

PENINSULA CORRIDOR JOINT POWERS BOARD



**TITLE VI
COMPLIANCE PROGRAM**

OCTOBER 2013

**PENINSULA CORRIDOR JOINT POWERS BOARD
1250 San Carlos Avenue
San Carlos, CA 94070-1306
650.508.6200**

**PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
TITLE VI COMPLIANCE PROGRAM**

PREPARED FOR:
FEDERAL TRANSIT ADMINISTRATION
REGION IX

PREPARED BY:
JPB

OCTOBER 2013

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M. TITLE VI EQUITY ANALYSES

EXECUTIVE SUMMARY

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. JPB, which operates Caltrain's fixed-rail service in San Francisco County, San Mateo County, and Santa Clara County, has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin. JPB must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally JPB performs a self-assessment every three years or when it undertakes a significant service change or any fare change.

In the past three years, JPB has conducted two equity analyses: for a Proposed Fare Change to be effective FY 2012 and for another Proposed Fare Change to be effective FY 2013.

JPB Proposed Fare Change FY 2012

This assessment covered the Caltrain Proposed Fare Increase, developed in response to the Fiscal Year (FY) 2012 budgetary shortfall, which was to be implemented in July 2011 (FY 2012). JPB staff extensively reviewed various budget reduction proposals with the goal in mind to maximize revenue, achieve the best net cost savings, and minimize the impact on passengers. Based on the analysis, which included the Title VI process and review of all received public comments, JPB staff recommended increasing fares by \$0.25 on the base, which would result in an anticipated net budget deficit reduction of \$2 million. The report provided a summary of the fare change proposal and the analysis process and results. Public comments were influential in the removal of service changes from final consideration or adoption.

JPB staff analyzed available information from ridership surveys to determine whether minority and/or low-income riders are more likely to use the payment type or media that are subject to the potential fare changes and whether minority and/or low-income riders would experience a disparate impact.

Based on a quality of service analysis using 2010 Census and 2005-2009 American Community Survey data, staff found *no disparate impacts on minority riders* with the implementation of the proposed fare change.

However, the October 2010 Caltrain Onboard Survey found that in general, lower income riders rode shorter distances and purchased day-of tickets more than pre-paid tickets. Based on Caltrain's zonal fare structure, this difference *could result in a disproportionate burden on low-income riders*.

The Caltrain zonal fare structure provides for two fare increase options: a) increase on the base, which increases fares per zone by the same dollar amount; and b) increase on the zone where the increase is compounded the more zones traveled. Caltrain historically has been alternating between base and zone fare increases in order to minimize the effect on all riders. The last fare increase, implemented January 1, 2011, was a zone fare increase, with a base fare increase last implemented August 31, 2009. In addition, Caltrain historically has increased fares in \$0.25 increments for simplicity for Caltrain riders purchasing tickets.

The Caltrain zonal fare structure was developed to accommodate Caltrain's open system (i.e. no fare gates at stations). However, the introduction of the Clipper Card, an electronic fare payment system, provided for an opportunity to reanalyze Caltrain's fare system. JPB would later reassess its fare structure taking into account Caltrain minority and low-income rider trip patterns and ticket type usage in the analysis and development of new options.

JPB Proposed Fare Change FY 2013

This assessment covered Caltrain's fare change proposal in the implementation and continued refinement of the smartcard based regional fare system called Clipper (previously TransLink). The main goals of most of the proposed changes were to increase Clipper market penetration and make it more user friendly. Based on analysis of the changes, including the Title VI analysis process and review of all received public comments, JPB staff recommended increasing paper ticket fares by \$0.25 on the base, decreasing the discount offered with 8-ride tickets to 7.5 percent, increasing the cost of a GO Pass by \$10 to \$165 and adopting an increase in fares by \$0.25 on the zone for paper tickets, if Clipper use did not sufficiently expand in one year. The proposal also included decreasing the validity period on 8-ride tickets to 30 days, lengthening the sales period for monthly passes to last until the 15th of each month (rather than the 9th) and setting the minimum level of GO Pass participation at \$13,750 per calendar year for each employer. The majority of Caltrain riders would not see any increase in their fare, as the cost of monthly passes and one-way trips paid with e-cash on Clipper cards would remain the same. The following report provides a summary of the fare change proposal and the analysis process and results.

JPB staff analyzed available information from ridership surveys to determine whether minority and/or low-income riders were more likely to use the payment types or media that were subject to the potential fare changes and whether minority and/or low-income riders would experience a disparate impact.

Based on a quality of service analysis using 2010 Census and 2005-2009 American Community Survey data, staff found *no disparate impacts on minority riders* with the implementation of the proposed fare change.

However, the October 2010 Caltrain Onboard Survey found that in general, low income riders rode shorter distances and purchased day-of tickets at a much higher rate than non-low income riders. Proposals to increase paper One-way and Day Pass fares *could result in a disproportionate burden* on low-income riders.

A base increase was being sought because it is the lower increase of base versus zone increases. If the lower price increase to the base was not incentive enough to increase Clipper use, then the larger zone increase would take place in one year. In any case, the price increase to One-way tickets could be avoided by passengers completely through use of Clipper.

Caltrain staff engaged in an outreach program to low-income passengers, populations and communities. The goal of the outreach was to increase Clipper usage by low-income passengers so they could avoid the price increase to One-way fares.

Each PCJPB Title VI Equity Analysis conducted since the last submission of the 2010 PCJPB Title VI Compliance Report follows.



BOARD OF DIRECTORS 2011

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EXECUTIVE DIRECTOR

June 9, 2011

Mr. Derrin J. Jourdan
Federal Transit Administration
Office of Civil Rights
201 Mission Street
Suite 2210
San Francisco, CA 94105-1839

**RE: CALTRAIN TITLE VI EQUITY EVALUATION – PROPOSED FARE
CHANGE FY2012**

Dear Mr. Jourdan:

On behalf of the Peninsula Corridor Joint Powers Board (JPB), I am happy to transmit a copy of Caltrain's Title VI Equity Evaluation for a proposed fiscal year 2012 fare change, as required by FTA's Title VI Circular 4702.1A.

If you have any questions, please feel free to call Iris Yuan at (650) 508-7913.

Regards,

A handwritten signature in black ink, appearing to read "Chuck", written over a circular scribble.

C.H. (Chuck) Harvey
Deputy CEO

enc.

cc: Mike Scanlon
Martha Martinez
Gigi Harrington
Michelle Bouchard
Iris Yuan
Ted Yurek
David Miller, Hanson Bridgett
Shayna Van Hoften, Hanson Bridgett

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PENINSULA CORRIDOR JOINT POWERS BOARD



Title VI

Equity Evaluation

Proposed Fare Change – FY 2012

May 2011

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Caltrain

Title VI Equity Evaluation

Proposed Fare Change – FY 2012

As a federal grant recipient, the Peninsula Corridor Joint Powers Board (JPB), which operates Caltrain, is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI regulations. At a minimum, it must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally the JPB performs a self-assessment every three years, or when it undertakes a change in its fares or a significant change in service. This assessment covers the Caltrain Proposed Fare Increase, developed in response to the Fiscal Year (FY) 2012 budgetary shortfall, which will be implemented in July 2011 (FY 2012).

JPB staff extensively reviewed various budget reduction proposals with the goal in mind to maximize revenue, achieve the best net cost savings, and minimize the impact on passengers. Based on the analysis, which included the Title VI process and review of all received public comments, JPB staff recommended increasing fares by \$0.25 on the base, which would result in an anticipated net budget deficit reduction of \$2 million.

The following report provides a summary of the fare change proposal and the analysis process and results. A map of the Caltrain system can be found in Attachment 1.

1.0 PROPOSAL

The final fare increase proposal was designed to assist Caltrain in addressing a projected budget shortfall through an increase in revenue.

JPB Staff had initially considered three service reduction options as well. These service options were:

- Changes to weekday service including reduction in the number of peak period trains and full or partial suspension of service at multiple stations.
- Full suspension of weekend service at eleven stations and full suspension of the weekend Tamien shuttle.
- Removal of off-peak and midday weekday service (48-train schedule).

The first two service change options listed above were subject to Title VI equity studies by staff and all three were discussed at Public Meetings or at the Public Hearing. The third option was not subject to a Title VI equity study because it was withdrawn from serious consideration earlier in the planning process.

Later in the planning process, due to a) a tentative financial agreement by Caltrain's three member agencies and the Metropolitan Transportation Commission (MTC) to lessen the need for service reduction; and b) public comments showing notable opposition, all service change proposals were removed from consideration and the operating hours, total number of trains per day, and stations served remain unchanged. As a result, the details and anticipated impacts of the service change proposals are not included in this Title VI Equity Evaluation report.

1.1 FARE CHANGE

The fare increase proposed for adoption by the JPB Board consisted of a 25-cent increase in base fares.

This fare change affects all fare types for Caltrain commuter rail service serving all JPB system stations. The resulting increase in One-way adult fares, depending on zones traveled, varies between 2.0% and 10.0%. Other fare categories would increase by corresponding percentages.

The fare proposal for all fare types is provided in Attachment 2-Fare Proposal.

2.0 EQUITY EVALUATION OF PROPOSED CHANGES

In order to comply with 49 CFR Part 21, grantees shall evaluate significant system-wide fare and service changes to determine whether those changes have a discriminatory impact. Agencies shall evaluate the impacts of fare and service changes using recommended equity evaluation procedures defined in circular FTA C 4702.1A, Chapter V, Section 4. A Title VI equity evaluation of the JPB's proposed change follows.

2.1 SERVICE AREA MINORITY AND LOW-INCOME POPULATIONS

Using 2010 Census data, the minority population in all three counties in the JPB service area is 2,037,359 people, or 61.6% of the total service area population. For the JPB equity evaluation procedure, the three-county average is used as the threshold in classifying stations as minority stations; any station located in an area with a minority population above the system-wide average is considered a "minority station." A station-by-station analysis reveals that 11 out of 31 stations in the service area are minority stations.

Note that the previous JPB procedure used the UMTA Circular 4702.1 definition of a minority transit route to define the minority status of Caltrain stations. The UMTA Circular 4702.1 defined a transit route as a minority transit route when 1/3 of the minority population along a transit route exceeded the total minority population in a service area. JPB applied this to its rail corridor by defining a station as a minority station when the population in a station area exceeded 1/3 of the total population in that area. However, the continued use of the 1/3 threshold with the 2010 US Census data resulted in only two stations being non-minority stations. Since California is unique in its high minority population, it was determined that using the three-county average as a threshold would be more contextually appropriate. JPB staff sought and received FTA approval of the new classification procedure and threshold.

A review of 2005-2009 American Community Survey data for low-income populations in the JPB service area shows that 21.8% of the population in all three counties is at or below two times the federal poverty level, which is the metropolitan planning organization’s definition for low-income populations in the Bay Area. The three-county average for low-income populations is used as the threshold in classifying stations as low-income stations. A station-by-station analysis reveals that 16 out of 31 stations in the service area have recorded low-income populations above 21.8%. In addition, the October 2010 Caltrain Onboard Study found that 28% of riders have annual household incomes of less than \$50K. A summary of ridership income distribution, as found in the October 2010 and 2007 onboard surveys, is provided in the table below.

Figure 1 - October 2010 and 2007 Caltrain Onboard Studies, Ridership Income Summary

	<u>Total</u>	
	2010	2007
Base: (All Respondents)	4,428	4,204
	(%)	(%)
Less than \$30,000 a year	15	14
\$30,000-\$49,999 a year	13	12
\$50,000-\$74,999 a year	14	17
\$75,000-\$99,999 a year	14	15
\$100,000-\$149,999 a year	20	20
\$150,000-\$199,999 a year	11	10
\$200,000+ a year	12	12
	100	100
MEAN INCOME (In \$000)	\$104	\$101

As allowed under Circular 4702.1A, Caltrain continues to define a rail system station service area as follows:

(i) for rail systems, the service area shall consist of a circle with a radius of ¾ of a mile around each station. (ii) At the end stations and other stations in outlying area, the entity may designate circles with radii of up to 1 ½ miles as part of its service area, based upon circumstances.

The following table summarizes all Caltrain stations and their designations as minority or low-income based on 2010 U.S. Census race data and 2005-2009 American Community Survey income data. Additionally, maps provided in Attachment 3 – Minority and Low Income Maps graphically display low-income and minority census tracts and their proximity to Caltrain stations.

Table 1 - Caltrain Station Designation

Station	Minority Station	Low-income Station
San Francisco	No	Yes
22nd Street	No	Yes
Bayshore	Yes	Yes
South SF	Yes	Yes
San Bruno	Yes	Yes
Millbrae	No	No
Broadway	No	No
Burlingame	No	No
San Mateo	No	Yes
Hayward Park	No	No
Hillsdale	No	No
Belmont	No	No
San Carlos	No	No
Redwood City	Yes	Yes
Atherton	No	Yes
Menlo Park	No	No
Palo Alto	No	No
California Ave.	No	No
San Antonio	No	No
Mountain View	No	No
Sunnyvale	Yes	No
Lawrence	Yes	No
Santa Clara	No	Yes
College Park	No	Yes
San Jose Diridon	Yes	Yes
Tamien	Yes	Yes
Capitol	Yes	Yes
Blossom Hill	Yes	Yes
Morgan Hill	No	Yes
San Martin	No	No
Gilroy	Yes	Yes

Source: Minority Data – 2010 US Census
Income data – 2005-2009 American Communities Survey

2.2 ASSESS EFFECTS OF PROPOSED CHANGES ON MINORITY AND LOW-INCOME POPULATIONS

JPB staff has analyzed available information from ridership surveys to determine whether minority and/or low-income riders are more likely to use the payment type or media that are subject to the potential fare changes and whether minority and/or low-income riders would experience a disparate impact.

Based on a quality of service analysis using 2010 Census and 2005-2009 American Community Survey data, staff found *no disparate impacts on minority riders* with the implementation of the proposed fare change.

However, the October 2010 Caltrain Onboard Survey found that in general, lower income riders rode shorter distances and purchased day-of tickets more than pre-paid tickets. Based on Caltrain's zonal fare structure, this difference *could result in a slight disparate impact on low-income riders*.

2.2.1 Quality of Service

Following the FTA's recommended methodology, staff prepared quality of service analyses for the proposed fare change, which compared minority and non-minority station averages for travel time, total cost and cost per mile for the system's "Top Three Destinations" as defined by FTA to evaluate the potential effects of the fare change options.

The quality of service analyses showed that for the fare change proposal, the average cost per mile and total cost is consistently lower for minority populations than for non-minority populations. Therefore, implementing only a fare change without a service change *would not have a disparate impact* on minority or low-income communities.

The most recent demographic data provided by the 2010 US Census and the 2005-2009 American Community Survey indicates that, in the Caltrain system, low-income stations mostly correlate with minority stations. Attachment 4 – Quality of Service Analysis provides a summary of this analysis.

2.2.2 Fare Structure

JPB recognizes that due to Caltrain's zonal fare structure, a fare increase on the base would disproportionately impact riders based on a) distance traveled and b) ticket type. As seen in Attachment 2 – Fare Proposal, riders traveling within one zone see a 10% fare increase while riders traveling six zones see a ~2% increase. Prepaid media (Monthly Pass and 8-ride tickets) also see a slightly higher percent increase than day-of tickets (One-way and Day Pass tickets). However, these differences in percent increases are only seen when at the tenth-of-a-percent level of detail. The maximum difference between day-of tickets and prepaid tickets is for single-zone travel at 0.24%.

Data from the October 2010 Caltrain Onboard Study suggests that the base fare increase *may have a slightly disproportionate impact* on low-income riders. The data reveals that lower income riders are more likely to buy day-of tickets rather than prepaid tickets. For example, 61% of riders with annual income below \$30,000 purchase day-of tickets versus 25% of riders making over \$75,000 per year. The study also suggests that low-income riders are more likely to travel shorter distances. Riders making less than \$30,000 per year on average ride ~11.7 stops per trip versus 14 stops per trip by riders making over \$75,000 per year. However, the

difference of 2.3 *stops* is not large enough to concretely indicate an increase in *zones* traveled, and therefore in travel cost.

The numbers for minorities versus non-minorities in regards to average stops traveled per trip and type of ticket purchased are relatively equal. Based on the 2010 study, the difference between minorities and non-minorities is less than 0.5 stops for distance traveled and less than 5% for ticket type. Therefore, the fare increase due to the fare structure *does not appear to disproportionately impact* minority riders.

Available alternatives and mitigations for the slight potential disparity vis-a-vis low-income riders are addressed in Section 3.2.

3.0 ALTERNATIVES TO, AND MITIGATION FOR, PROPOSED CHANGES

3.1 ASSESS ALTERNATIVES AVAILABLE FOR PEOPLE AFFECTED BY THE PROPOSED CHANGES

Alternative payment types and media are listed in Attachment 2 of this analysis. As stated above, the October 2010 Caltrain Onboard Study found that lower-income riders were more likely to both ride shorter distances and purchase One-way and Day Pass tickets.

JPB staff's analysis compared the fares paid currently and under the proposed changes and the other listed options. The analysis found no major discrepancies. In all cases prepaid fare media (i.e. Monthly Passes and 8-ride tickets) cost less than the corresponding cash fare for day-of One-way and Day Pass tickets.

For those passengers whose employers do not purchase the GO Pass due to that fare medium's price increase, the option to purchase individual tickets (One-way, Day-pass, 8-ride, Monthly) remains available.

3.2 MEASURES TO MINIMIZE, MITIGATE, OR OFFSET ADVERSE EFFECTS OF CHANGES ON IMPACTED POPULATIONS

As described in Section 2.2.2, low-income riders could possibly be slightly disproportionately impacted by the fare increase due to the zonal fare structure.

The Caltrain zonal fare structure provides for two fare increase options: a) increase on the base, which increases fares per zone by the same dollar amount; and b) increase on the zone where the increase is compounded the more zones traveled. Caltrain historically has been alternating between base and zone fare increases in order to minimize the effect on all riders. The last fare increase, implemented January 1, 2011, was a zone fare increase, with a base fare increase last implemented August 31, 2009. In addition, Caltrain historically has increased fares in \$0.25 increments for simplicity for Caltrain riders purchasing tickets.

The Caltrain zonal fare structure was developed to accommodate Caltrain's open system (i.e. no fare gates at stations). However, the introduction of the Clipper Card, an electronic fare payment system, provides for an opportunity to reanalyze Caltrain's fare system. Per the request of the MTC, which is coordinating the Clipper service, JPB will be reassessing its fare structure and will be taking into account Caltrain minority and low-income rider trip pattern and ticket type usage in the analysis and development of new options.

4.0 PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES

The JPB's public participation process offers early and continuous opportunities for the public (including minorities and people with low incomes) to be involved in the identification of potential impacts of proposed transportation decisions.

Efforts to involve minority and low-income populations include both comprehensive measures and measures targeted at overcoming barriers that prevent such populations from effective participation in decision-making.

In this case, comprehensive measures employed by the JPB included placing public notices for the Public Hearing and the Public Meetings on the Caltrain website (see Attachment 5), in news releases (see Attachment 6), on trains (see Attachment 7), and at stations (see Attachment 8). The following Public Meetings were held:

- San Jose: February 14, 2011 at 7 p.m.
- San Francisco: February 16, 2011 at 6 p.m.
- San Carlos: February 17, 2011 at 6 p.m.
- Gilroy: February 17, 2011 at 6 p.m.

The Public Hearing was held on March 3, 2011 in San Carlos at the scheduled JPB Board meeting. In light of the public comments received at the public hearing and the April 7 scheduled JPB Board meeting, an additional special JPB board meeting was held on April 21, 2011 in San Carlos to further discuss the fare change option, as well as the service change options removed during the public process from consideration.

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making included: publishing the public hearing notice and public meeting notices in English and Spanish in newspapers of general circulation and various community newspapers. The official notice (see Attachment 5) included meeting location, time, and contact information for both the Public Hearing and Public Meetings. The notice was published in:

- *Gilroy Dispatch* on February 8th and 15th;
- *El Observador* on February 11th;
- *San Francisco Daily Journal* on February 9th and 14th;

- *San Jose Post-record* on February 9th and 14th; and
- *San Jose Examiner* on February 9th and 14th.

A notice for the special April 21 board meeting was also published in *El Reportero* on April 20th.

The notices also included directions for submitting oral and written comments through the Caltrain website, and via email and customer service center phone lines for those unable to attend the public hearing or public meetings. All such comments are entered in the public hearing record.

4.1 DISSEMINATION OF INFORMATION TO LIMITED ENGLISH PROFICIENT (LEP) PERSONS

The JPB's public participation process included measures to disseminate information on the proposed fare changes to LEP persons, as well as at public hearings and meetings.

Comprehensive measures employed by the JPB included publication of an English language ad in the Peninsula's major Spanish language paper, *El Observador*, the publication of a Spanish language ad in the *El Reportero* for the April 21 special board meeting, and including Spanish language information on all English notices. All Public Hearing and Public Meeting notices included Spanish language information. Also, as stated in the official notice, foreign language translation services are always available free of charge both for JPB Public Meetings and Public Hearings, by contacting the JPB via the contact information provided in the notice. Finally, the Caltrain Customer Service Center offers foreign language translation service via the AT&T language line, including for those wishing to provide oral comments on the fare and service proposal other than at the Public Hearing and Public Meetings

4.2 PUBLIC HEARING AND MEETING RESULTS

Over 2,500 comments were submitted by 1,571 people prior to and at the public hearing. Of these comments:

- 27 (1.04%) were against the fare increase;
- 173 (6.67%) were against the service change proposals;
- 215 (8.29%) were against the suspension of off-peak service as presented in the 48-train schedule;
- 151 (5.83%) were against the suspension of service at 11 stations for the proposed weekend service change;
- 173 (6.67%) were against the removal of Gilroy service as presented in the 48-train schedule; and
- 868 (33.49%) were against the suspension of service to either some or all of the identified stations.

