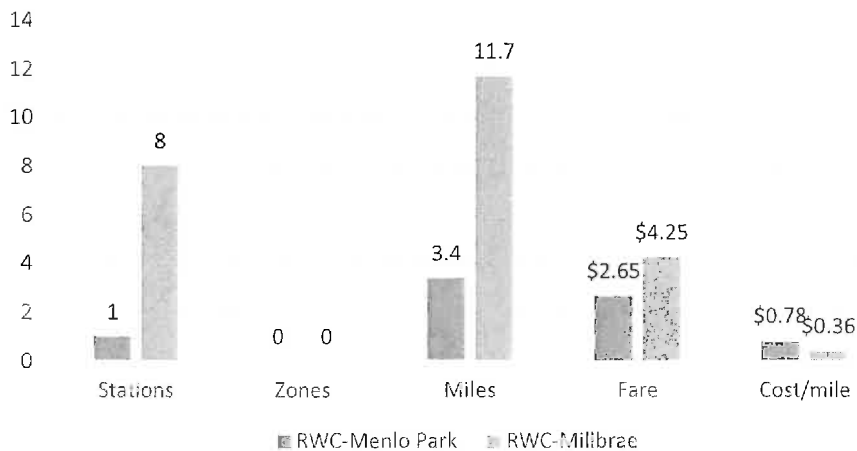


We must ask ourselves, is it fair to pay \$5.45 for 1 station or 3.4 miles while it costs \$3.20 for 8 stations or 11.7 miles? So, one measly station (RWC – Menlo Park) costs the same as it does to go 13 stations or 25.3 miles if you are travelling from Redwood City to 4th & King.

Here is an example of a more fair and equitable point-to-point fare system where base fare is \$2.00 and cost per mile is \$0.19. We can see that this is much fairer than the current zone system.

Station Pairs	Stations	Zones	Miles	Fare	Cost/mile
RWC-Menlo Park	1	N/A	3.4	\$2.65	\$0.78
RWC-Millbrae	8	N/A	11.7	\$4.25	\$0.36

POINT-TO-POINT EQUITY



I have developed a distance-based fare matrix some years ago, which shows station-to-station fares along with monthly, 15-ride, and 7-day fare products, which I have included in this correspondence.

A point-to-point fare system would also be consistent with the Fare Policy which considers structuring fares to incentivize rider behavior in support of the agency's policy goals. A lower base (and per station) fare would incentivize more people to try Caltrain for short trips, it would make Caltrain more affordable for lower income customers, this is a no-brainer.

The zones are left over from a bygone era, pre-proof-of-payment (POP), where traditional "commuter rail" service operated with conductors selling /checking tickets throughout the entire run. Now with TVM-based POP, zones are superfluous.

Attached are PDF files showing an example of station-to-station, distance-based fares and inter-station mileage matrix.

Note that I originally prepared this a few years ago and revised in May 2020 and thus included Atherton Station. This May 2021 revision shows Atherton in a white font and includes a 15-ride ticket instead of an 8-ride ticket. Multipliers have been revised to reflect the current (temporary) 20% discount on the monthly pass. Unfortunately, I did not have time to round off the fares for the 15-ride ticket and the 7-day pass.

Lets make Caltrain fares fair and equitable and affordable for low income customers and to encourage increased ridership and revenue.

Thanks again for your time and consideration, I look forward to discussion with CAC and staff on revamping the fare system.

Jeff Carter

Caltrain Distance Based Fare Matrix May 2020 Rev May 2021 SINGLE TRIP ROUNDED

MI	0.2	0	1.6	5.06	9.1	11	13.56	15.13	16.23	17.6	18.93	20.14	21.83	23.09	25.3	27.7	28.74	30	31.63	33.99	35.97	38.62	40.62	44.3	45.59	46.85	48.56	52.4	55.7	67.5	71.2	77.46		
Station	San Francisco	San Francisco	22nd Street	Bayshore	So. San Francisco	San Bruno	Millbrae	Burlingame	Broadway	San Mateo	Hayward Park	Hillsdale	Belmont	San Carlos	Redwood City	Menlo Park	Palo Alto	California Ave	San Antonio	Mt. View	Sunnyvale	Lawrence	Santa Clara	College Park	San Jose (Calill)	Tamien	Capitol	Blossom Hill	Morgan Hill	San Martin	Gilroy			
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77.46																																		