A summary of the public comments is included as Attachment 9.

At the public hearing, 78 people made comments. Of these:

- 48 were against the elimination of service to at least one station;
- 10 were against the removal of Gilroy service;
- 7 supported the increase in fares;
- 6 were against the elimination of weekday trains; and
- 5 were against weekend service removal.

No Title VI-based comments concerning effects on minority or low-income populations, or requests for language translation, were received.

As discussed above, public comments were influential in the removal of service changes from final consideration or adoption.

**ATTACHMENT 1 -
CALTRAIN SYSTEM MAP**

Caltrain System Map



**ATTACHMENT 2 -
FARE PROPOSAL**

Fare Chage Proposal: \$0.25 increase on base

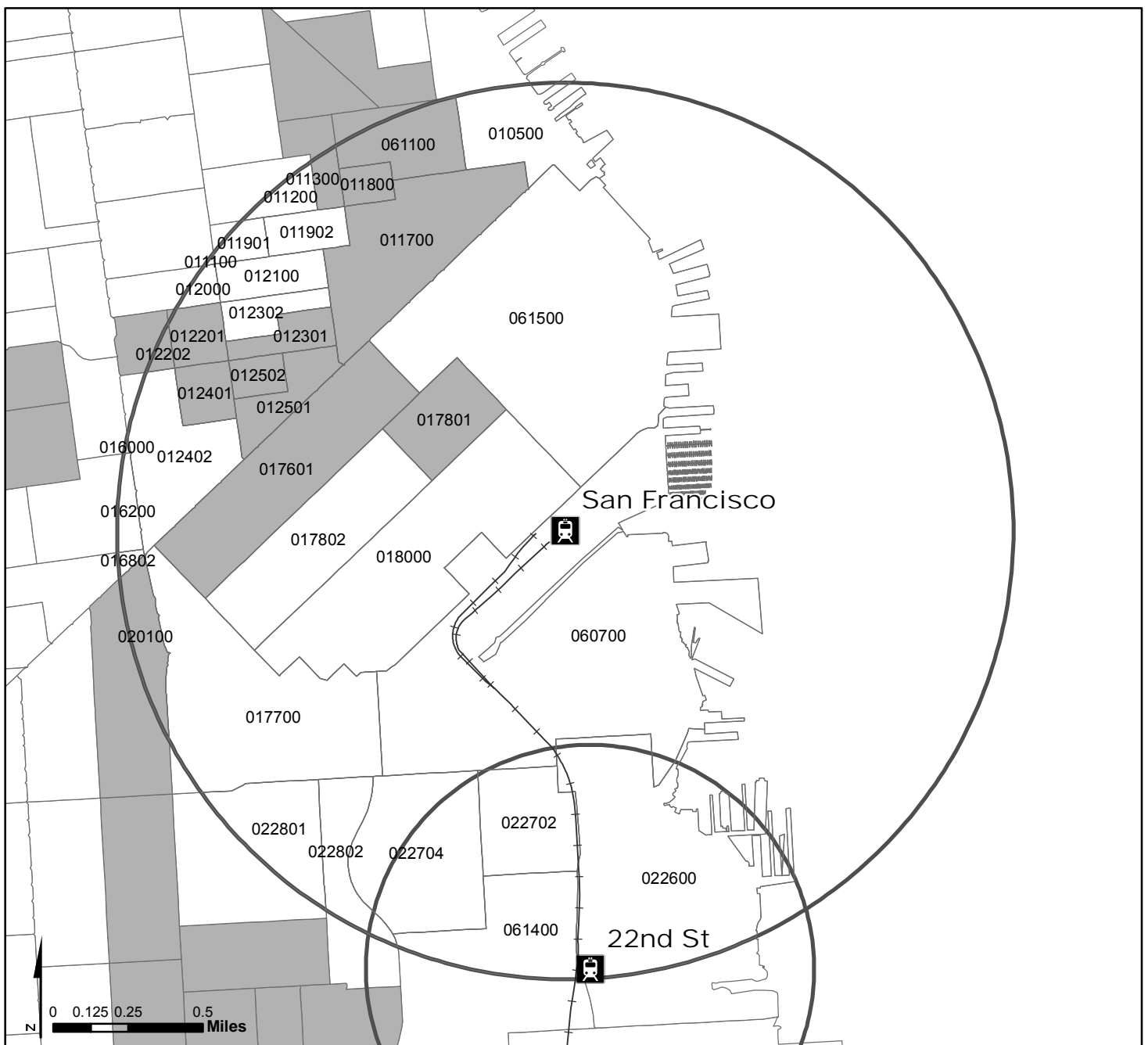
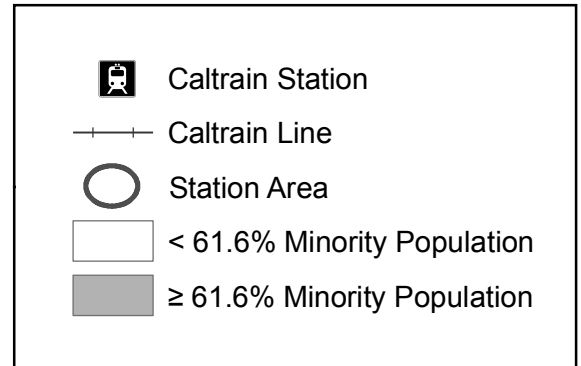
			Current Fares	Proposed Fares	Proposed Increase, as a Percentage of Fares
	BETWEEN	TICKET	ZONE 1	ZONE 1	
1		OW	\$2.50	\$2.75	10.00%
	4th & King	DP	\$5.00	\$5.50	10.00%
	22nd Street	8	\$17.00	\$18.75	10.29%
	Paul Ave	MO	\$66.25	\$73.00	10.19%
	Bayshore	Disc OW	\$1.25	\$1.25	0.00%
	South SF	Disc DP	\$2.50	\$2.75	10.00%
	San Bruno	Disc 8	\$8.50	\$9.25	8.82%
		Disc MO	\$33.00	\$36.50	10.61%
2	Millbrae	OW	\$4.50	\$4.75	5.56%
	Broadway	DP	\$9.00	\$9.50	5.56%
	San Mateo	8	\$30.50	\$32.25	5.74%
	Hayward Park	MO	\$119.25	\$126.00	5.66%
		Disc OW	\$2.25	\$2.25	0.00%
	Hillsdale	Disc DP	\$4.50	\$4.75	5.56%
	Belmont	Disc 10	\$15.25	\$16.00	4.92%
	San Carlos	Disc MO	\$59.50	\$63.00	5.88%
3	Atherton	OW	\$6.50	\$6.75	3.85%
	Menlo Park	DP	\$13.00	\$13.50	3.85%
	Palo Alto	8	\$44.25	\$46.00	3.95%
	Stanford	MO	\$172.25	\$179.00	3.92%
	California Ave.	Disc OW	\$3.25	\$3.25	0.00%
	San Antonio	Disc DP	\$6.50	\$6.75	3.85%
	Mt. View	Disc 10	\$22.00	\$23.00	4.55%
	Sunnyvale	Disc MO	\$86.00	\$89.50	4.07%
4		OW	\$8.50	\$8.75	2.94%
	Lawrence	DP	\$17.00	\$17.50	2.94%
	Santa Clara	8	\$57.75	\$59.50	3.03%
	College Park	MO	\$225.25	\$232.00	3.00%
	S.J. Diridon	Disc OW	\$4.25	\$4.25	0.00%
	Tamien	Disc DP	\$8.50	\$8.75	2.94%
		Disc 10	\$28.75	\$29.75	3.48%
	Disc MO	\$112.50	\$116.00	3.11%	
5		OW	\$10.50	\$10.75	2.38%
	Capitol	DP	\$21.00	\$21.50	2.38%
	Blossom Hill	8	\$71.50	\$73.00	2.10%
		MO	\$278.25	\$285.00	2.43%
		Disc OW	\$5.25	\$5.25	0.00%
		Disc DP	\$10.50	\$10.75	2.38%
		Disc 10	\$35.75	\$36.50	2.10%
	Disc MO	\$139.00	\$142.50	2.52%	
6		OW	\$12.50	\$12.75	2.00%
	Morgan Hill	DP	\$25.00	\$25.50	2.00%
	San Martin	8	\$85.00	\$86.75	2.06%
	Gilroy	MO	\$331.25	\$338.00	2.04%
		Disc OW	\$6.25	\$6.25	0.00%
		Disc DP	\$12.50	\$12.75	2.00%
		Disc 10	\$42.50	\$43.25	1.76%
	Disc MO	\$165.50	\$169.00	2.11%	

**ATTACHMENT 3 –
MINORITY AND LOW-INCOME MAPS**

Minority Population by U.S. Census Tract

San Francisco Caltrain Station Area

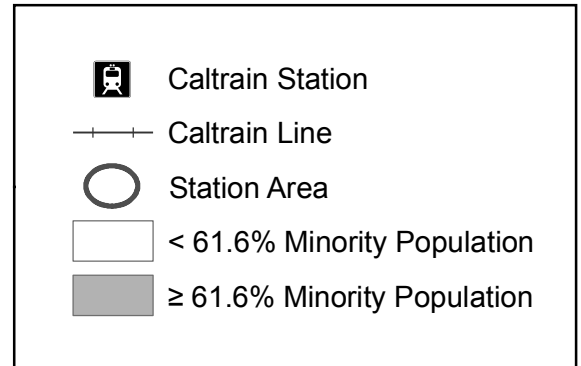
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

22nd St. Caltrain Station Area

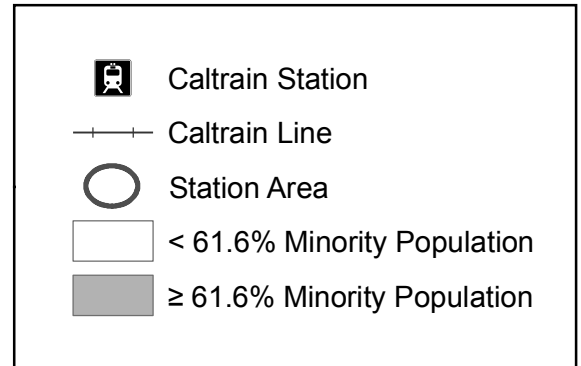
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Bayshore Caltrain Station Area

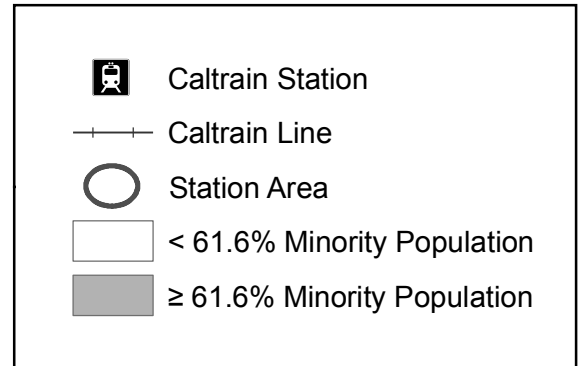
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

South San Francisco Caltrain Station Area

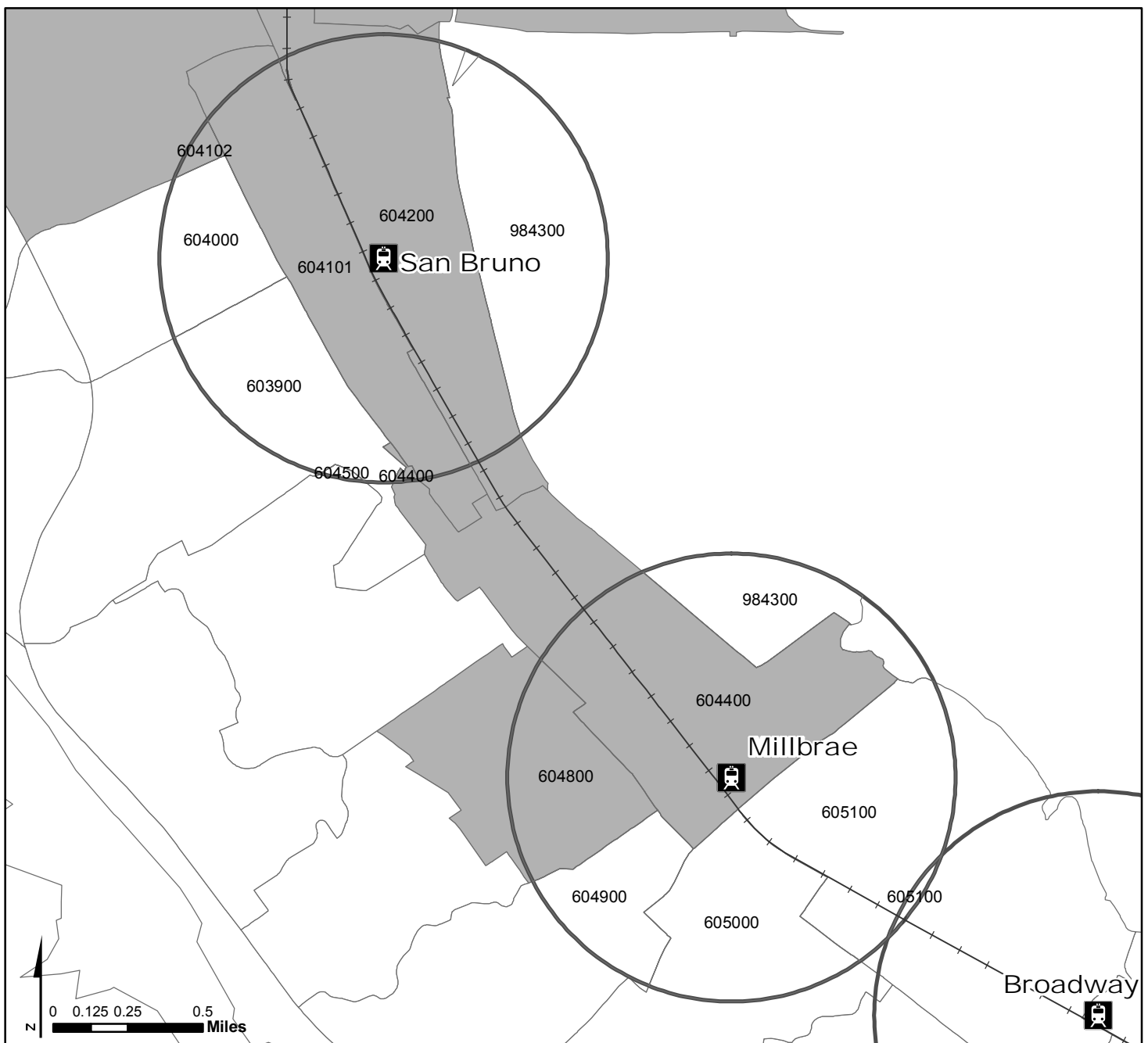
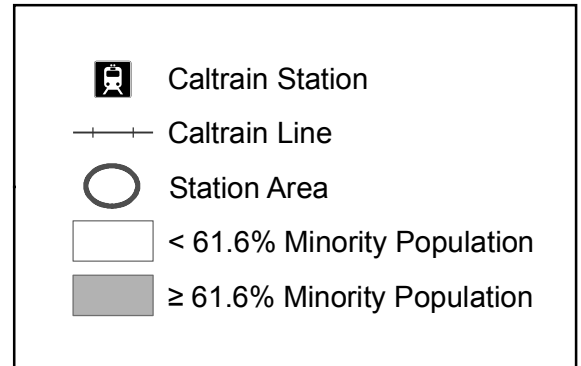
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

San Bruno & Millbrae Caltrain Station Areas

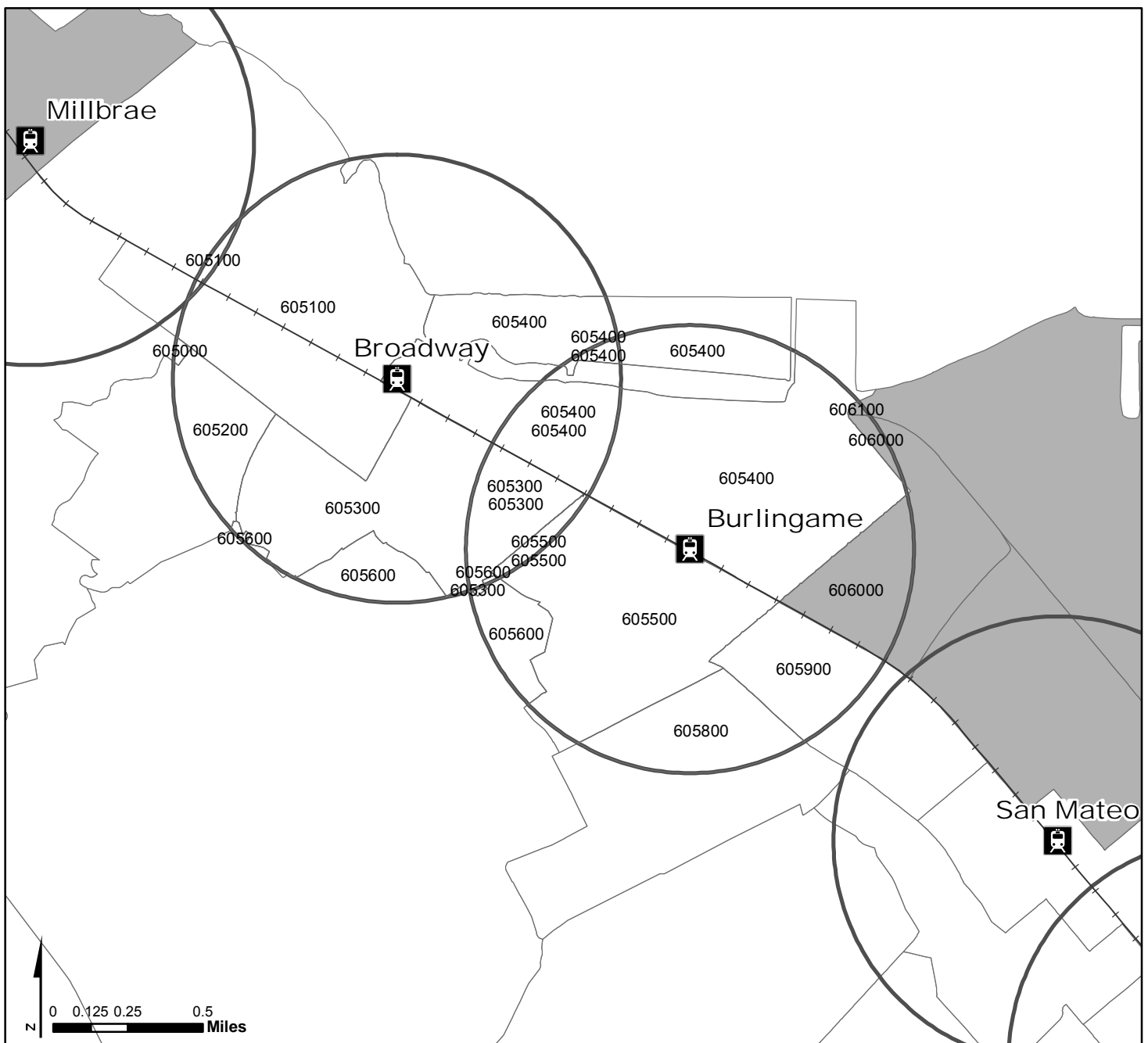
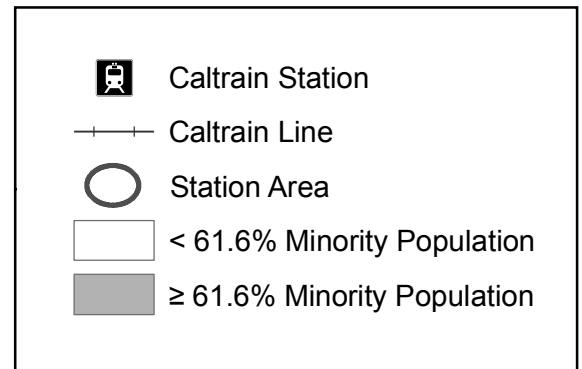
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Broadway & Burlingame Caltrain Station Areas