Prepared by Jeff Carter, May 2020 Revised May 2021

BASE: \$2.00
PER MILE \$ 0.19

Caltrain Distance Based Fare Matrix May 2020 Rev May 2021 MONTHLY PASS ROUNDED

MI	0	1.6	5.06	9.1	11	13.56	15.13	16.23	17.6	18.93	20.14	21.83	23.08	25.3	27.7	28.74	30	31.63	33.89	35.97	38.62	40.62	44.3	45.59	46.85	48.56	52.4	55.7	67.5	71.2	77.46			
Station	San Francisco	San Francisco	Bayshore	So. San Francisco	San Bruno	Millbrae	Broadway	Burlingame	San Mateo	Hayward Park	Hillsdale	Belmont	San Carlos	Redwood City	Menlo Park	Palo Alto	California Ave	San Antonio	Mt. View	Sunnyvale	Lawrence	Santa Clara	College Park	San Jose (Calli)	Tamien	Capitol	Blossom Hill	Morgan Hill	San Martin	Gilroy				
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77.46																																		

Prepared by Jeff Carter, May 2020 Revised May 2021

Caltrain Distance Based Fare Matrix May 2020 Rev May 2021 7-DAY PASS

MI	0	1.6	5.08	9.1	11	13.56	15.13	16.23	17.6	18.93	20.14	21.83	23.06	25.3	27.7	28.74	30	31.63	33.99	35.97	38.52	40.62	44.3	45.59	46.85	52.4	55.7	67.5	71.2	77.46					
Station	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco	San Francisco					
0.00	X																																		
1.60	\$14.95	X																																	
5.06	\$19.18	\$17.23	X																																
9.10	\$24.38	\$22.10	\$17.68	X																															
11.00	\$28.90	\$27.63	\$20.48	\$16.28	X																														
13.56	\$36.40	\$34.45	\$29.58	\$25.35	\$20.48	\$16.28	X																												
15.13	\$39.98	\$35.75	\$31.53	\$26.65	\$21.13	\$19.58	\$14.63	X																											
16.23	\$41.60	\$39.65	\$35.43	\$30.23	\$27.95	\$24.70	\$22.75	\$21.45	\$19.83	\$18.20	\$15.58	\$14.63	X																						
17.60	\$44.20	\$42.25	\$38.03	\$33.15	\$30.55	\$27.63	\$25.68	\$24.05	\$22.43	\$20.80	\$19.50	\$17.23	\$15.60	X																					
18.93	\$48.43	\$46.48	\$42.25	\$37.38	\$34.78	\$31.95	\$29.90	\$28.60	\$26.65	\$25.03	\$23.73	\$21.45	\$19.93	\$17.23	X																				
20.14	\$50.05	\$48.10	\$43.88	\$38.98	\$36.40	\$33.15	\$31.53	\$29.58	\$28.28	\$26.65	\$25.03	\$23.08	\$21.45	\$18.85	\$14.63	X																			
21.83	\$52.00	\$50.05	\$45.83	\$40.95	\$38.35	\$35.43	\$33.48	\$32.18	\$30.23	\$28.60	\$27.30	\$25.03	\$23.40	\$20.80	\$16.58	\$14.95	X																		
23.06	\$54.93	\$52.98	\$48.75	\$43.88	\$41.28	\$38.35	\$36.40	\$34.78	\$33.15	\$31.53	\$30.23	\$27.95	\$26.33	\$23.73	\$19.50	\$17.88	\$15.93	X																	
25.30	\$57.93	\$55.98	\$51.03	\$46.15	\$43.88	\$40.63	\$38.68	\$37.38	\$35.75	\$34.13	\$32.50	\$30.80	\$29.18	\$26.58	\$22.35	\$20.73	\$18.85	\$16.25	X																
27.74	\$63.05	\$61.10	\$56.88	\$52.00	\$49.73	\$46.48	\$44.53	\$43.23	\$41.28	\$39.65	\$38.35	\$36.65	\$34.78	\$31.95	\$27.63	\$26.00	\$24.05	\$21.13	\$18.85	\$15.80	X														
30.00	\$67.60	\$65.65	\$61.43	\$56.55	\$54.28	\$51.03	\$49.08	\$47.78	\$45.83	\$44.20	\$42.90	\$40.63	\$39.33	\$36.40	\$32.18	\$30.55	\$28.60	\$26.65	\$23.40	\$20.15	\$17.55	X													