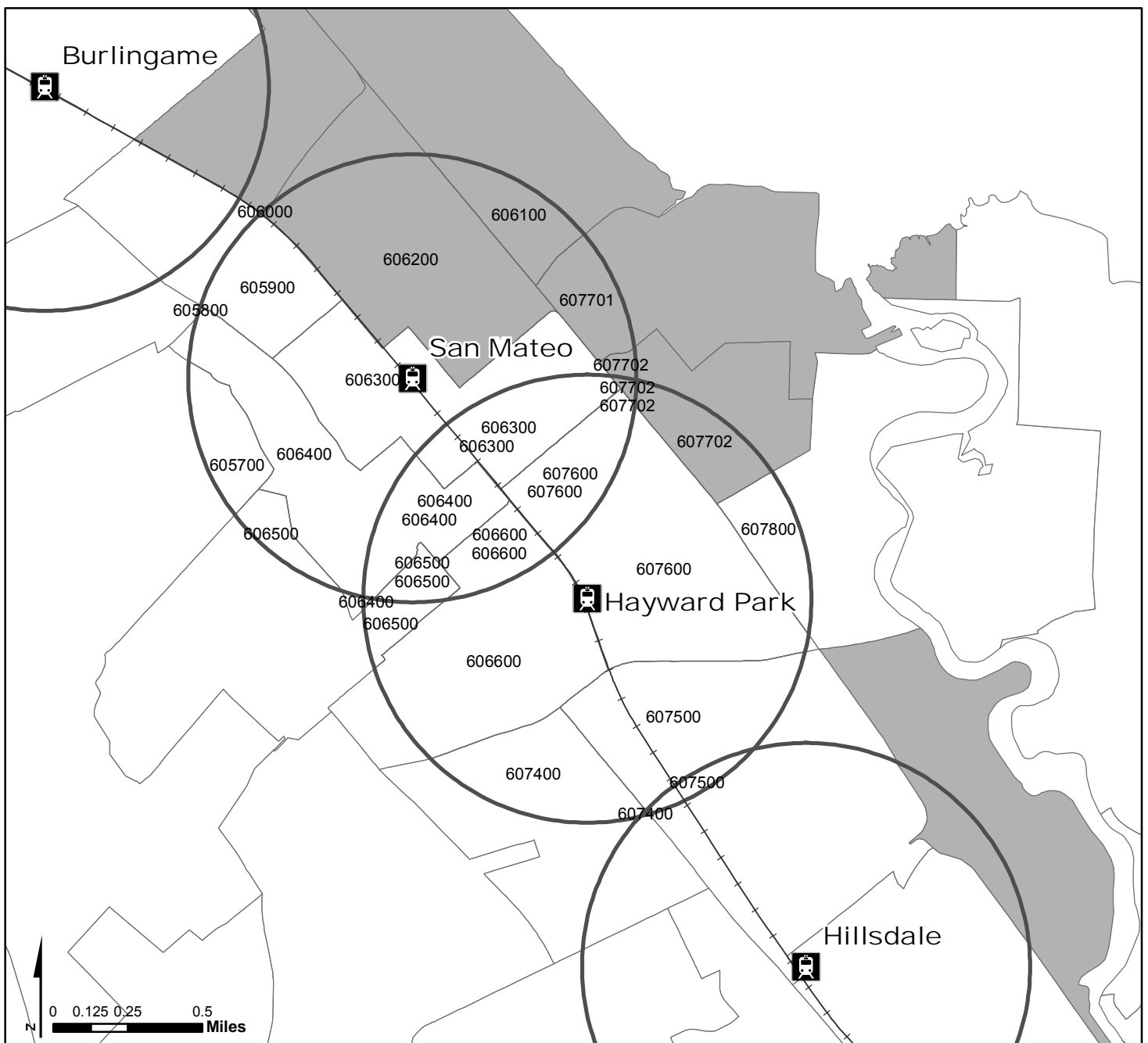
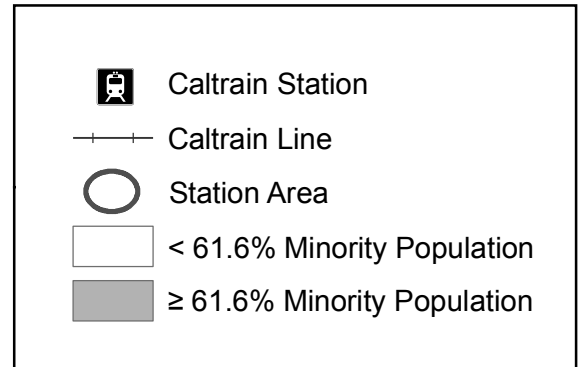
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

San Mateo & Hayward Park Caltrain Station Areas

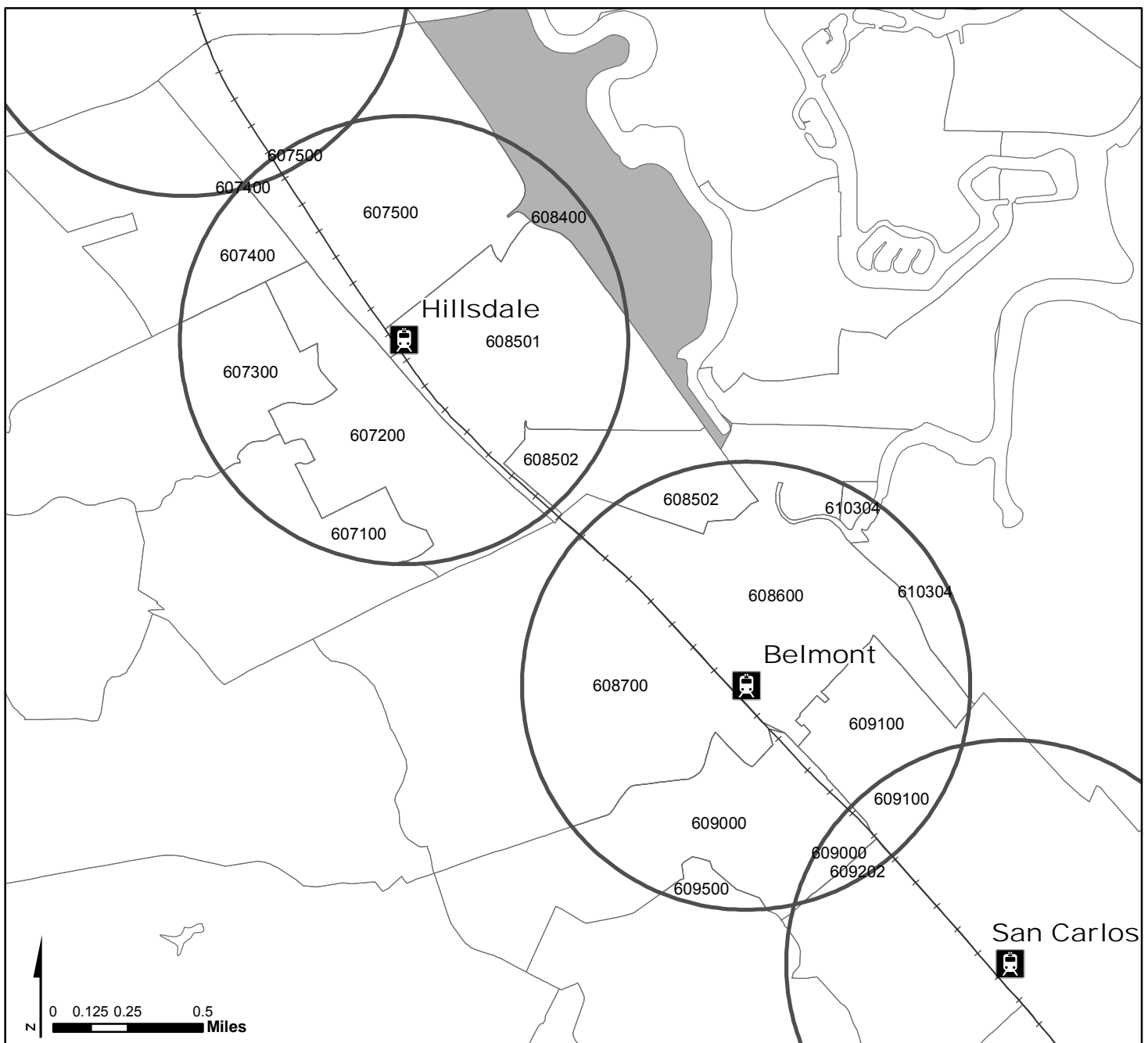
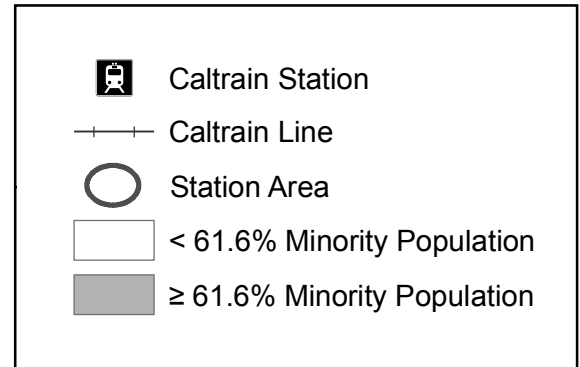
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Hillsdale & Belmont Caltrain Station Areas

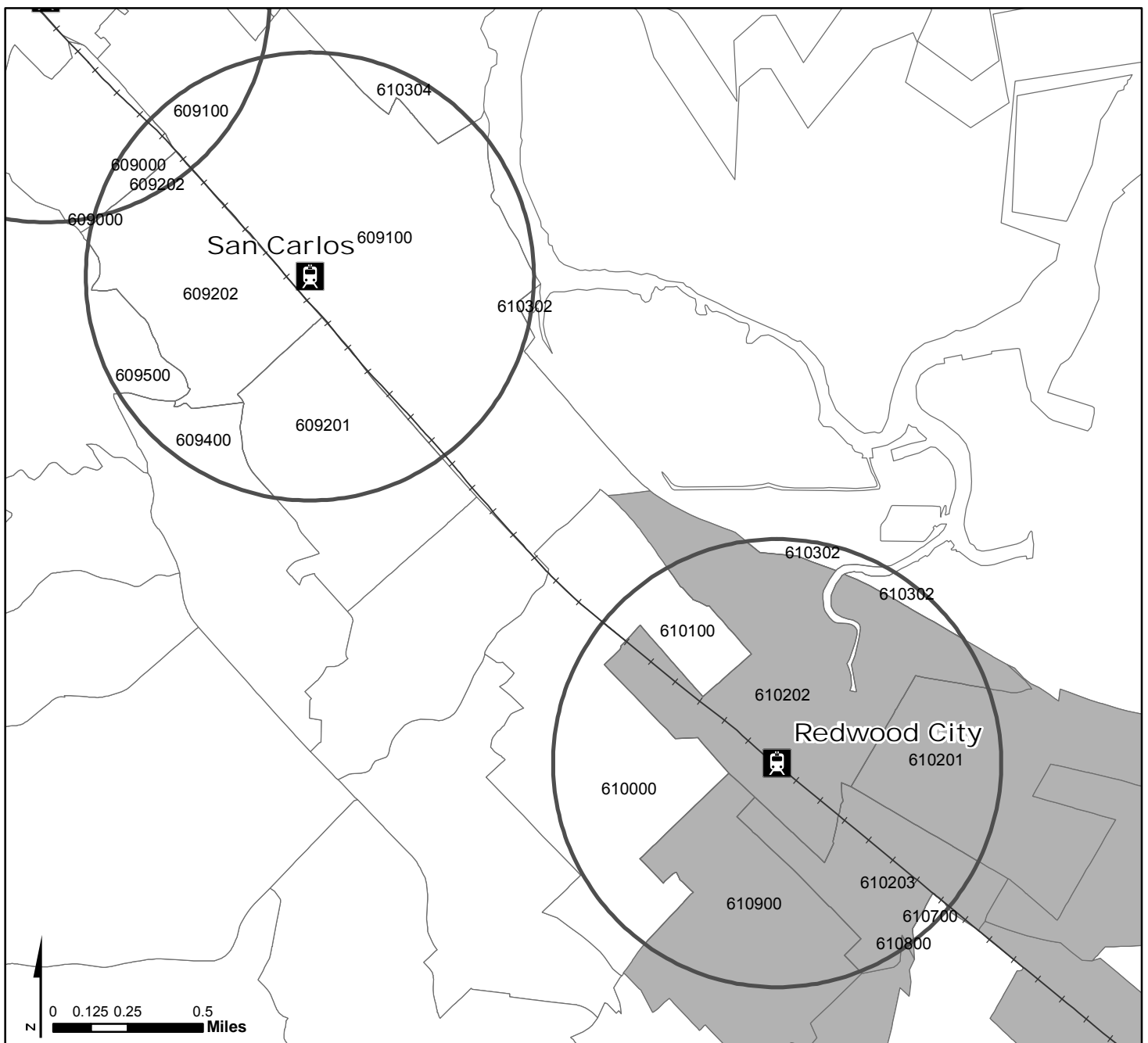
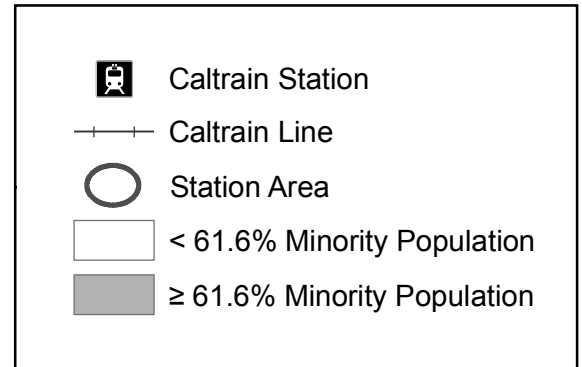
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

San Carlos & Redwood City Caltrain Station Areas

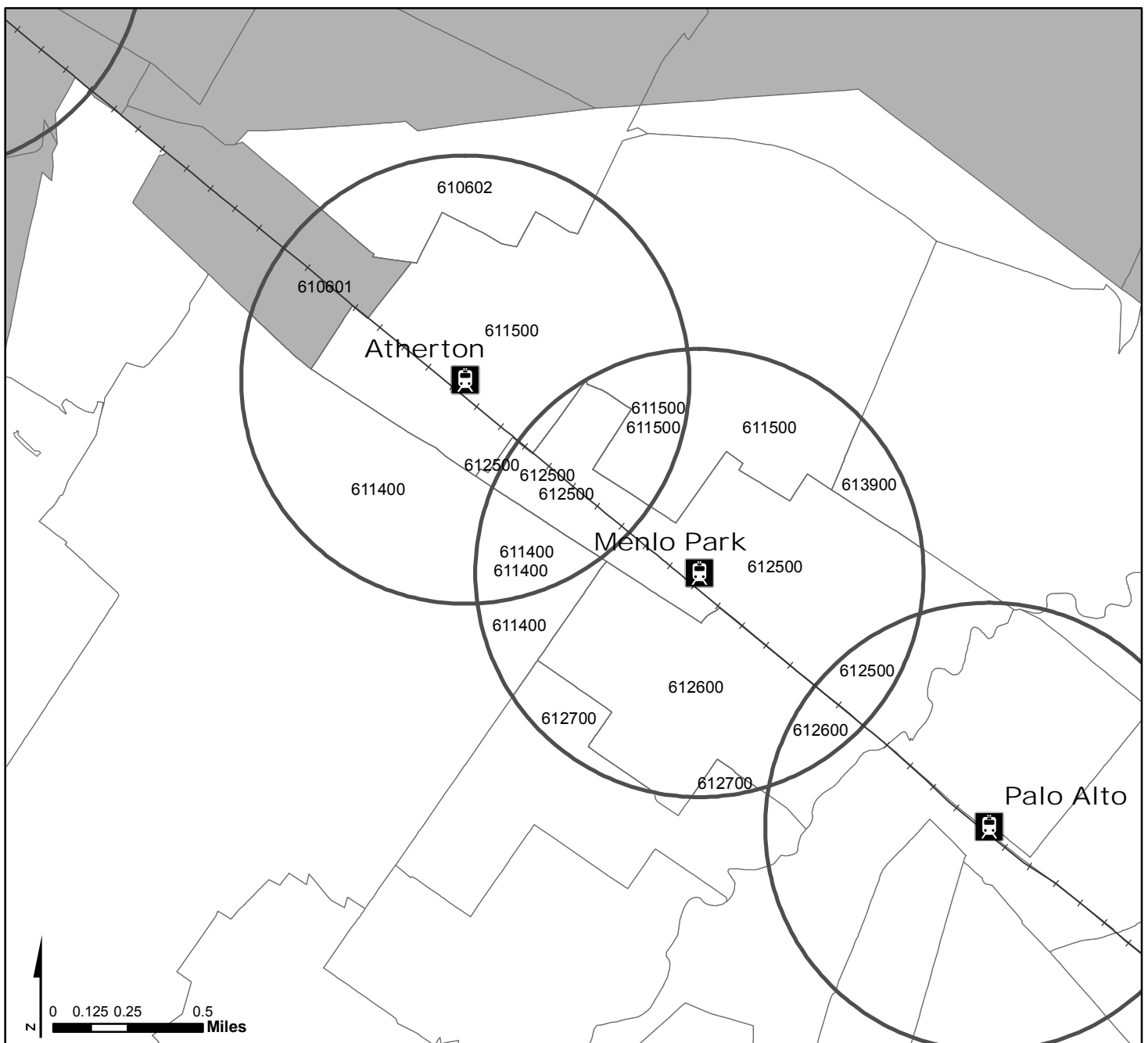
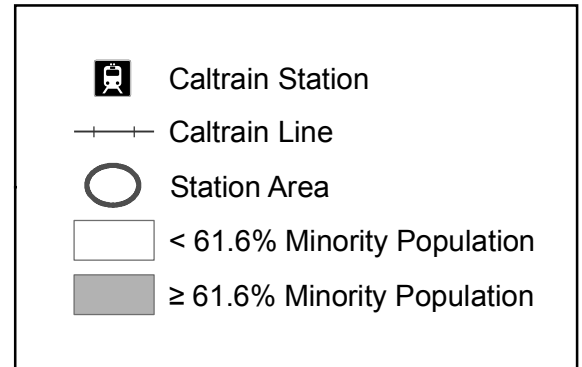
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Atherton & Menlo Park Caltrain Station Areas

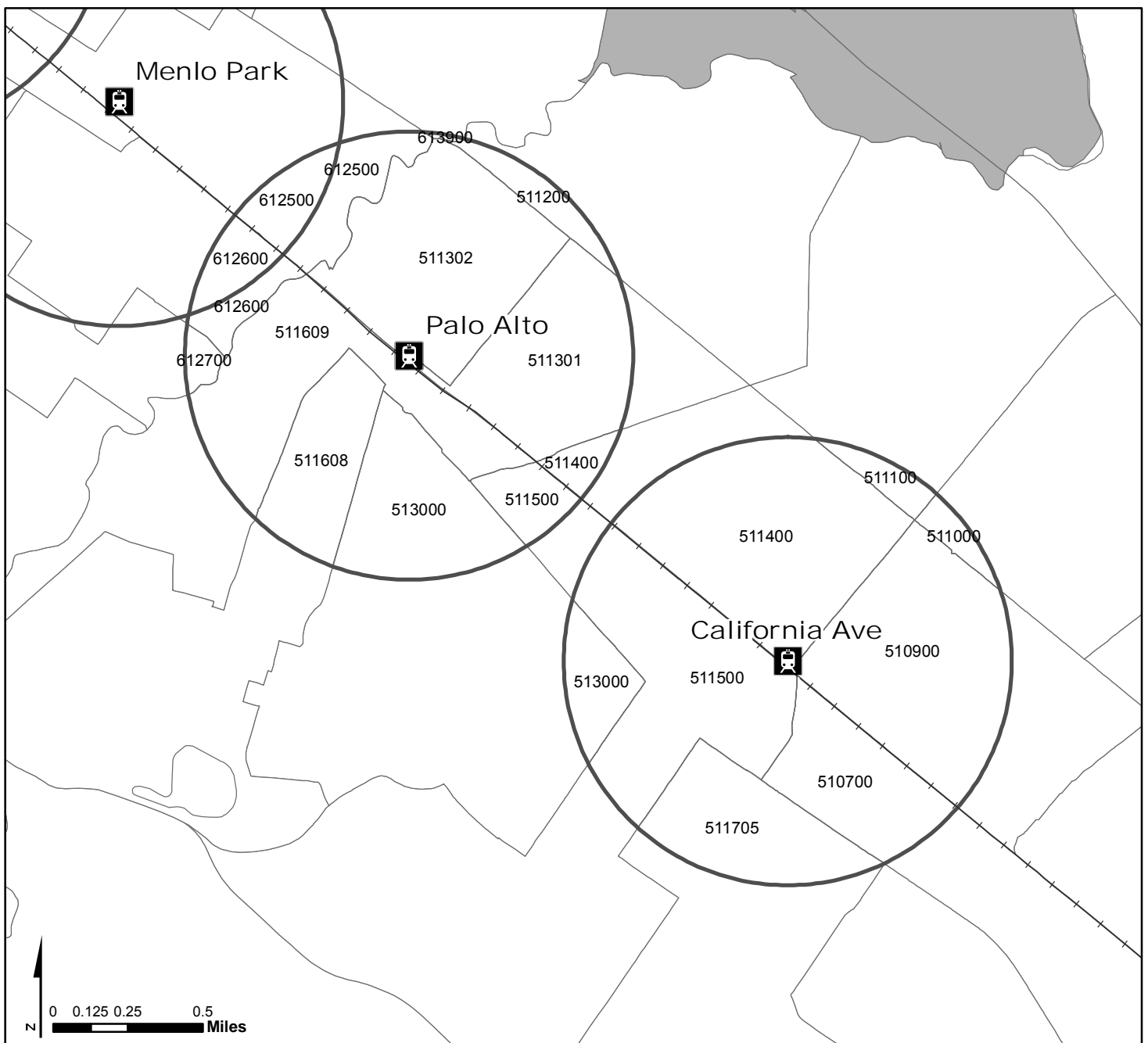
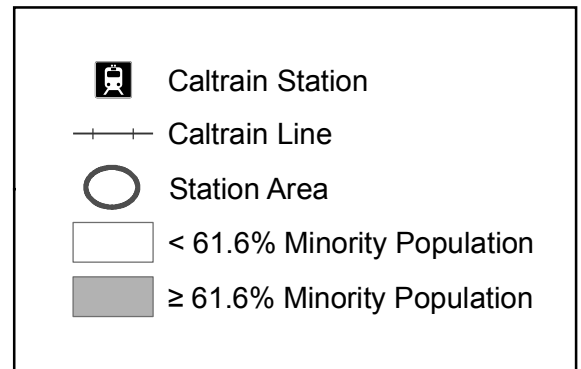
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Palo Alto & California Ave Caltrain Station Areas