31.63	\$70.85	\$68.90	\$64.68	\$59.80	\$57.20	\$54.28	\$52.33	\$50.70	\$49.08	\$47.45	\$45.83	\$44.20	\$42.50	\$40.95	\$38.03	\$36.40	\$34.78	\$33.15	\$31.53	\$29.90	\$28.28	\$26.65	\$25.03	\$23.40	\$21.45	\$18.85	\$16.58	\$14.95	X						
33.99	\$73.13	\$70.85	\$66.63	\$61.75	\$59.48	\$56.23	\$54.28	\$52.68	\$51.35	\$49.73	\$48.10	\$46.48	\$44.85	\$43.23	\$41.60	\$39.98	\$38.35	\$36.73	\$35.10	\$33.48	\$31.85	\$30.23	\$28.60	\$27.30	\$25.68	\$24.05	\$22.43	\$20.80	\$19.18	X					
35.97	\$77.68	\$75.73	\$71.50	\$66.63	\$64.33	\$61.03	\$59.10	\$57.53	\$55.90	\$54.28	\$52.68	\$51.03	\$49.40	\$47.78	\$46.15	\$44.53	\$42.90	\$41.28	\$39.65	\$38.03	\$36.40	\$34.78	\$33.15	\$31.53	\$30.23	\$28.60	\$27.30	\$25.68	\$24.05	\$22.43	\$20.80	\$19.18	X		
40.62	\$81.90	\$79.95	\$75.70	\$70.85	\$68.55	\$65.25	\$63.30	\$61.75	\$60.10	\$58.45	\$56.80	\$55.15	\$53.50	\$51.85	\$50.20	\$48.55	\$46.90	\$45.25	\$43.60	\$41.95	\$40.30	\$38.65	\$37.00	\$35.35	\$33.70	\$32.05	\$30.40	\$28.75	\$27.10	\$25.45	\$23.80	\$22.15	X		
45.59	\$86.20	\$84.25	\$79.95	\$75.70	\$73.45	\$70.15	\$68.20	\$66.55	\$64.90	\$63.25	\$61.60	\$60.00	\$58.35	\$56.70	\$55.05	\$53.40	\$51.75	\$50.10	\$48.45	\$46.80	\$45.15	\$43.50	\$41.85	\$40.20	\$38.55	\$36.90	\$35.25	\$33.60	\$31.95	\$30.30	\$28.65	\$27.00	\$25.35	X	
48.56	\$90.20	\$88.25	\$83.95	\$79.70	\$77.45	\$74.15	\$72.20	\$70.55	\$68.90	\$67.25	\$65.60	\$63.95	\$62.30	\$60.65	\$59.00	\$57.35	\$55.70	\$54.05	\$52.40	\$50.75	\$49.10	\$47.45	\$45.80	\$44.15	\$42.50	\$40.85	\$39.20	\$37.55	\$35.90	\$34.25	\$32.60	\$30.95	\$29.30	X	
52.40	\$94.50	\$92.55	\$88.25	\$84.00	\$81.75	\$78.45	\$76.50	\$74.85	\$73.20	\$71.55	\$69.90	\$68.25	\$66.60	\$64.95	\$63.30	\$61.65	\$60.00	\$58.35	\$56.70	\$55.05	\$53.40	\$51.75	\$50.10	\$48.45	\$46.80	\$45.15	\$43.50	\$41.85	\$40.20	\$38.55	\$36.90	\$35.25	\$33.60	X	
55.70	\$98.80	\$96.85	\$92.55	\$88.30	\$86.05	\$82.75	\$80.80	\$79.15	\$77.50	\$75.85	\$74.20	\$72.55	\$70.90	\$69.25	\$67.60	\$65.95	\$64.30	\$62.65	\$61.00	\$59.35	\$57.70	\$56.05	\$54.40	\$52.75	\$51.10	\$49.45	\$47.80	\$46.15	\$44.50	\$42.85	\$41.20	\$39.55	\$37.90	X	
67.50	\$101.08	\$99.10	\$94.80	\$90.55	\$88.30	\$85.00	\$83.05	\$81.40	\$79.75	\$78.10	\$76.45	\$74.80	\$73.15	\$71.50	\$69.85	\$68.20	\$66.55	\$64.90	\$63.25	\$61.60	\$60.00	\$58.35	\$56.70	\$55.05	\$53.40	\$51.75	\$50.10	\$48.45	\$46.80	\$45.15	\$43.50	\$41.85	\$40.20	\$38.55	X
71.20	\$106.35	\$104.35	\$100.05	\$95.80	\$93.55	\$90.25	\$88.30	\$86.65	\$85.00	\$83.35	\$81.70	\$80.05	\$78.40	\$76.75	\$75.10	\$73.45	\$71.80	\$70.15	\$68.50	\$66.85	\$65.20	\$63.55	\$61.90	\$60.25	\$58.60	\$56.95	\$55.30	\$53.65	\$52.00	\$50.35	\$48.70	\$47.05	\$45.40	\$43.75	X
77.46	\$108.35	\$106.35	\$102.05	\$97.80	\$95.55	\$92.25	\$90.30	\$88.65	\$87.00	\$85.35	\$83.70	\$82.05	\$80.40	\$78.75	\$77.10	\$75.45	\$73.80	\$72.15	\$70.50	\$68.85	\$67.20	\$65.55	\$63.90	\$62.25	\$60.60	\$58.95	\$57.30	\$55.65	\$54.00	\$52.35	\$50.70	\$49.05	\$47.40	\$45.75	X

Prepared by Jeff Carter, May 2020 Revised May 2021

7-DAY
MULTIPLIER 6.5

Caltrain Distance Based Fare Matrix May 2020 Rev May 2021 15-RIDE

MI	0	1.6	5.05	9.1	11	13.56	15.13	16.23	17.6	18.93	20.14	21.83	23.09	25.3	27.7	28.74	30	31.63	33.99	35.97	38.62	40.62	44.3	45.59	46.85	48.56	52.4	55.7	67.5	71.2	77.46				
Station	San Francisco	San Francisco	Bayshore	So. San Francisco	San Bruno	Millbrae	Broadway	Burlingame	San Mateo	Hayward Park	Hillsdale	Belmont	San Carlos	Redwood City	Menlo Park	Palo Alto	California Ave	San Antonio	Mt. View	Sunnyvale	Lawrence	Santa Clara	College Park	San Jose (Cahill)	Tamien	Capitol	Blossom Hill	Morgan Hill	San Martin	Gilroy					
0.00																																			
1.60	\$25.88	X																																	
5.05	\$33.19	\$29.81	X																																
9.10	\$42.19	\$38.25	\$30.94	X																															
11.00	\$48.13	\$42.75	\$35.44	\$25.44	X																														
13.56	\$51.75	\$47.81	\$40.50	\$32.05	\$28.13	X																													
15.13	\$54.56	\$51.19	\$43.88	\$35.44	\$31.50	\$25.88	X																												
16.23	\$57.38	\$54.00	\$46.13	\$37.69	\$33.75	\$28.13	\$24.75	X																											
17.60	\$60.19	\$56.81	\$49.50	\$40.50	\$36.56	\$30.94	\$27.56	\$25.31	X																										
18.93	\$63.00	\$59.63	\$52.31	\$43.31	\$39.38	\$33.75	\$30.38	\$28.13	\$25.31	X																									
20.14	\$65.81	\$61.88	\$54.56	\$46.13	\$42.19	\$36.56	\$33.19	\$30.94	\$28.13	\$25.31	X																								
21.83	\$69.19	\$65.81	\$58.50	\$49.50	\$45.56	\$39.94	\$36.56	\$34.31	\$31.50	\$28.69	\$25.88	X																							
23.09	\$72.00	\$68.63	\$61.31	\$52.31	\$48.38	\$42.75	\$39.38	\$37.13	\$34.31	\$31.50	\$28.69	\$25.31	X																						
25.30	\$76.50	\$73.13	\$65.81	\$57.38	\$52.88	\$47.81	\$44.44	\$41.63	\$38.81	\$36.00	\$33.75	\$29.81	\$27.00	X																					
28.74	\$83.81	\$80.44	\$73.13	\$64.69	\$60.19	\$55.13	\$51.75	\$49.50	\$46.13	\$43.31	\$41.06	\$37.13	\$34.31	\$32.63	X																				
30.00	\$86.63	\$83.25	\$75.94	\$66.94	\$63.00	\$57.38	\$54.56	\$51.75	\$48.94	\$46.13	\$43.31	\$39.94	\$37.13	\$32.63	\$25.31	X																			
31.63	\$90.00	\$86.63	\$79.31	\$70.88	\$66.36	\$61.31	\$57.94	\$55.69	\$52.31	\$49.50	\$47.25	\$43.31	\$40.50	\$36.00	\$28.69	\$25.88	X																		
33.99	\$95.06	\$91.69	\$84.38	\$75.94	\$71.44	\$66.36	\$63.00	\$60.19	\$57.38	\$54.56	\$52.31	\$48.38	\$45.56	\$41.06	\$33.75	\$30.94	\$27.56	X																	
35.97	\$98.56	\$95.19	\$88.31	\$79.88	\$75.94	\$70.31	\$66.94	\$64.69	\$61.88	\$59.06	\$56.25	\$52.88	\$50.06	\$45.56	\$37.69	\$35.44	\$31.50	\$27.00	X																