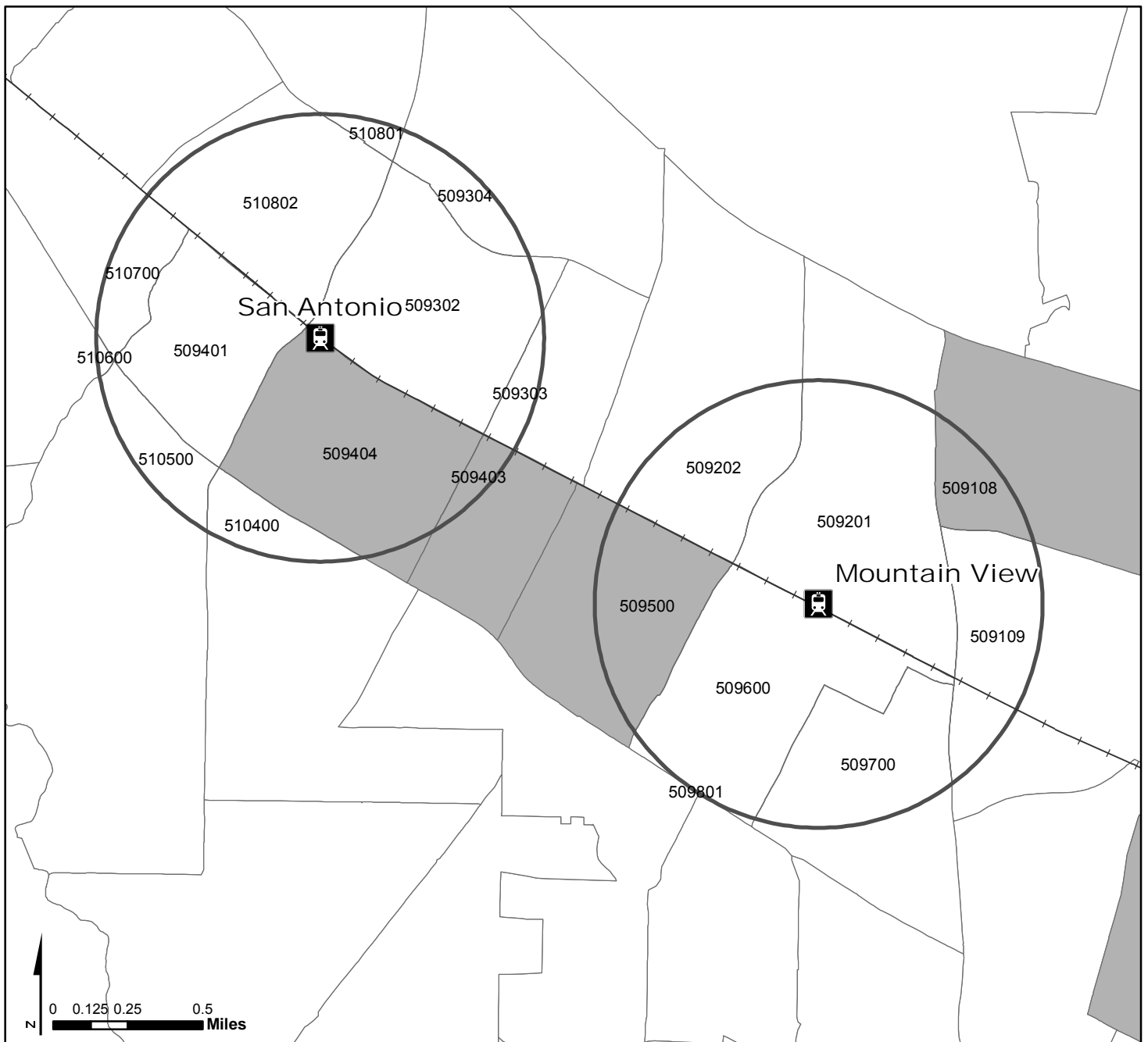
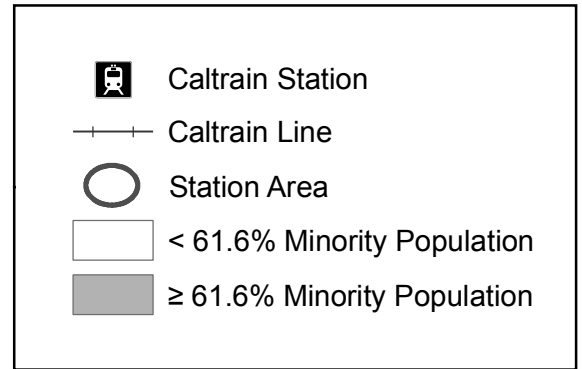
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

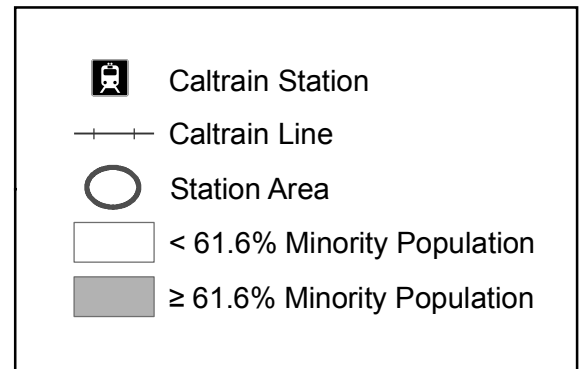
San Antonio & Mountain View Caltrain Station Areas

Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract Sunnyvale & Lawrence Caltrain Station Areas

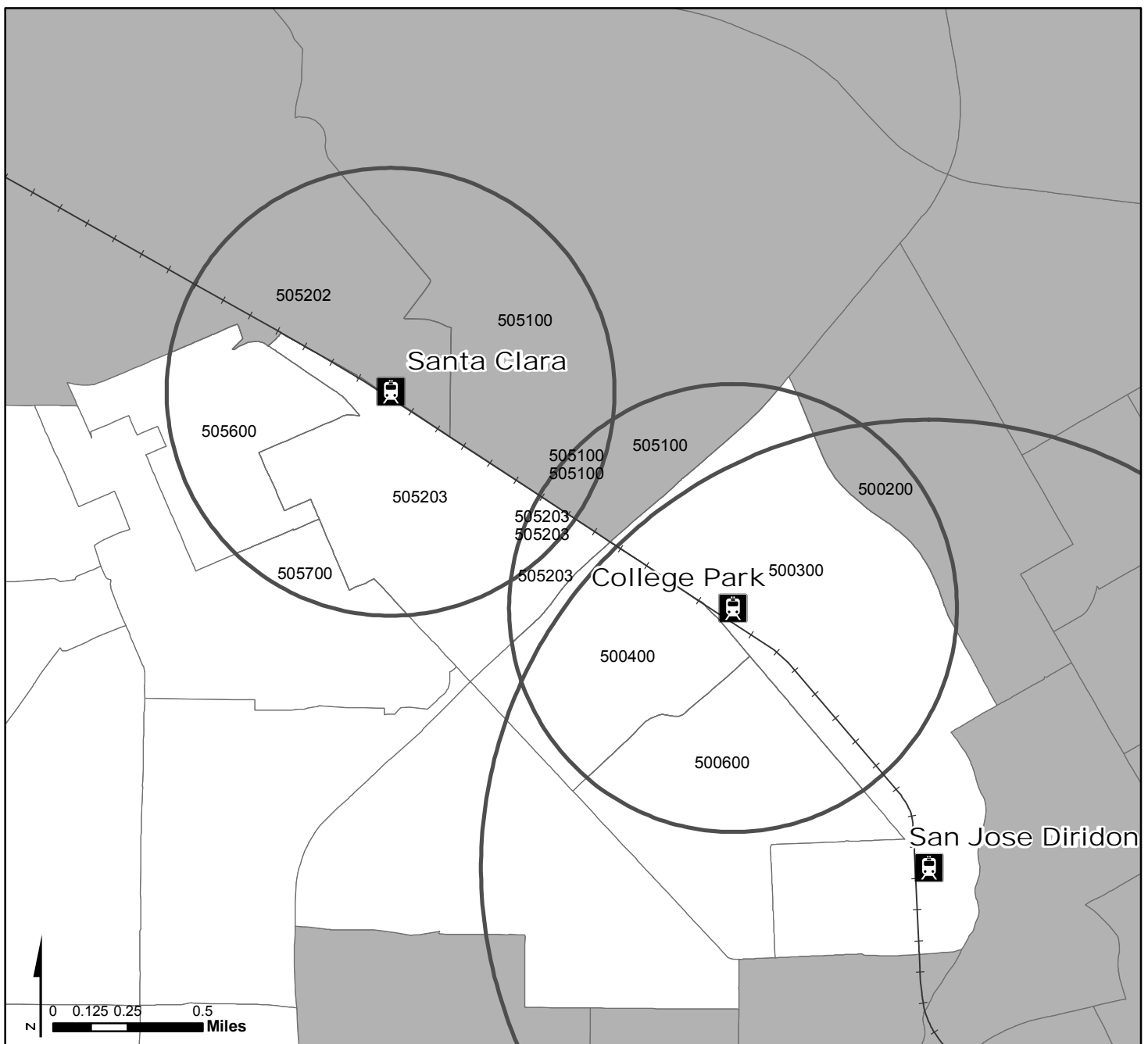
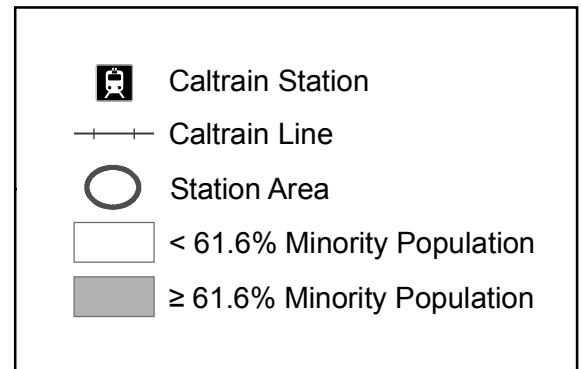
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Santa Clara & College Park Caltrain Station Areas

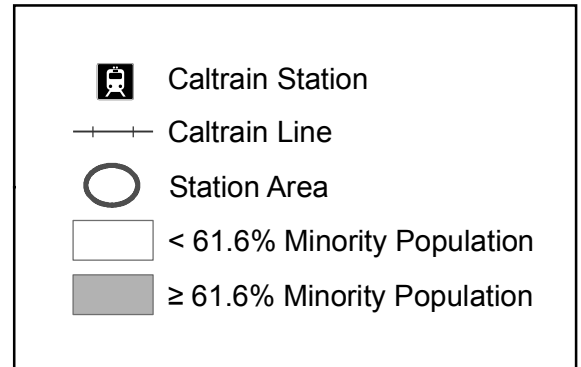
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

San Jose Diridon Caltrain Station Area

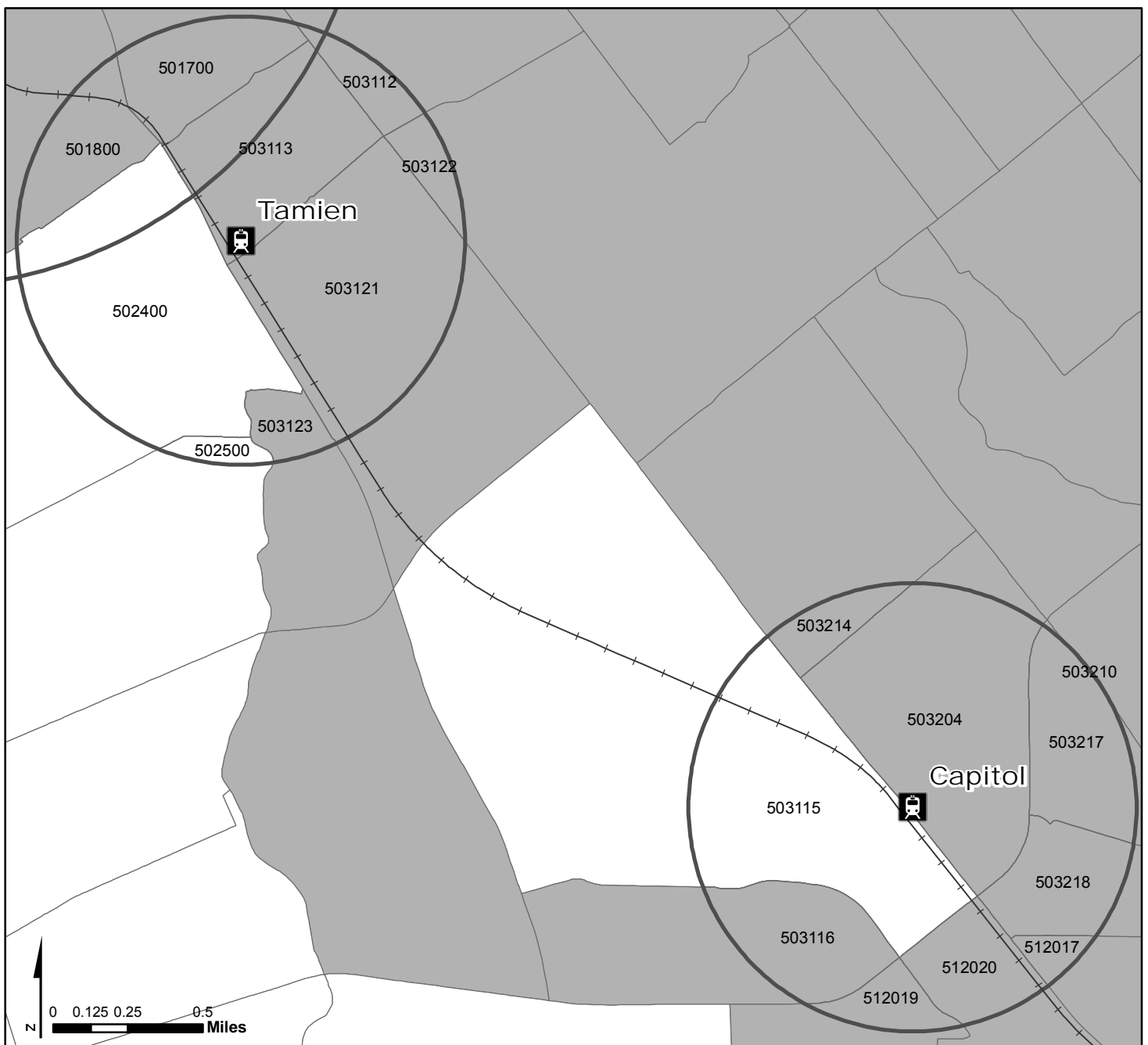
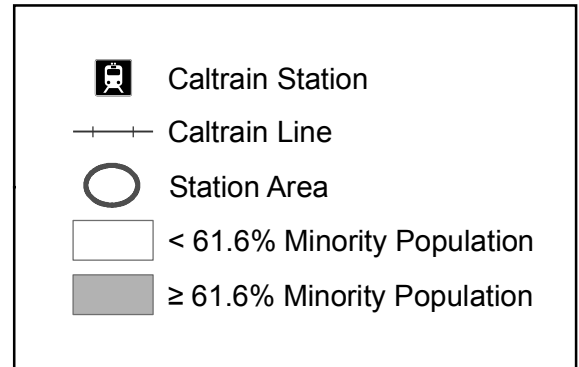
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Tamien & Capitol Caltrain Station Areas

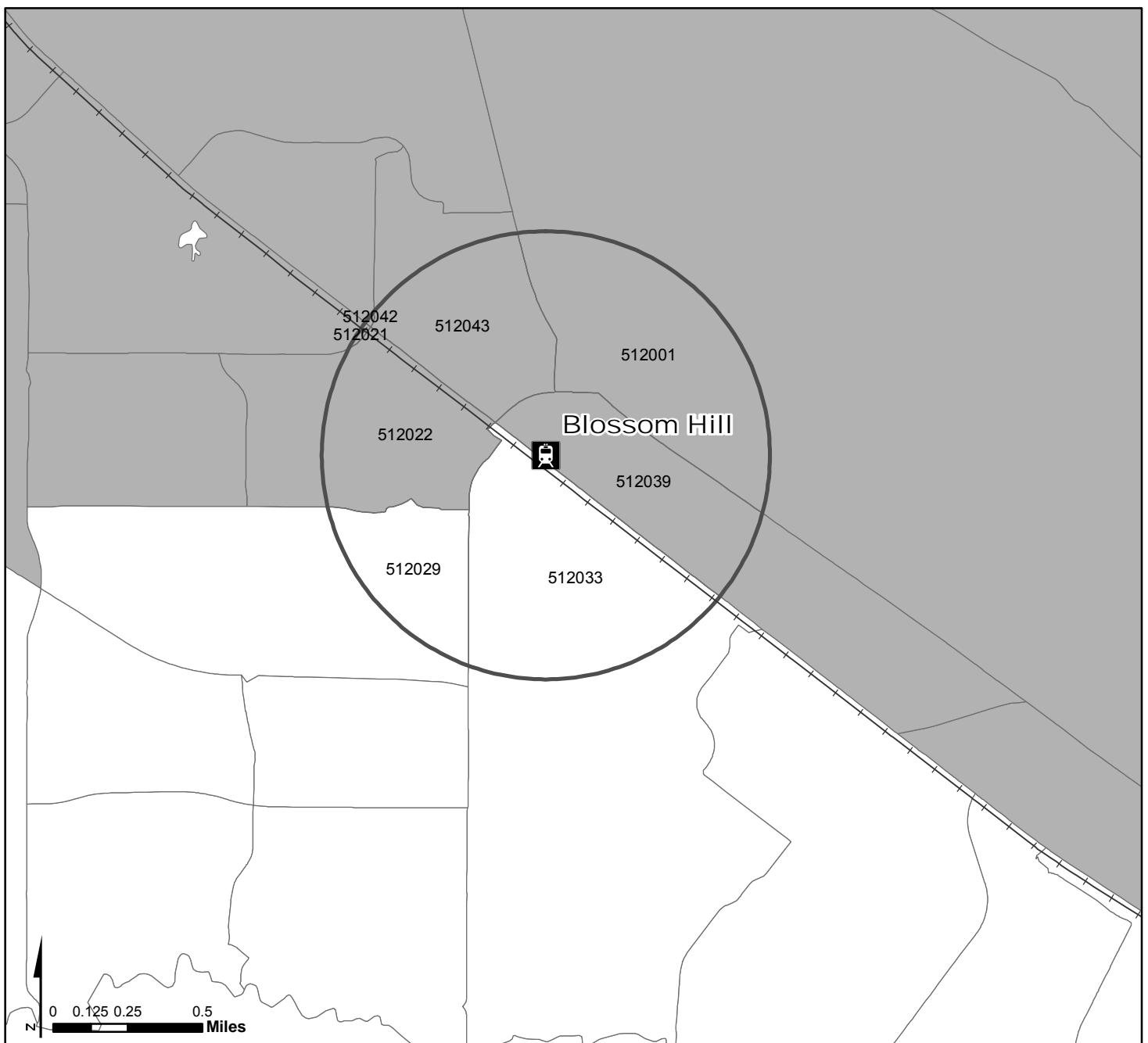
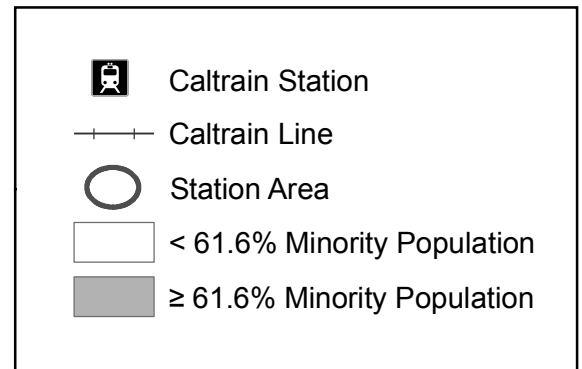
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Blossom Hill Caltrain Station Area