38.62	\$105.19	\$101.81	\$94.50	\$85.30	\$81.56	\$75.94	\$72.56	\$70.31	\$67.50	\$64.69	\$61.88	\$58.50	\$55.69	\$51.19	\$43.88	\$41.63	\$37.69	\$32.63	\$28.13	X															
40.62	\$109.13	\$105.75	\$98.44	\$90.00	\$86.06	\$80.44	\$77.06	\$74.81	\$71.44	\$68.63	\$65.38	\$62.44	\$60.19	\$55.13	\$47.81	\$45.00	\$41.63	\$36.56	\$32.63	\$27.00	X														
44.30	\$117.00	\$113.53	\$106.31	\$97.88	\$93.94	\$88.31	\$84.94	\$82.69	\$79.31	\$76.50	\$74.25	\$70.31	\$68.06	\$63.00	\$55.69	\$52.88	\$48.94	\$44.44	\$40.50	\$34.88	\$30.38	X													
46.59	\$118.91	\$116.44	\$109.13	\$100.69	\$96.19	\$91.13	\$87.75	\$85.50	\$82.13	\$79.31	\$77.06	\$73.13	\$70.88	\$65.81	\$58.50	\$55.69	\$52.31	\$47.25	\$43.31	\$37.13	\$33.19	\$29.31	X												
48.56	\$122.63	\$119.25	\$111.94	\$102.94	\$98.00	\$93.94	\$90.56	\$87.75	\$84.94	\$82.13	\$79.31	\$75.94	\$73.13	\$68.06	\$61.31	\$58.50	\$55.13	\$50.06	\$45.56	\$39.94	\$36.00	\$32.13	\$28.31	X											
52.40	\$126.56	\$122.63	\$115.31	\$105.88	\$102.94	\$97.31	\$93.94	\$91.69	\$88.88	\$86.06	\$83.25	\$79.88	\$77.06	\$72.00	\$64.69	\$62.44	\$58.50	\$53.44	\$49.50	\$43.88	\$39.94	\$36.00	\$32.13	\$28.31	X										
55.70	\$134.44	\$131.06	\$123.75	\$113.81	\$110.81	\$105.75	\$102.38	\$99.56	\$96.75	\$93.94	\$91.69	\$87.75	\$84.94	\$80.44	\$73.13	\$70.31	\$66.94	\$61.88	\$57.38	\$51.75	\$47.81	\$43.88	\$39.94	\$36.00	\$32.13	\$28.31	X								
57.50	\$141.75	\$138.38	\$130.50	\$122.05	\$118.13	\$112.50	\$108.13	\$104.88	\$101.25	\$98.44	\$95.06	\$92.25	\$87.75	\$82.69	\$75.94	\$73.13	\$69.94	\$64.69	\$59.06	\$53.44	\$47.81	\$43.88	\$39.94	\$36.00	\$32.13	\$28.31	\$24.81	X							
67.50	\$165.60	\$163.13	\$155.81	\$147.38	\$143.44	\$137.81	\$133.44	\$129.38	\$125.56	\$122.75	\$120.38	\$117.56	\$112.50	\$106.88	\$102.94	\$98.00	\$93.94	\$89.00	\$84.38	\$79.88	\$75.94	\$72.00	\$68.06	\$64.13	\$60.19	\$56.25	\$52.31	\$48.38	\$44.44	X					
71.20	\$174.94	\$171.00	\$163.69	\$155.25	\$151.31	\$145.69	\$142.31	\$140.06	\$137.25	\$134.44	\$131.63	\$128.25	\$125.44	\$120.38	\$116.44	\$113.06	\$109.69	\$106.31	\$102.94	\$99.56	\$96.19	\$92.25	\$88.31	\$84.38	\$80.44	\$76.50	\$72.56	\$68.63	\$64.69	\$60.75	\$56.81	\$52.88	\$48.94	\$45.00	
77.46	\$187.68	\$184.50	\$177.19	\$168.75	\$164.81	\$159.19	\$155.81	\$153.56	\$150.19	\$147.38	\$144.19	\$141.19	\$138.94	\$133.88	\$129.81	\$125.75	\$122.56	\$119.38	\$115.53	\$111.38	\$107.25	\$103.13	\$99.00	\$94.88	\$90.75	\$86.63	\$82.50	\$78.38	\$74.25	\$70.13	\$66.00	\$61.88	\$57.75	\$53.63	\$49.50

Prepared by Jeff Carter, May 2020 Revised May 2021

Caltrain Distance Based Fare Matrix May 2020 Rev May 2021 INTERSTATION MILES

MI	0	1.6	5.06	9.1	11	13.56	15.13	16.23	17.9	18.93	20.14	21.83	23.06	25.3	27.7	28.74	30	31.63	33.99	35.97	38.62	40.62	44.3	45.59	46.85	48.56	52.4	55.7	67.5	71.2	77.46					
Station	San Francisco	San Francisco	Bayshore	So. San Francisco	San Bruno	Millbrae	Broadway	Burlingame	San Mateo	Hayward Park	Hilledale	Belmont	San Carlos	Redwood City	Menlo Park	Palo Alto	California Ave	San Antonio	Mt. View	Sunnyvale	Lawrence	Santa Clara	College Park	San Jose (Cahill)	Tamien	Capitol	Blossom Hill	Morgan Hill	San Martin	Gilroy						
0.00	San Francisco	0.0																																		
1.60	2nd Street	1.6	0.0																																	
5.06	Bayshore	5.1	3.5	0.0																																
9.10	So. San Francisco	9.1	7.5	4.0	0.0																															
11.00	San Bruno	11.0	9.4	5.9	1.9	0.0																														
13.56	Millbrae	13.6	12.0	8.5	4.5	2.6	0.0																													
15.13	Broadway	15.1	13.5	10.1	6.0	4.1	1.6	0.0																												
16.23	Burlingame	16.2	14.6	11.2	7.1	5.2	2.7	1.1	0.0																											
17.90	San Mateo	17.9	16.0	12.5	8.5	6.6	4.0	2.5	1.4	0.0																										
18.93	Hayward Park	18.9	17.3	13.9	9.8	7.9	5.4	3.8	2.7	1.3	0.0																									
20.14	Hilledale	20.1	18.5	15.1	11.0	9.1	6.6	5.0	3.9	2.5	1.2	0.0																								
21.83	Belmont	21.8	20.2	16.8	12.7	10.8	8.3	6.7	5.6	4.2	2.9	1.7	0.0																							
23.09	San Carlos	23.1	21.5	18.0	14.0	12.1	9.5	8.0	6.9	5.5	4.2	3.0	1.3	0.0																						
25.30	Redwood City	25.3	23.7	20.2	16.2	14.3	11.7	10.2	9.1	7.7	6.4	5.2	3.5	2.2	0.0																					
28.74	Menlo Park	28.7	27.1	23.7	19.6	17.7	15.2	13.6	12.5	11.1	9.8	8.6	6.9	5.7	3.4	0.0																				
30.00	Palo Alto	30.0	28.4	24.9	20.9	19.0	16.4	14.9	13.8	12.4	11.1	9.9	8.2	6.9	4.7	1.3	0.0																			