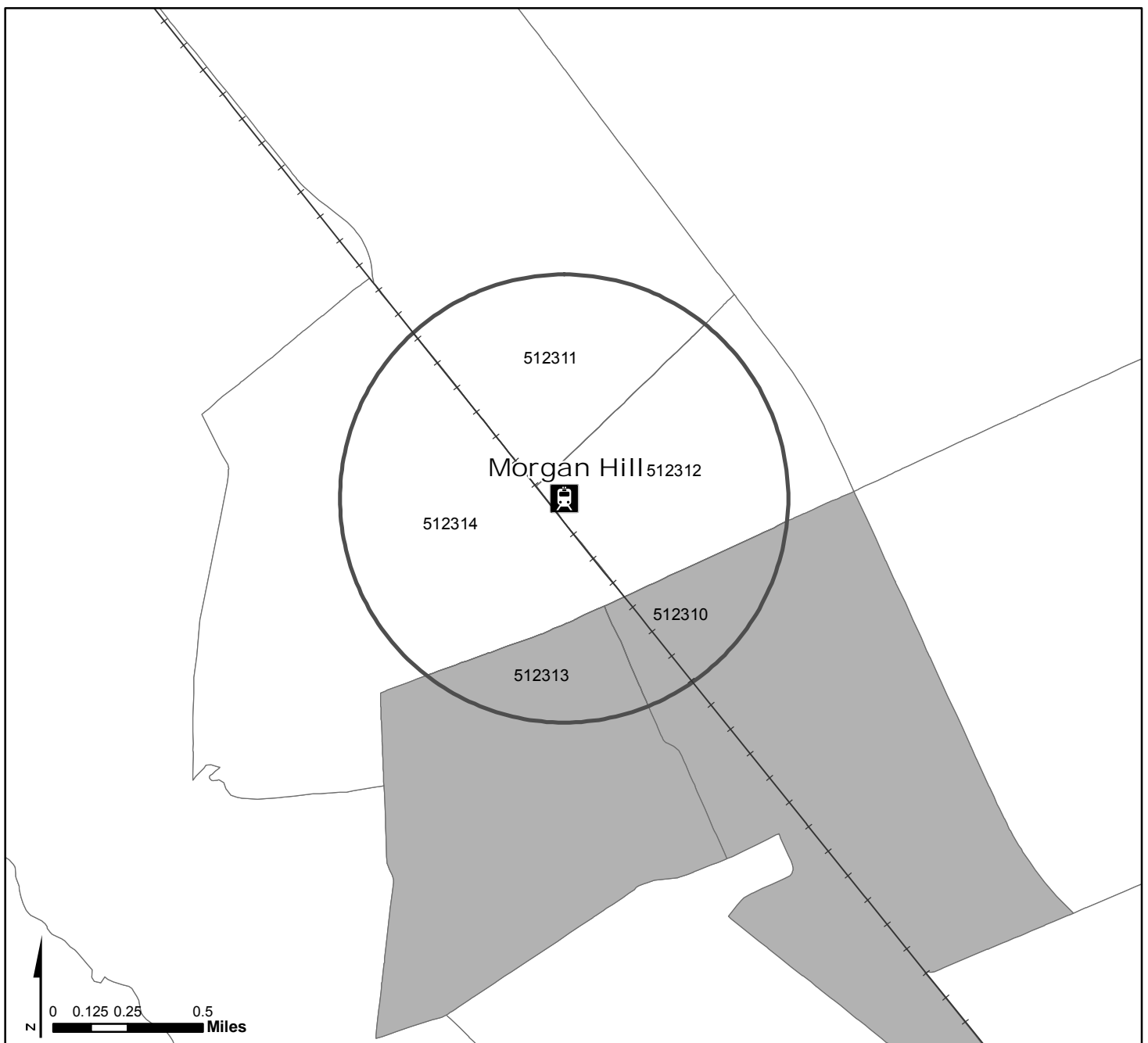
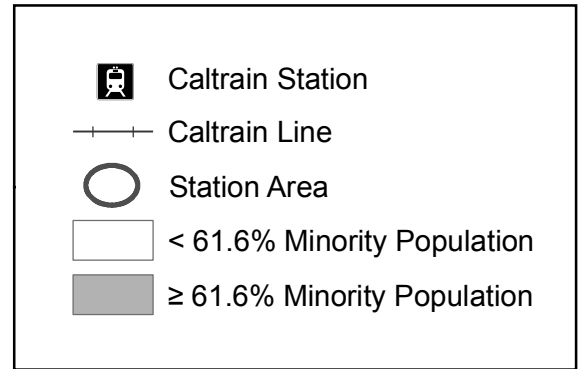
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Morgan Hill Caltrain Station Area

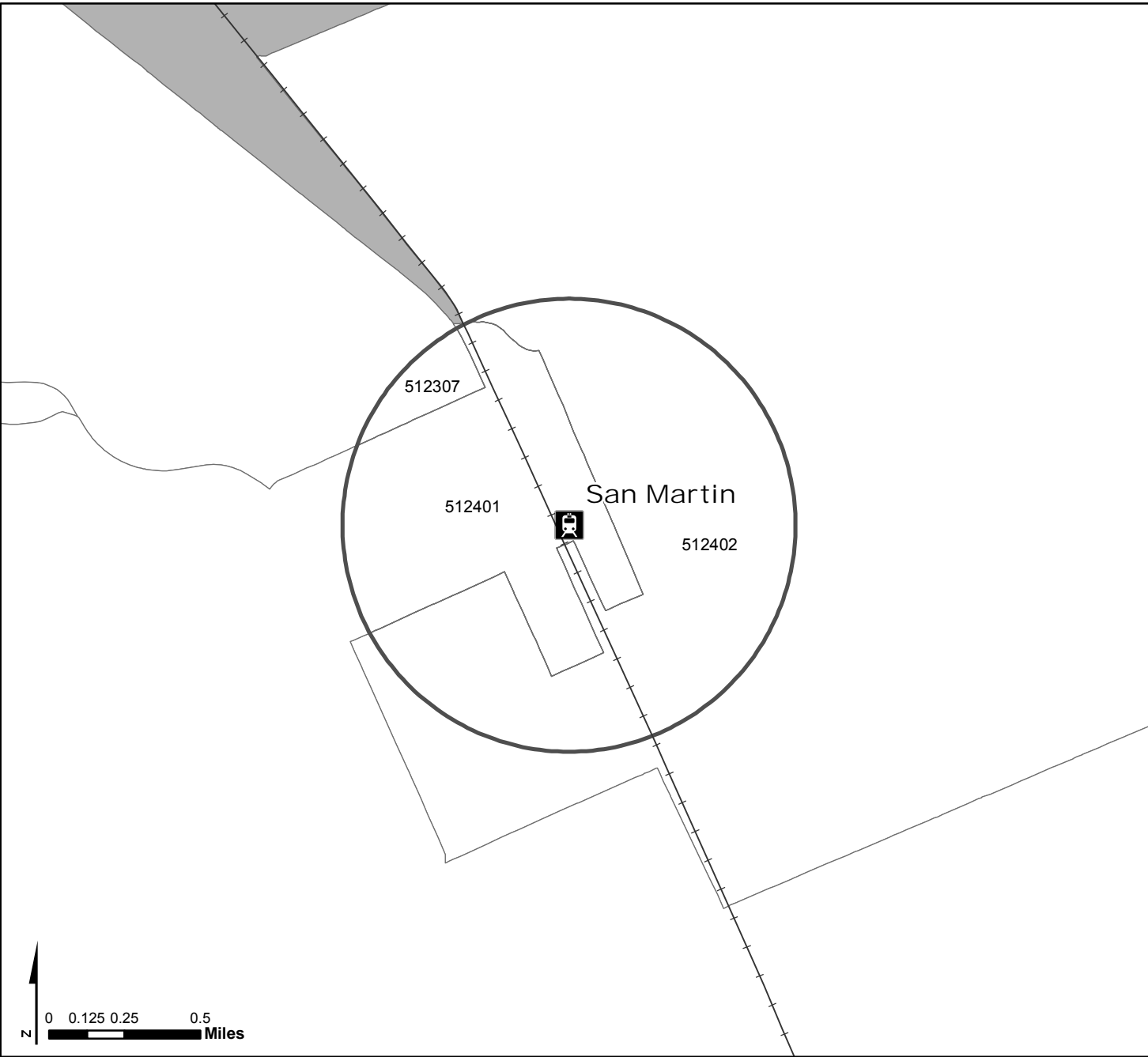
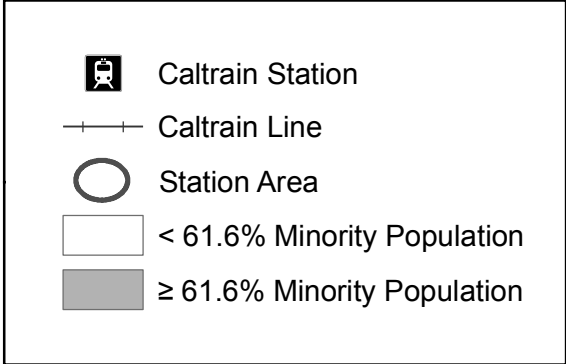
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

San Martin Caltrain Station Area






Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Gilroy Caltrain Station Area

Data Source: 2010 Census Redistricting Data

-  Caltrain Station
-  Caltrain Line
-  Station Area
-  < 61.6% Minority Population
-  ≥ 61.6% Minority Population

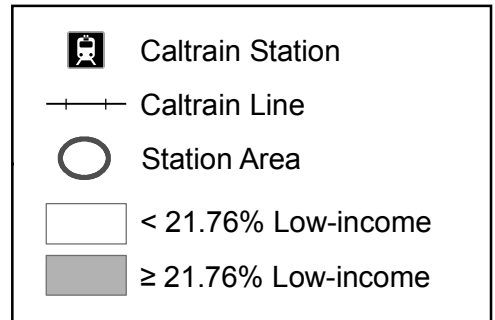


Low-income Population by U.S. Census Tract

San Francisco Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

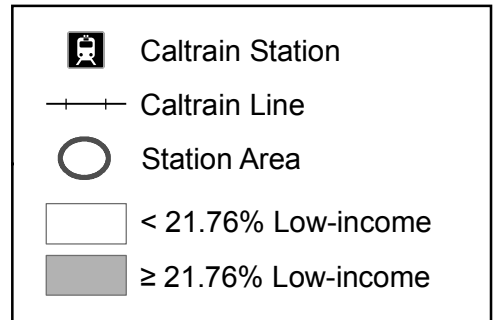


Low-income Population by U.S. Census Tract

22nd Street Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

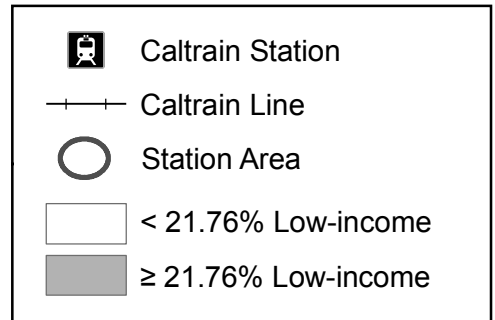


Low-income Population by U.S. Census Tract

Bayshore Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

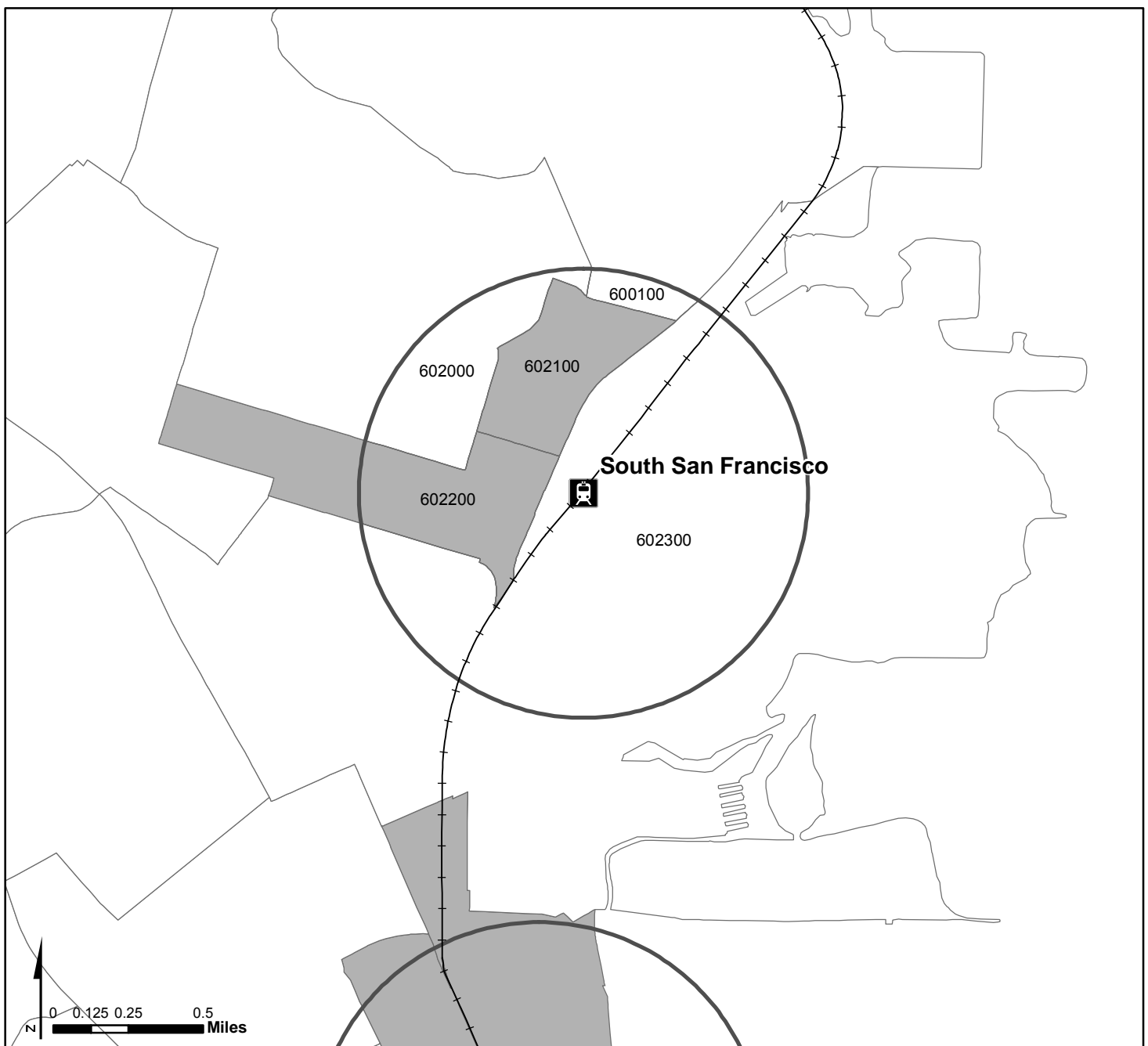
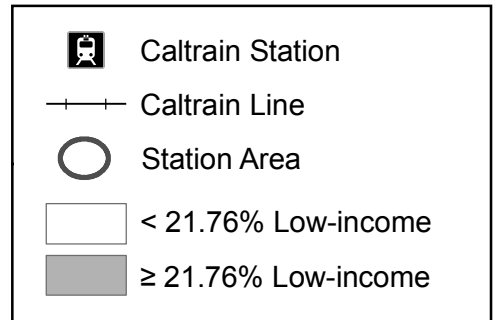


Low-income Population by U.S. Census Tract

South San Francisco Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

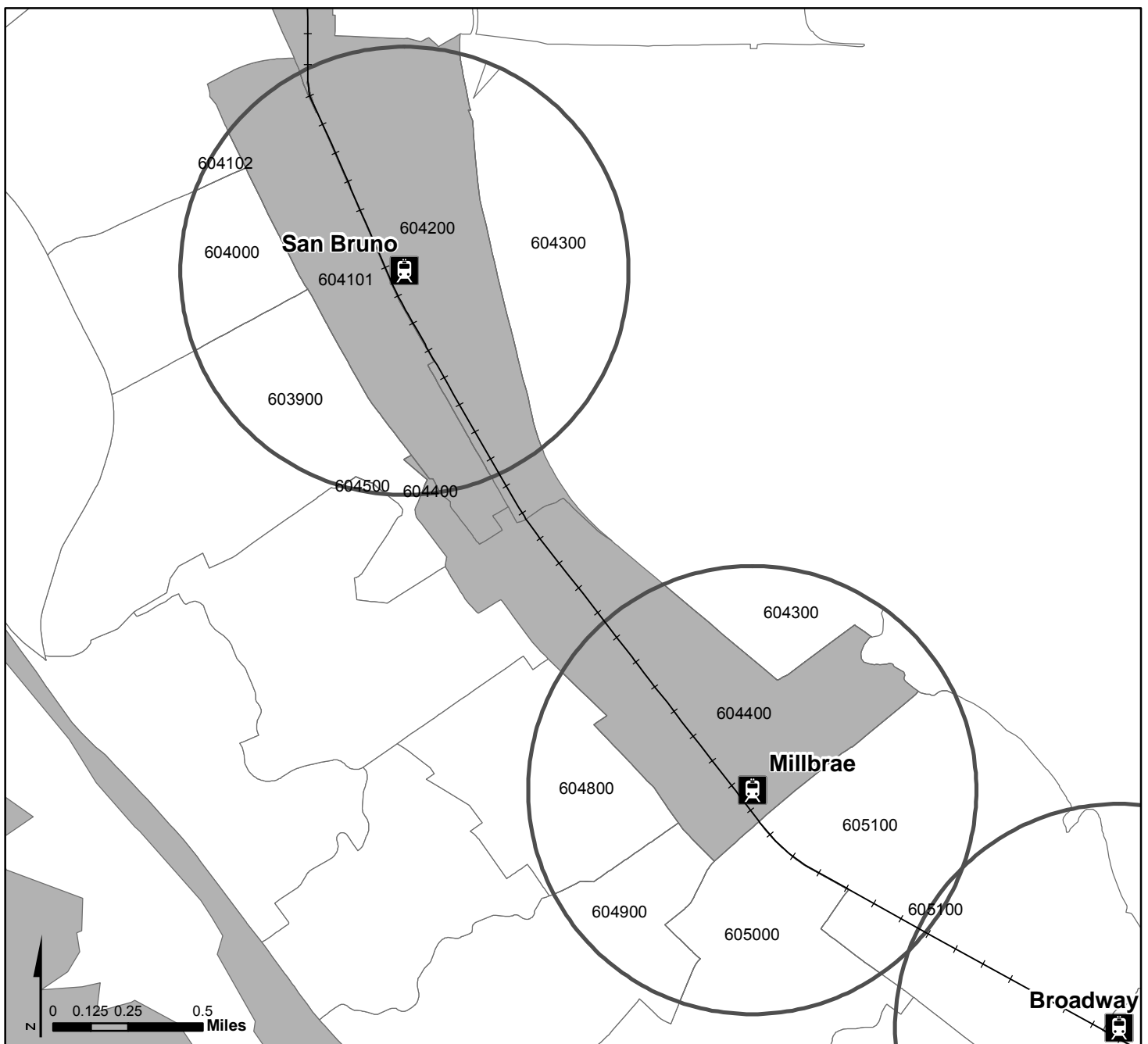
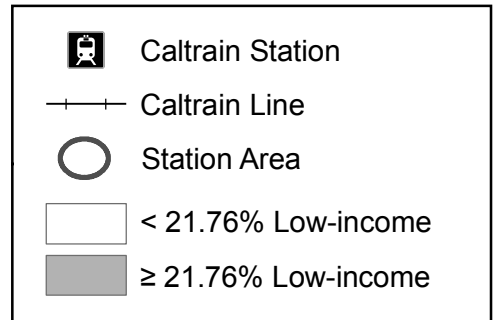
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract San Bruno & Millbrae Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

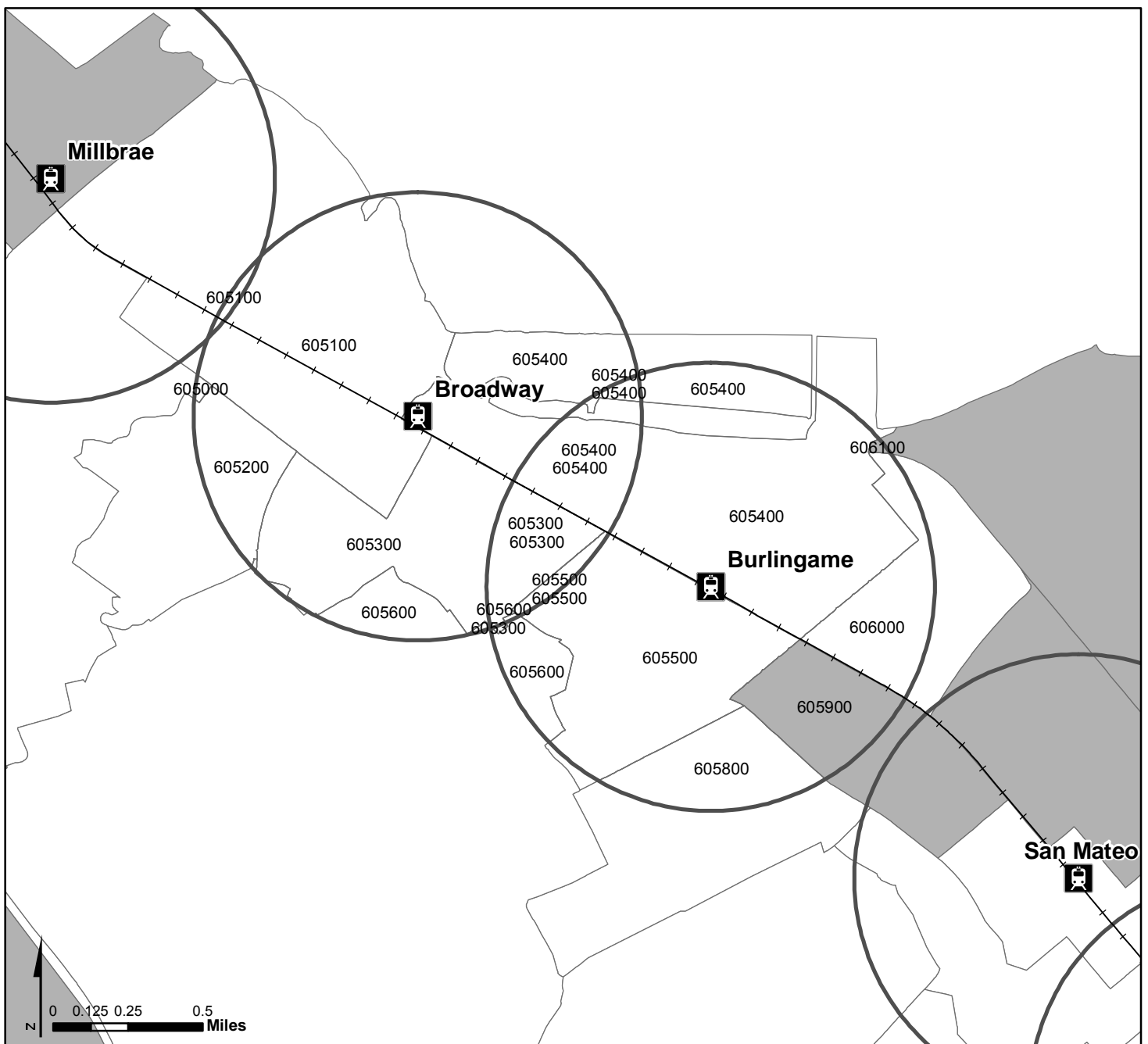
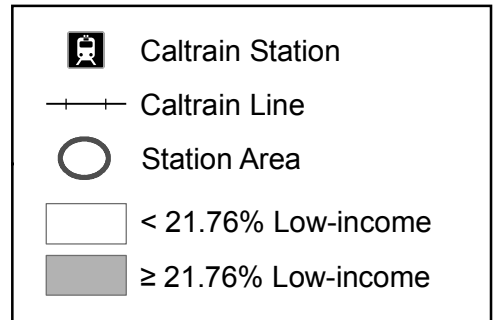
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Broadway & Burlingame Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

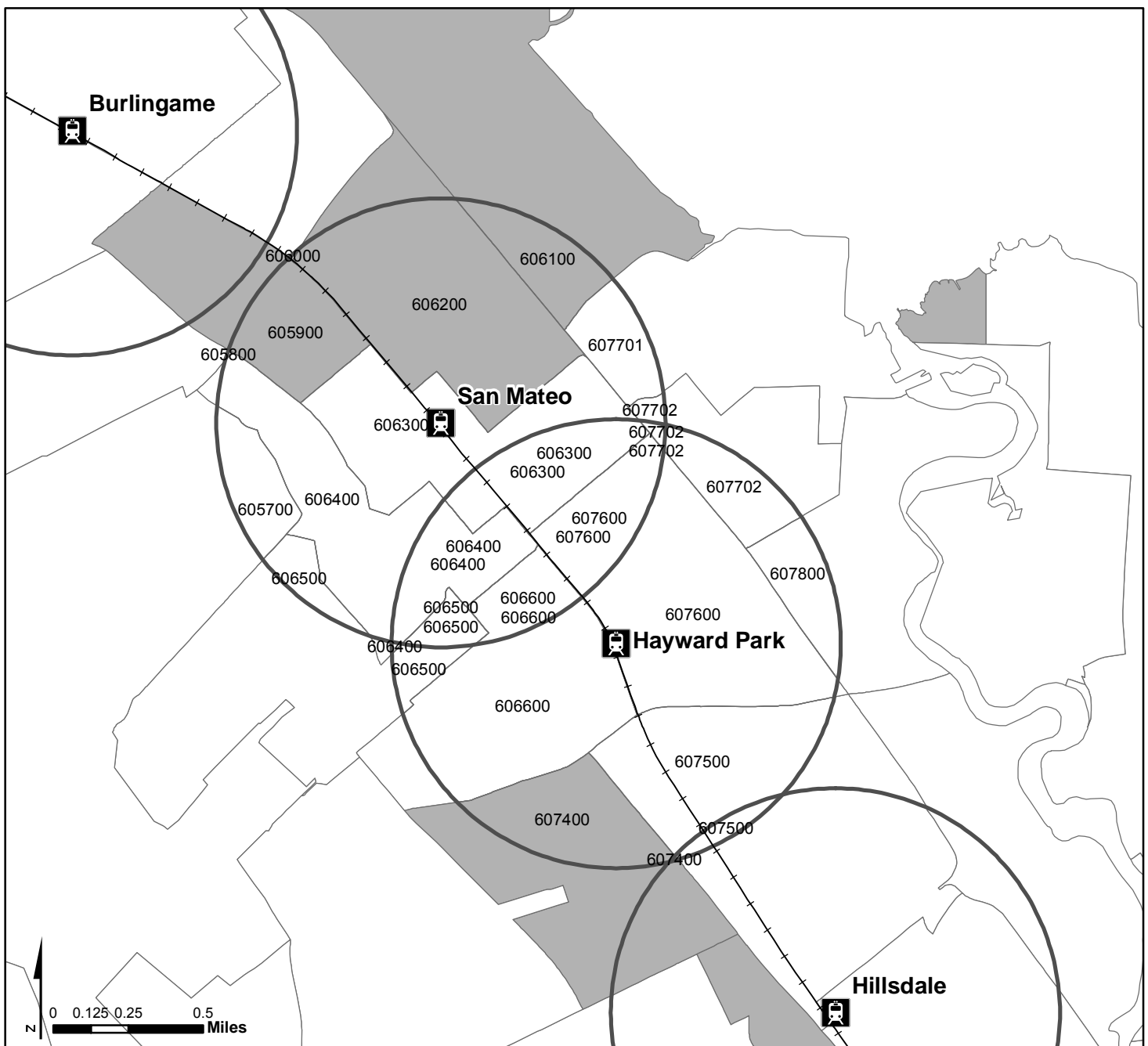
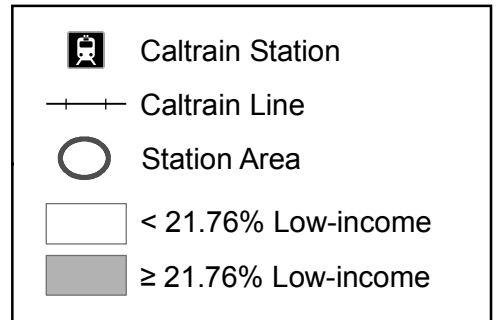


Low-income Population by U.S. Census Tract

San Mateo & Hayward Park Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

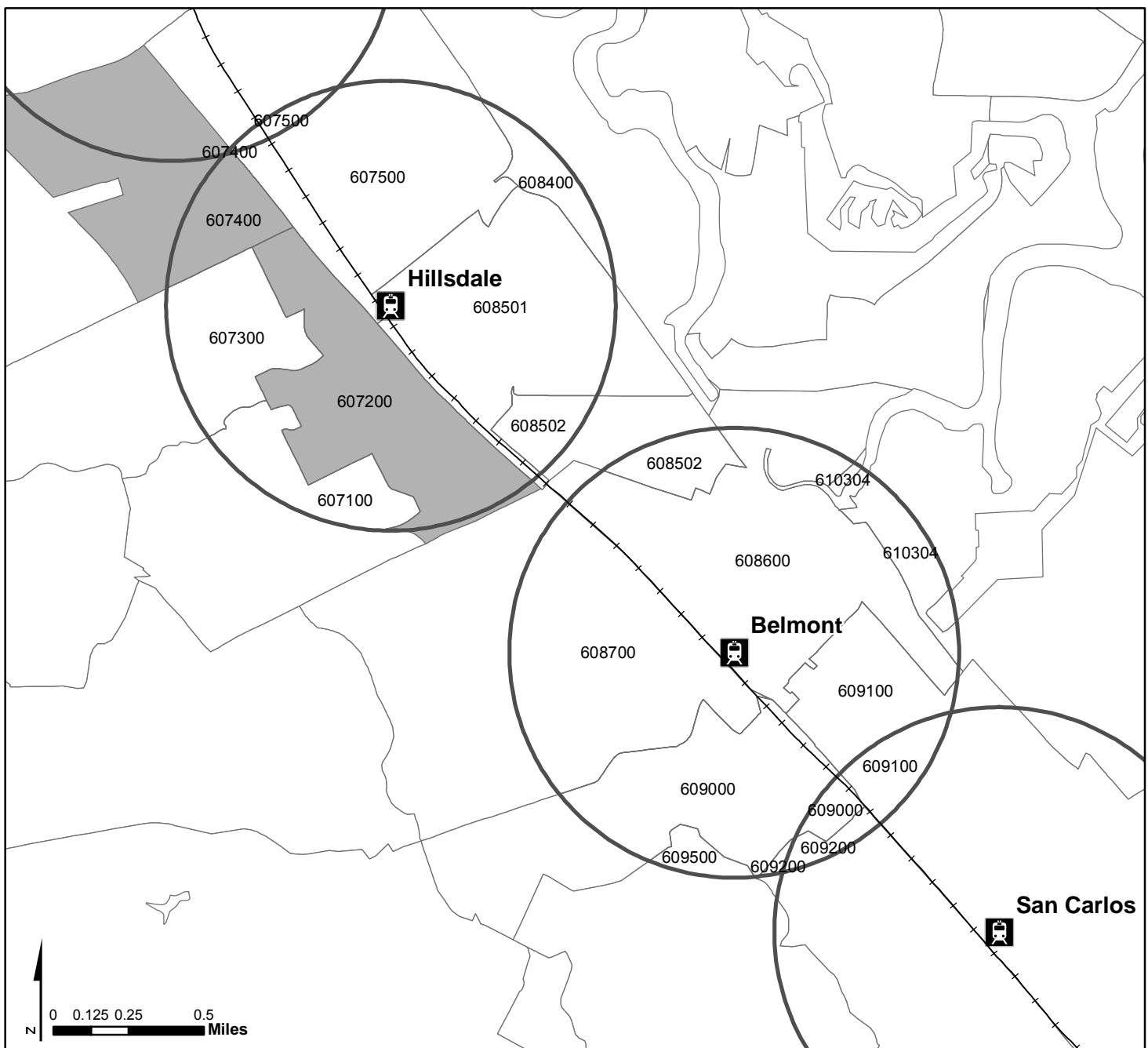
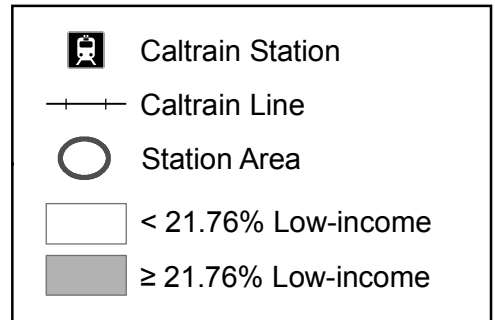
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Hillsdale & Belmont Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

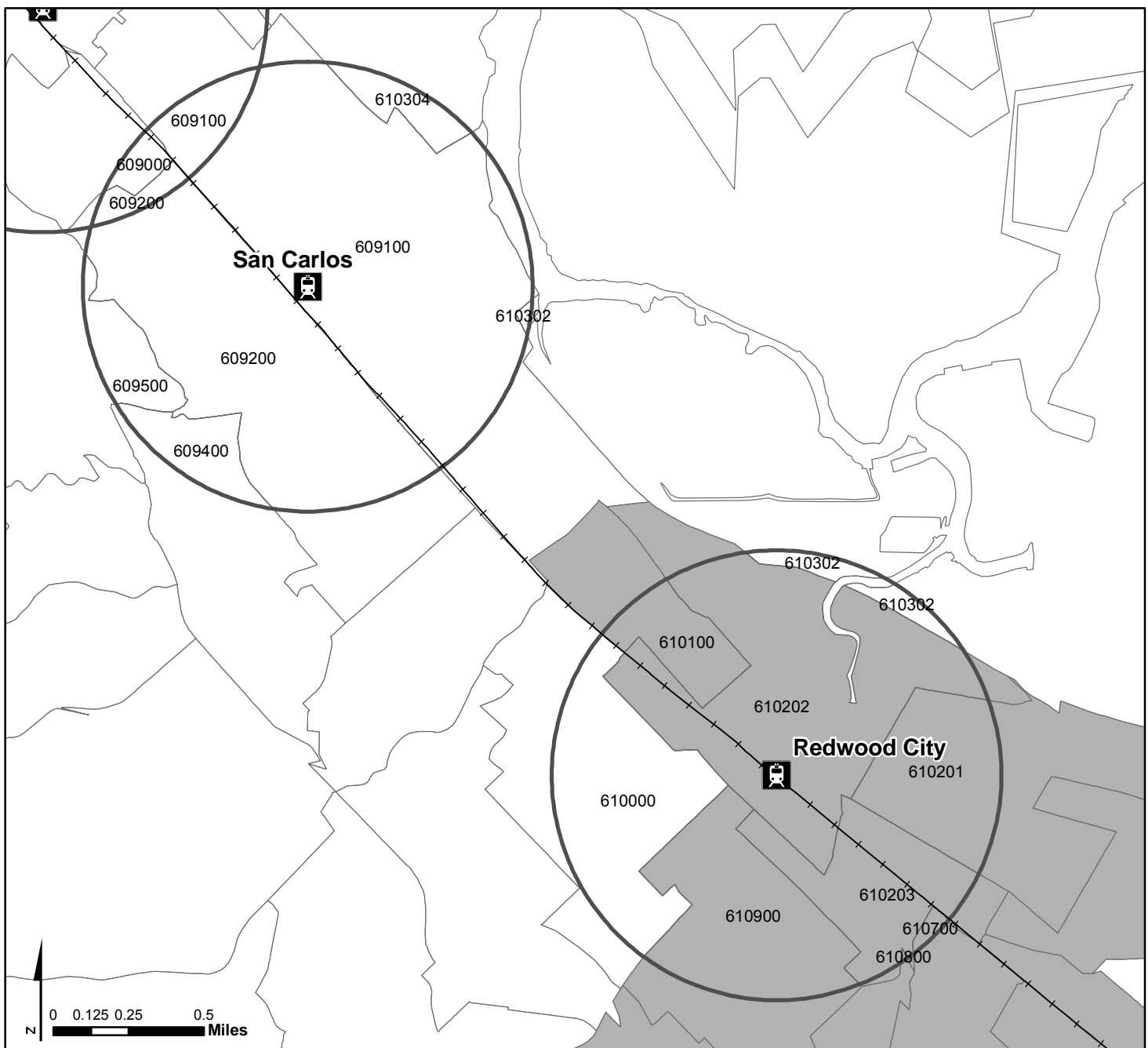
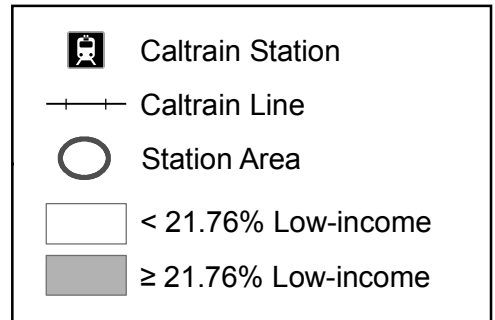


Low-income Population by U.S. Census Tract

San Carlos & Redwood City Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

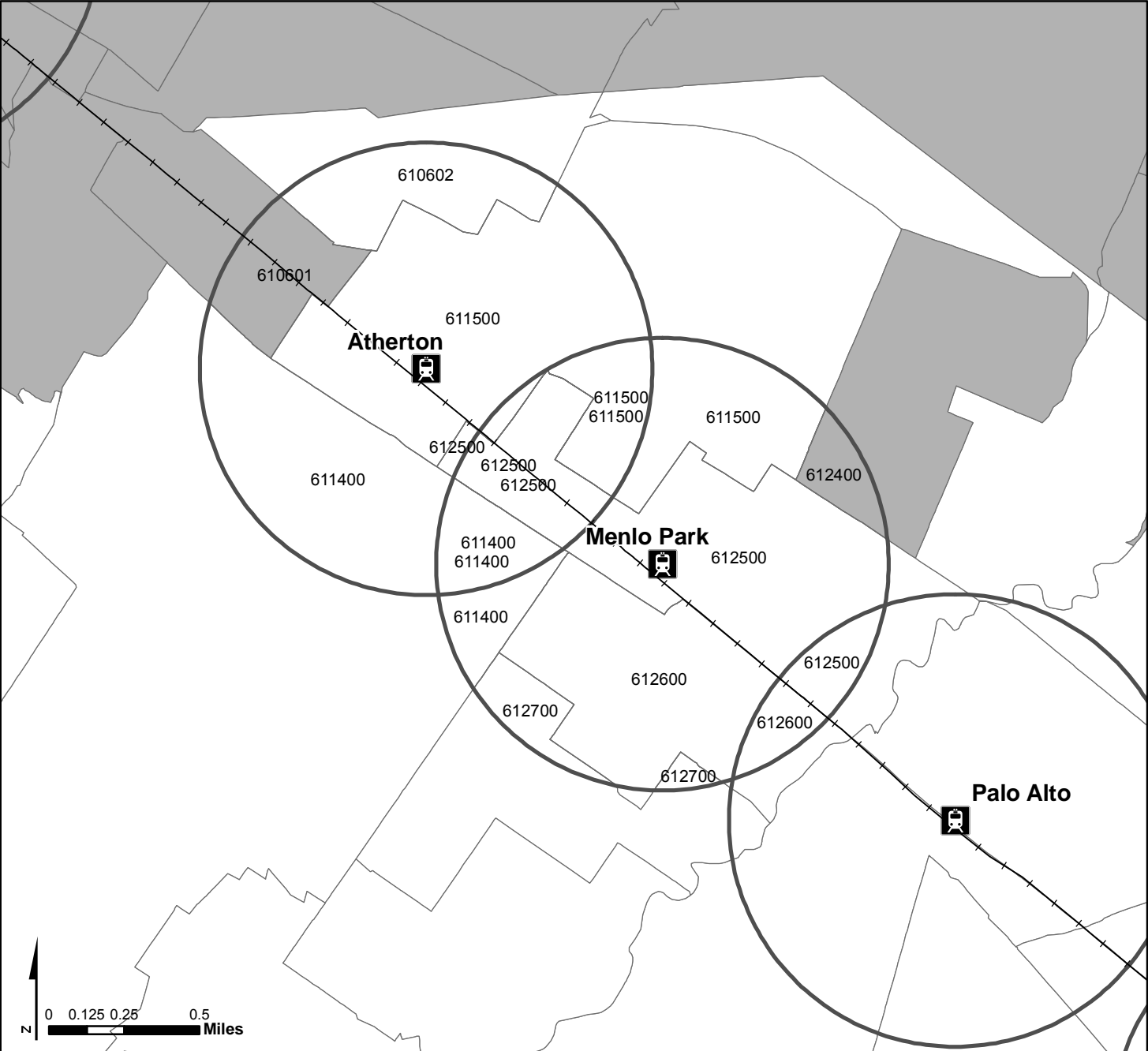
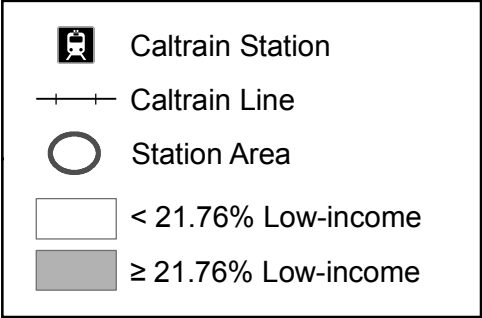


Low-income Population by U.S. Census Tract

Atherton & Menlo Park Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

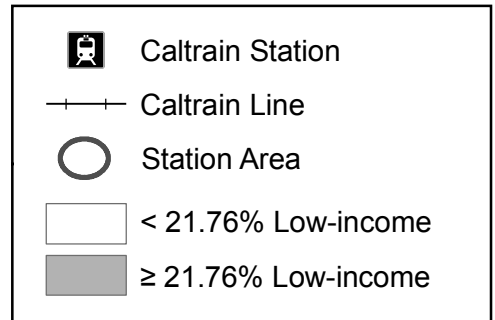
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Palo Alto & California Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