31.63	California Ave	31.6	30.0	26.6	22.5	20.5	18.1	16.5	15.4	14.0	12.7	11.5	9.8	8.5	6.3	2.9	1.6	0.0																		
33.99	San Antonio	34.0	32.4	28.9	24.9	23.0	20.4	18.9	17.8	16.4	15.1	13.9	12.2	10.9	8.7	5.3	4.0	2.4	0.0																	
35.97	Mt. View	36.0	34.4	30.9	26.9	25.0	22.4	20.8	19.7	18.4	17.0	15.8	14.1	12.9	10.7	7.2	6.0	4.3	2.0	0.0																
38.62	Sunnyvale	38.6	37.0	33.6	29.5	27.6	25.1	23.5	22.4	21.0	19.7	18.5	16.8	15.5	13.3	9.9	8.6	7.0	4.6	2.7	0.0															
40.62	Lawrence	40.6	39.0	35.6	31.5	29.6	27.1	25.5	24.4	23.0	21.7	20.5	18.8	17.5	15.3	11.9	10.6	9.0	6.6	4.7	2.0	0.0														
44.30	Santa Clara	44.3	42.7	39.2	35.2	33.3	30.7	29.2	28.1	26.7	25.4	24.2	22.5	21.2	19.0	15.6	14.3	12.7	10.3	8.3	5.7	3.7	0.0													
45.59	College Park	45.6	44.0	40.5	36.5	34.6	32.0	30.5	29.4	28.0	26.7	25.5	23.8	22.5	20.3	16.9	15.6	14.0	11.6	9.6	7.0	5.0	1.3	0.0												
46.85	San Jose (Cahill)	46.9	45.3	41.8	37.8	35.9	33.3	31.7	30.6	29.3	27.9	26.7	25.0	23.8	21.6	18.1	16.9	15.2	12.9	10.9	8.2	6.2	2.6	1.3	0.0											
48.56	Tamien	48.6	47.0	43.5	39.5	37.6	35.0	33.4	32.3	31.0	29.6	28.4	26.7	25.5	23.3	19.8	18.6	16.9	14.6	12.6	9.9	7.9	4.3	3.0	1.7	0.0										
52.40	Capitol	52.4	50.8	47.3	43.3	41.4	38.8	37.3	36.2	34.8	33.5	32.3	30.6	29.3	27.1	23.7	22.4	20.8	18.4	16.4	13.8	11.8	8.1	6.8	5.6	3.8	0.0									
55.70	Blossom Hill	55.7	54.1	50.6	46.6	44.7	42.1	40.6	39.5	38.1	36.8	35.6	33.9	32.6	30.4	27.0	25.7	24.1	21.7	19.7	17.1	15.1	11.4	10.1	8.9	7.1	3.3	0.0								
67.50	Morgan Hill	67.5	65.9	62.4	58.4	56.5	53.9	52.4	51.3	49.9	48.6	47.4	45.7	44.4	42.2	38.8	37.5	35.9	33.5	31.5	28.9	26.9	23.2	21.9	20.7	18.9	15.1	11.8	0.0							
71.20	San Martin	71.2	69.6	66.1	62.1	60.2	57.6	56.1	55.0	53.6	52.3	51.1	49.4	48.1	45.9	42.5	41.2	39.6	37.2	35.2	32.6	30.6	26.9	25.6	24.4	22.6	18.8	15.5	3.7	0.0						
77.46	Gilroy	77.5	75.9	72.4	68.4	66.5	63.9	62.3	61.2	59.9	58.5	57.3	55.6	54.4	52.2	48.7	47.5	45.8	43.5	41.5	38.8	36.8	33.2	31.9	30.6	28.9	25.1	21.9	10.0	6.3	0.0					

Prepared by Jeff Carter, May 2020 Revised May 2021