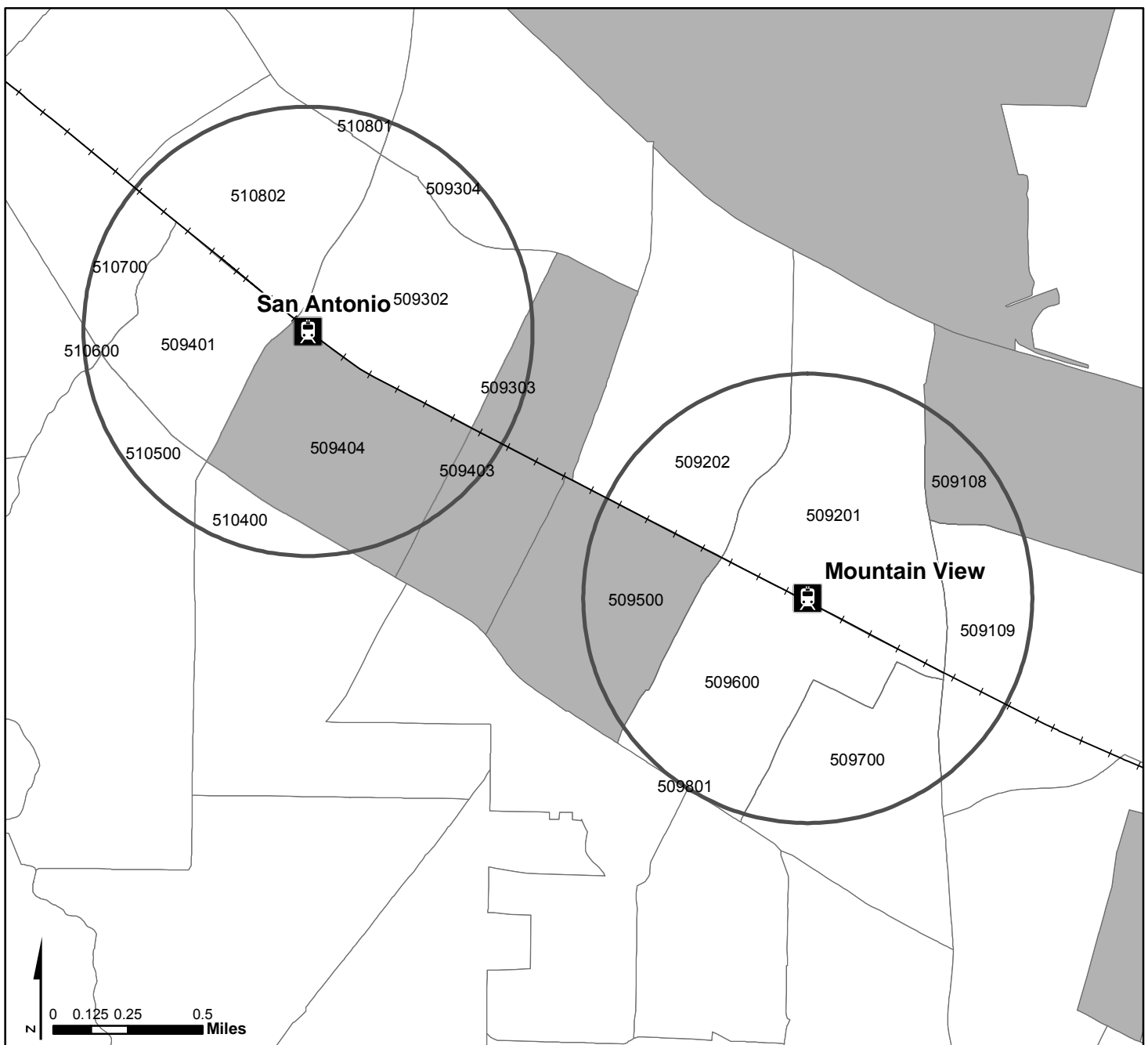
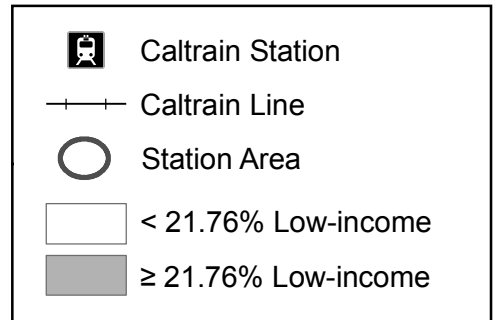
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract San Antonio & Mountain View Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

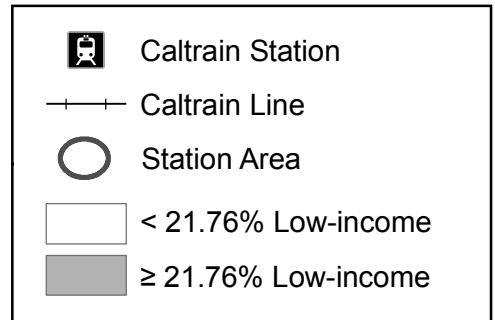
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Sunnyvale & Lawrence Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

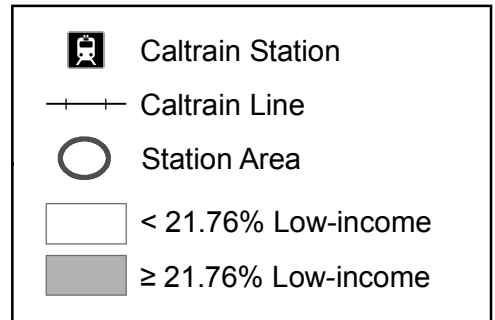
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Santa Clara & College Park Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

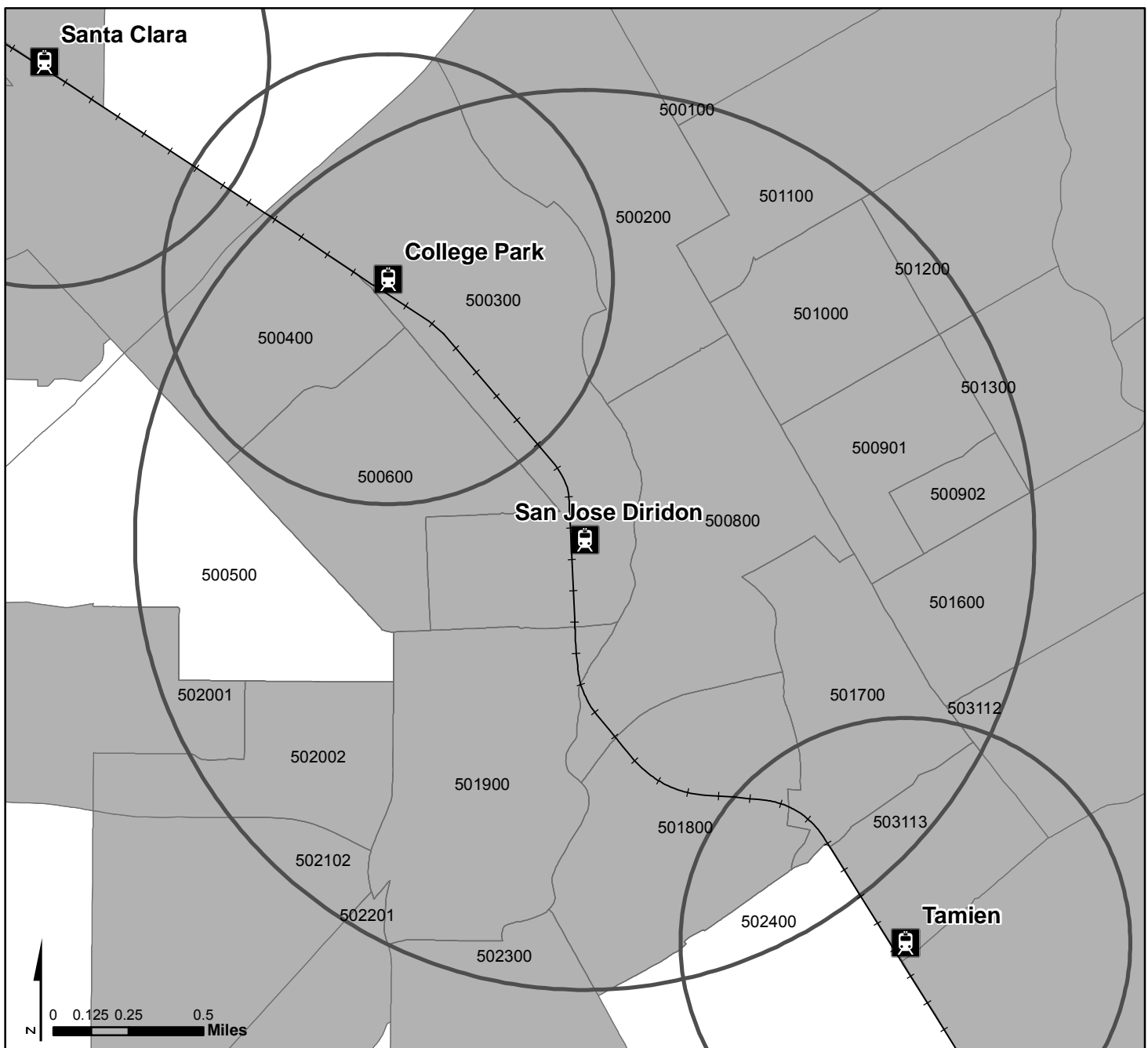
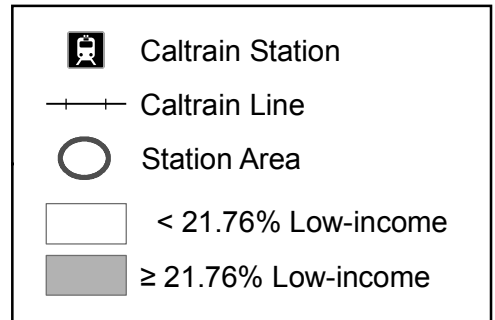


Low-income Population by U.S. Census Tract

San Jose Diridon Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

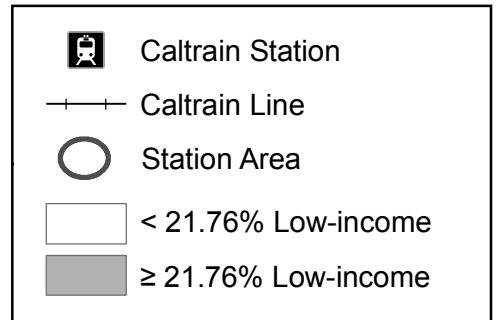


Low-income Population by U.S. Census Tract

Tamien Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

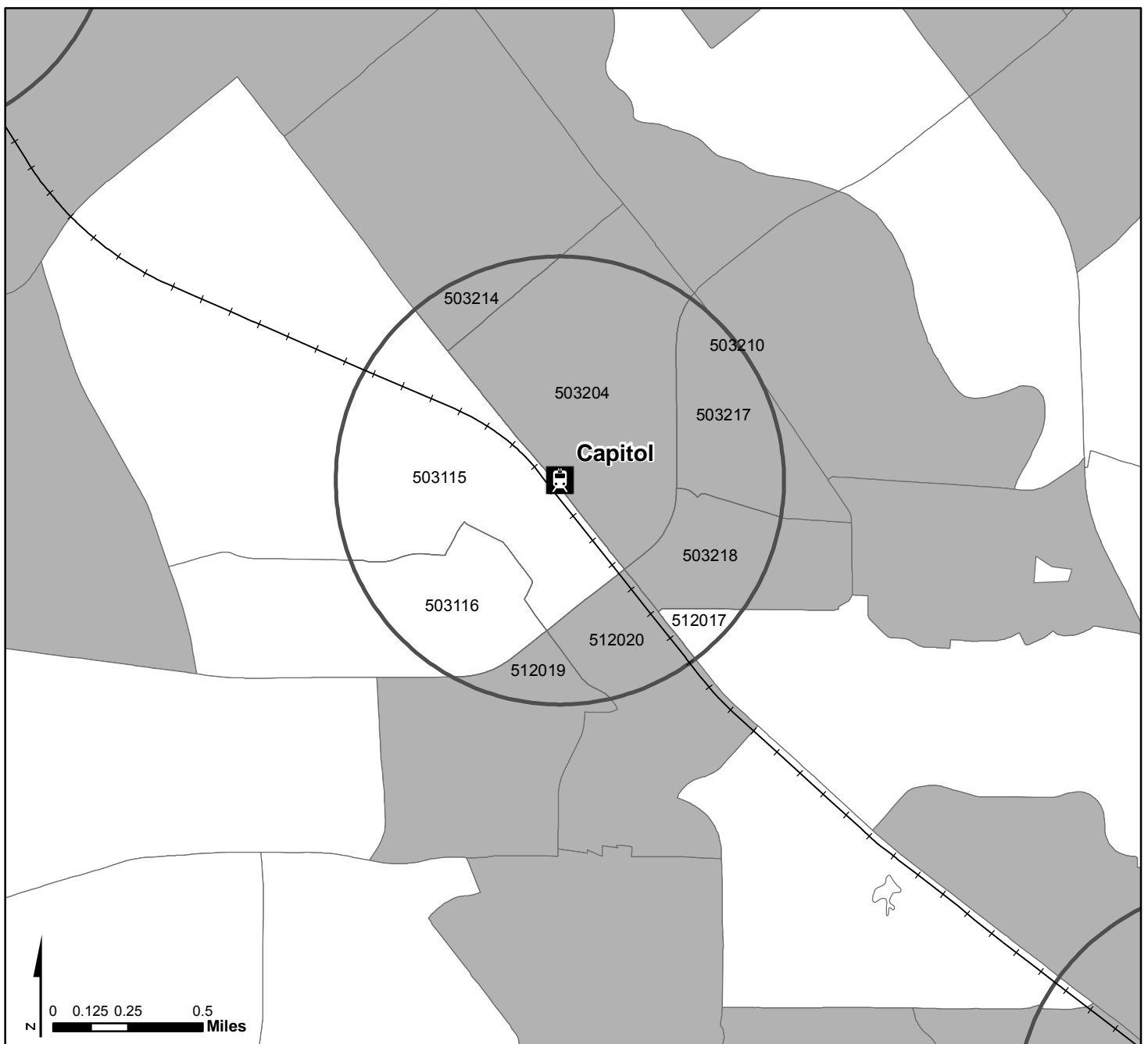
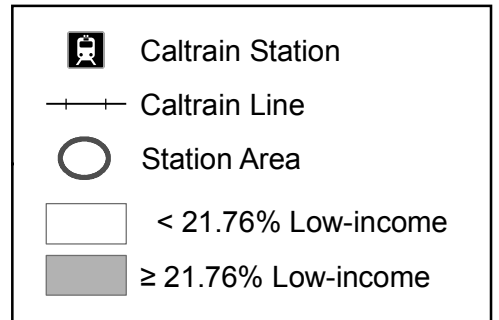
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Capitol Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

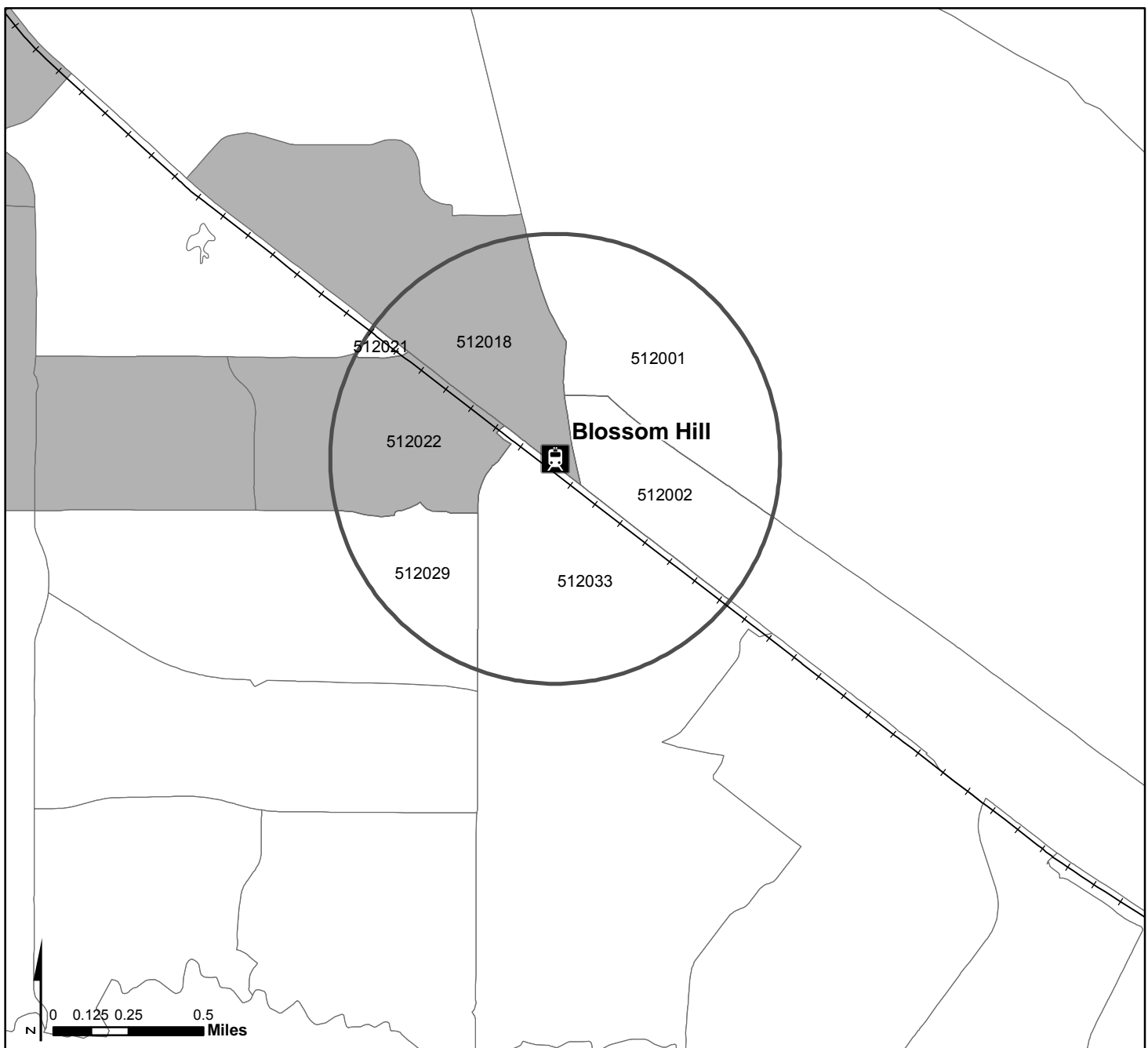
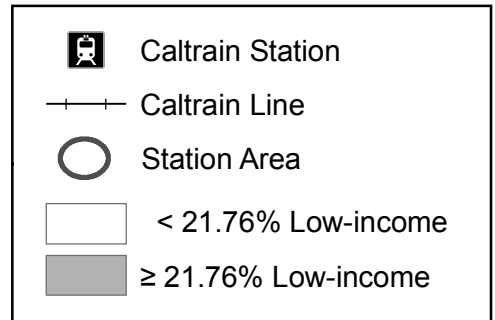


Low-income Population by U.S. Census Tract

Blossom Hill Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

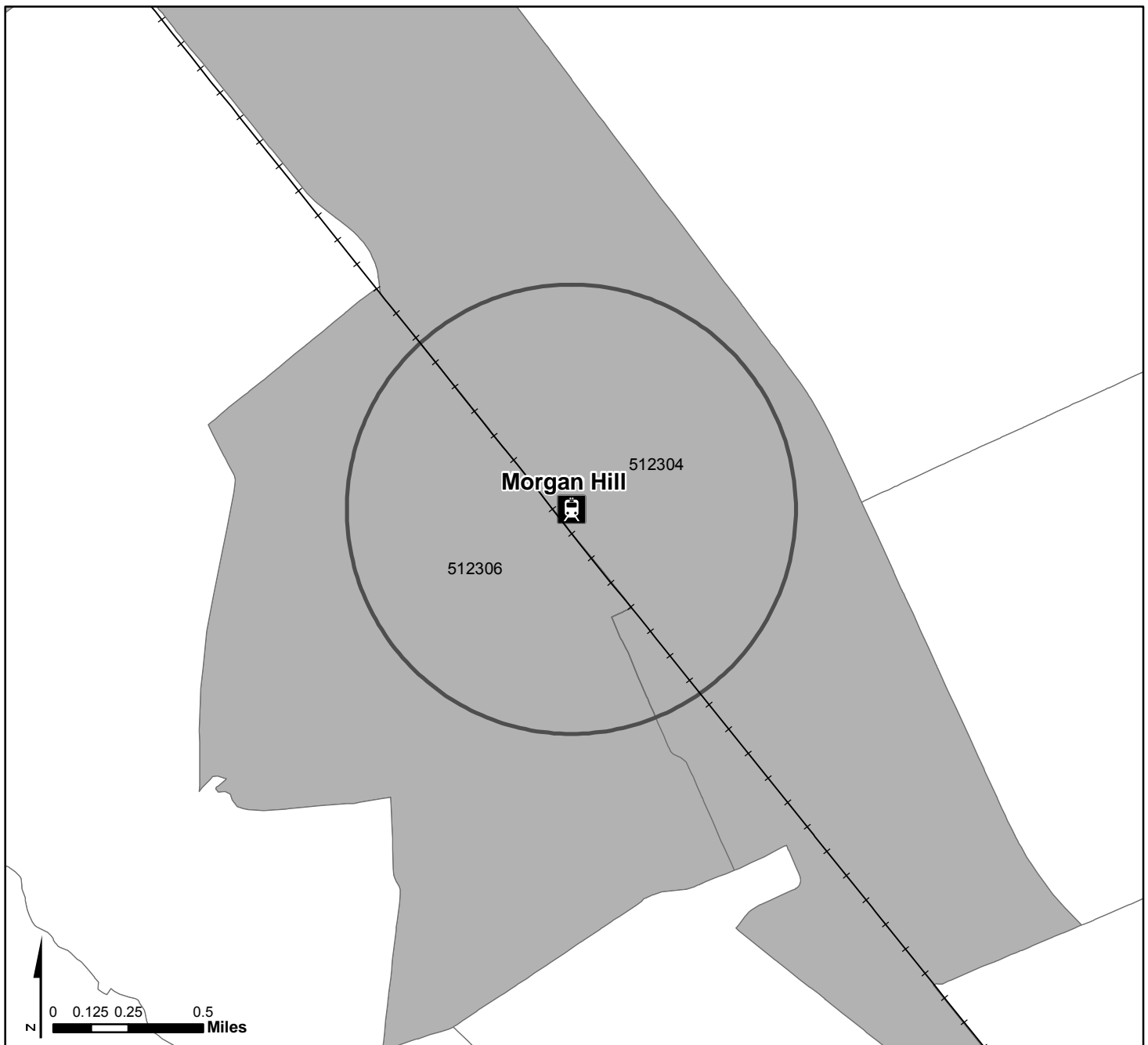
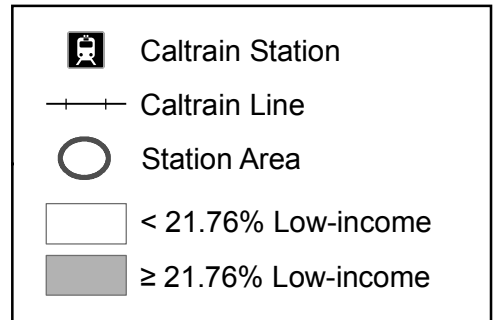


Low-income Population by U.S. Census Tract

Morgan Hill Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

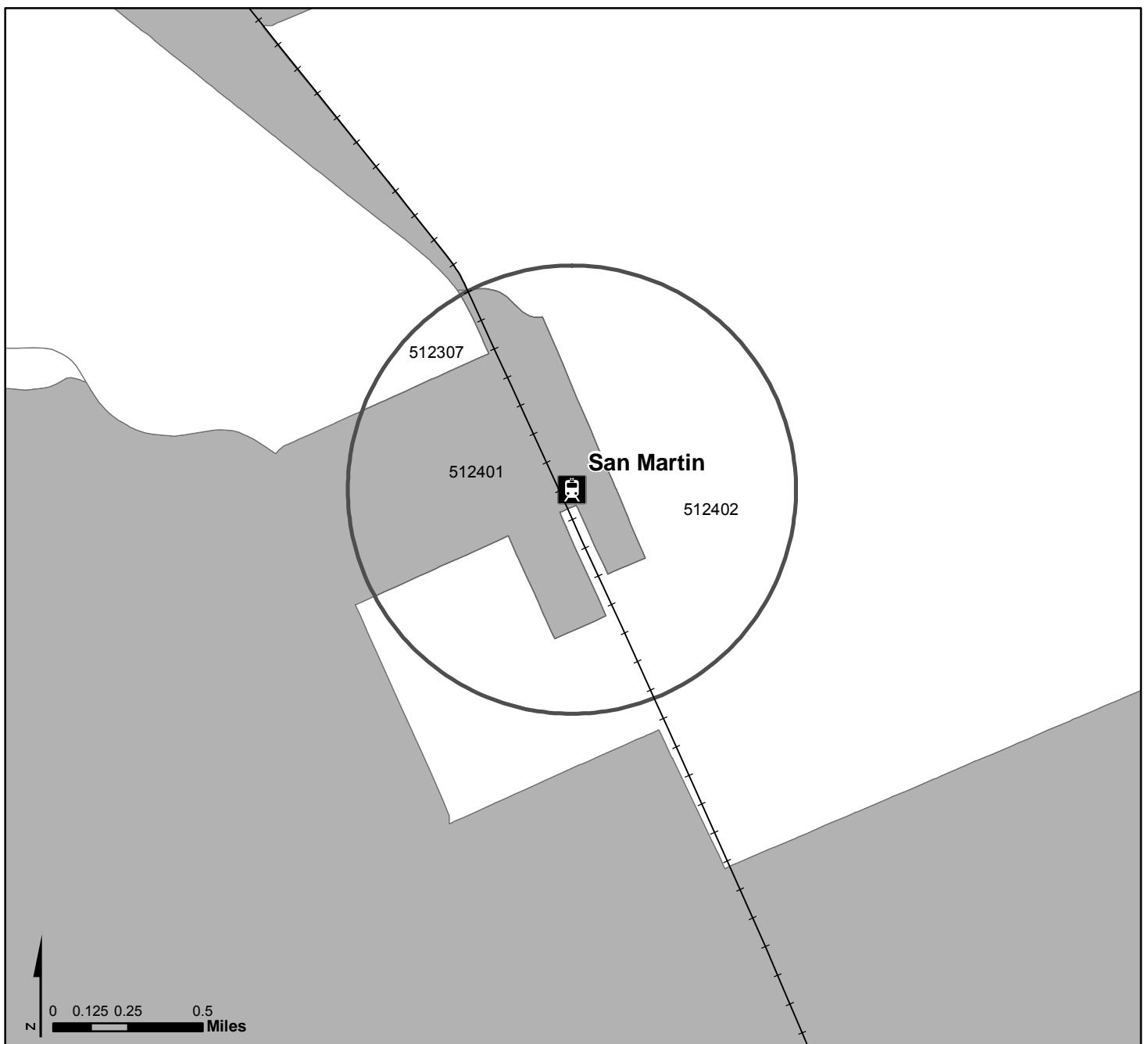
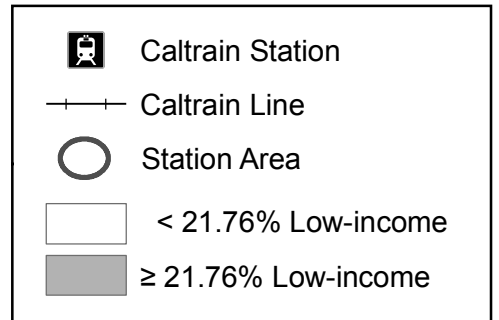


Low-income Population by U.S. Census Tract

San Martin Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

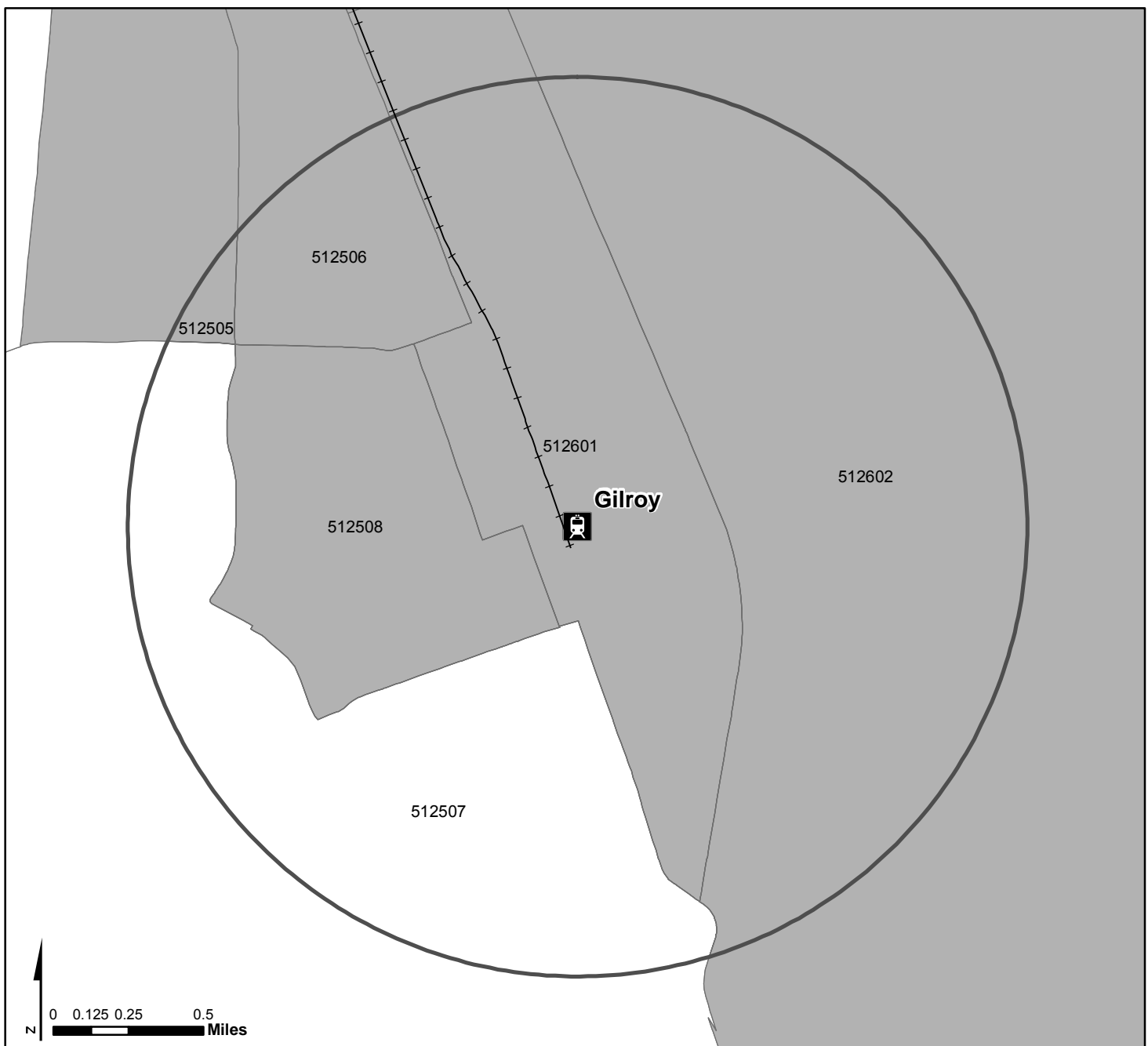
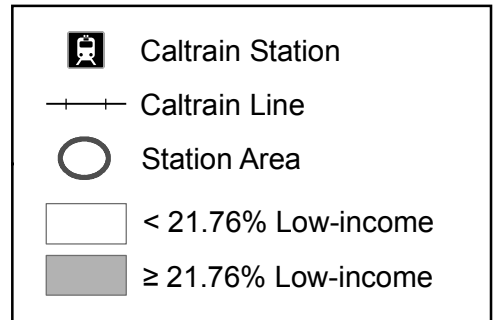
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Gilroy Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.



**ATTACHMENT 4 -
QUALITY OF SERVICE ANALYSIS
FOR FARE CHANGE
PROPOSAL**

Caltrain Title VI Input - QUALITY OF SERVICE
FY 2012 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Top Three Destinations
 Existing & Proposed - FY2012- Base Fare Increase

<u>CRITERIA</u>	<u>Stations</u>	<u>San Francisco 4th & King</u>		<u>Palo Alto</u>		<u>San Jose- Diridon</u>		<u>AVERAGE</u>	
		<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>
TOTAL TIME PER TRIP (minutes)	Minority	102.06	102.06	106.04	106.04	102.15	102.15	103.42	103.42
	Non-Minority	93.43	93.43	66.08	66.08	81.90	81.90	80.47	80.47
	Average	97.75	97.75	86.06	86.06	92.03	92.03	91.94	91.94
TOTAL COST PER TRIP (in dollars)	Minority	6.40	6.60	6.50	6.75	6.65	6.88	6.52	6.74
	Non-Minority	5.96	6.19	3.51	3.71	5.81	6.06	5.10	5.32
	Average	6.18	6.39	5.01	5.23	6.23	6.47	5.81	6.03
COST PER MILE (in dollars)	Minority	0.21	0.22	0.28	0.30	0.24	0.25	0.25	0.26
	Non-Minority	0.22	0.23	0.34	0.36	0.26	0.27	0.27	0.28
	Average	0.22	0.22	0.31	0.33	0.25	0.26	0.26	0.27

*Assumes 25 Cent Base Fare Increase

COMPARISON Existing to Proposed Minority/Non	Total Time -	Min	0.0%	0.0%	0.0%	0.0%
		Non-	0.0%	0.0%	0.0%	0.0%
		Avg	0.0%	0.0%	0.0%	0.0%
	Total Cost	Min	3.1%	3.8%	3.4%	3.5%
		Non-	3.8%	5.7%	4.3%	4.4%
		Avg	3.4%	4.5%	3.8%	3.9%
	Cost Per Mile	Min	3.1%	3.8%	3.4%	3.5%
		Non-	3.8%	5.7%	4.3%	4.7%
		Avg	3.5%	4.9%	3.9%	4.1%

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Downtown San Francisco @ 4th & King												
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost	
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	79.00	6.00	14.00	0.00	111.23	\$ 4.50	\$ 0.63
<u>San Mateo</u>														
	South San Francisco	6023	0.90		9.30	10.20	18.00	35.00		14.00	0.00	67.00	\$ 2.50	\$ 0.25
	Hillsdale	6084	1.30		20.30	21.60	26.00	17.50		26.00	0.00	69.50	\$ 4.50	\$ 0.21
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		34.10	34.50	8.00	52.50		52.00	0.00	112.50	\$ 6.50	\$ 0.19
	Sunnyvale	5088	0.80		38.80	39.60	16.00	23.33		49.00	0.00	88.33	\$ 6.50	\$ 0.16
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	29.00	5.00	57.00	0.00	105.00	\$ 10.50	\$ 0.21
	Capitol	5032.18	1.00		52.40	53.40	20.00	70.00		98.00	0.00	188.00	\$ 10.50	\$ 0.20
	Gilroy	5125.06	0.40	1.20	77.20	78.80	8.00	85.00	8.00	132.00	0.00	233.00	\$ 14.50	\$ 0.18
	Average:					29.79						102.06	\$ 6.40	\$ 0.21
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -
<u>San Mateo</u>														
	San Mateo	6057			17.60	2.20	19.80	0.00	23.33	23.00	5.28	46.33	\$ 5.62	\$ 0.28
	Hayward Park	6075	0.70		19.10	19.80	14.00	70.00		43.00	0.00	127.00	\$ 4.50	\$ 0.23
	Hayward Park	6066	0.80		19.10	19.90	16.00	70.00		43.00	0.00	129.00	\$ 4.50	\$ 0.23
	Menlo Park	6115	1.20		28.90	30.10	24.00	30.00		40.00	0.00	94.00	\$ 6.50	\$ 0.22
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	37.50	16.00	37.00	0.00	96.50	\$ 8.50	\$ 0.26
	Palo Alto	5130	1.10		30.10	31.20	22.00	17.50		37.00	0.00	76.50	\$ 6.50	\$ 0.21
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	64.50	11.00	52.00	0.00	147.50	\$ 8.50	\$ 0.23
	Mountain View	5092.02	1.10		36.10	37.20	22.00	17.50		45.00	0.00	84.50	\$ 6.50	\$ 0.17
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		77.00	0.00	127.00	\$ 8.50	\$ 0.19
	Average					27.26						93.43	\$ 5.96	\$ 0.22
	Combined Average					28.52						97.75	\$ 6.18	\$ 0.22

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Downtown San Francisco @ 4th & King												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	79.00	6.00	14.00	0.00	111.23	\$ 4.75	\$ 0.67
<u>San Mateo</u>														
	South San Francisco	6023	0.90		9.30	10.20	18.00	35.00		14.00	0.00	67.00	\$ 2.75	\$ 0.27
	Hillsdale	6084	1.30		20.30	21.60	26.00	17.50		26.00	0.00	69.50	\$ 4.75	\$ 0.22
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		34.10	34.50	8.00	52.50		52.00	0.00	112.50	\$ 6.75	\$ 0.20
	Sunnyvale	5088	0.80		38.80	39.60	16.00	23.33		49.00	0.00	88.33	\$ 6.75	\$ 0.17
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	29.00	5.00	57.00	0.00	105.00	\$ 10.75	\$ 0.22
	Capitol	5032.18	1.00		52.40	53.40	20.00	70.00		98.00	0.00	188.00	\$ 10.75	\$ 0.20
	Gilroy	5125.06	0.40	1.20	77.20	78.80	8.00	85.00	8.00	132.00	0.00	233.00	\$ 14.75	\$ 0.19
	Average:					29.79						102.06	\$ 6.60	\$ 0.22
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -
<u>San Mateo</u>														
	San Mateo	6057			17.60	2.20	19.80	0.00	23.33	23.00	5.28	46.33	\$ 5.87	\$ 0.30
	Hayward Park	6075	0.70		19.10	19.80	14.00	70.00		43.00	0.00	127.00	\$ 4.75	\$ 0.24
	Hayward Park	6066	0.80		19.10	19.90	16.00	70.00		43.00	0.00	129.00	\$ 4.75	\$ 0.24
	Menlo Park	6115	1.20		28.90	30.10	24.00	30.00		40.00	0.00	94.00	\$ 6.75	\$ 0.22
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	37.50	16.00	37.00	0.00	96.50	\$ 8.75	\$ 0.27
	Palo Alto	5130	1.10		30.10	31.20	22.00	17.50		37.00	0.00	76.50	\$ 6.75	\$ 0.22
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	64.50	11.00	52.00	0.00	147.50	\$ 8.75	\$ 0.24
	Mountain View	5092.02	1.10		36.10	37.20	22.00	17.50		45.00	0.00	84.50	\$ 6.75	\$ 0.18
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		77.00	0.00	127.00	\$ 8.75	\$ 0.19
	Average					27.26						93.43	\$ 6.19	\$ 0.23
	Combined Average					28.52						97.75	\$ 6.39	\$ 0.22

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Palo Alto Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	30.10									
	4th & King	176.01	0.50	0.80	30.10									
	Bayshore	233	0.61	1.30	24.90									
<u>San Mateo</u>														
	South San Francisco	6023	0.90		20.80									
	Hillsdale	6084	1.30		9.80									
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		4.00									
	Sunnyvale	5088	0.80		8.70									
	San Jose Diridon	5021.02	0.70	1.60	17.40									
	Capitol	5032.18	1.00		22.30									
	Gilroy	5125.06	0.40	1.20	47.10									
	Average:													
						22.83						106.04	\$ 6.50	\$ 0.28
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		30.10									
<u>San Mateo</u>														
	San Mateo	6057			12.50	2.20	14.70	0.00	21.00					
	Hayward Park	6075	0.70		11.00		11.70	14.00	52.50					
	Hayward Park	6066	0.80		11.00		11.80	16.00	52.50					
	Menlo Park	6115	1.20		1.20		2.40	24.00	30.00					
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	0.00		2.00	6.00	20.00	16.00				
	Palo Alto	5130	1.10		0.00		1.10	22.00	0.00					
	San Antonio	5106	1.00	1.40	4.00		6.40	20.00	64.50	11.00				
	Mountain View	5092.02	1.10		6.00		7.10	22.00	23.33					
	Santa Clara	5057	1.00		14.60		15.60	20.00	52.50					
	Average						10.32					66.08	\$ 3.51	\$ 0.34
	Combined Average						16.57					86.06	\$ 5.01	\$ 0.31

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Palo Alto Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	30.10	31.65	6.00	26.50	8.00	37.00	0.00	77.50	\$ 8.75	\$ 0.28
	4th & King	176.01	0.50	0.80	30.10	31.40	10.00	22.50	8.00	37.00	0.00	77.50	\$ 8.75	\$ 0.28
	Bayshore	233	0.61	1.30	24.90	26.81	12.23	79.00	6.00	44.00	0.00	141.23	\$ 8.75	\$ 0.33
<u>San Mateo</u>														
	South San Francisco	6023	0.90		20.80	21.70	18.00	52.50		38.00	0.00	108.50	\$ 6.75	\$ 0.31
	Hillsdale	6084	1.30		9.80	11.10	26.00	23.33		11.00	0.00	60.33	\$ 4.75	\$ 0.43
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		4.00	4.40	8.00	52.50		9.00	0.00	69.50	\$ 2.75	\$ 0.63
	Sunnyvale	5088	0.80		8.70	9.50	16.00	23.33		10.00	0.00	49.33	\$ 2.75	\$ 0.29
	San Jose Diridon	5021.02	0.70	1.60	17.40	19.70	14.00	32.50	5.00	20.00	0.00	71.50	\$ 6.75	\$ 0.34
	Capitol	5032.18	1.00		22.30	23.30	20.00	105.00		55.00	0.00	180.00	\$ 6.75	\$ 0.29
	Gilroy	5125.06	0.40	1.20	47.10	48.70	8.00	120.00	8.00	89.00	0.00	225.00	\$ 10.75	\$ 0.22
	Average:					22.83						106.04	\$ 6.75	\$ 0.30
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		30.10	30.40	6.00	17.50		37.00	0.00	60.50	\$ 6.75	\$ 0.22
<u>San Mateo</u>														
	San Mateo	6057			12.50	14.70	0.00	21.00		19.00	5.28	40.00	\$ 5.87	\$ 0.40
	Hayward Park	6075	0.70		11.00	11.70	14.00	52.50		20.00	0.00	86.50	\$ 4.75	\$ 0.41
	Hayward Park	6066	0.80		11.00	11.80	16.00	52.50		20.00	0.00	88.50	\$ 4.75	\$ 0.40
	Menlo Park	6115	1.20		1.20	2.40	24.00	30.00		3.00	0.00	57.00	\$ 2.75	\$ 1.15
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	0.00	2.00	6.00	20.00	16.00	0.00	0.00	42.00	\$ -	\$ -
	Palo Alto	5130	1.10		0.00	1.10	22.00	0.00		0.00	0.00	22.00	\$ -	\$ -
	San Antonio	5106	1.00	1.40	4.00	6.40	20.00	64.50	11.00	9.00	0.00	104.50	\$ 4.75	\$ 0.74
	Mountain View	5092.02	1.10		6.00	7.10	22.00	23.33		8.00	0.00	53.33	\$ 2.75	\$ 0.39
	Santa Clara	5057	1.00		14.60	15.60	20.00	52.50		34.00	0.00	106.50	\$ 4.75	\$ 0.30
	Average					10.32						66.08	\$ 3.71	\$ 0.36
	Combined Average					16.57						86.06	\$ 5.23	\$ 0.33

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: San Jose Diridon Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	47.50	49.05	6.00	23.00	8.00	59.00	0.00	96.00	\$ 10.50	\$ 0.21
	4th & King	176.01	0.50	0.80	47.50	48.80	10.00	19.00	8.00	59.00	0.00	96.00	\$ 10.50	\$ 0.22
	Bayshore	233	0.61	1.30	42.30	44.21	12.20	61.50	6.00	69.00	0.00	148.70	\$ 10.50	\$ 0.24
<u>San Mateo</u>														
	South San Francisco	6023	0.90		38.20	39.10	18.00	52.50		63.00	0.00	133.50	\$ 8.50	\$ 0.22
	Hillsdale	6084	1.30		27.20	28.50	26.00	23.33		33.00	0.00	82.33	\$ 6.50	\$ 0.23
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		13.40	13.80	8.00	52.50		27.00	0.00	87.50	\$ 4.50	\$ 0.33
	Sunnyvale	5088	0.80		8.70	9.50	16.00	52.50		18.00	0.00	86.50	\$ 4.50	\$ 0.47
	San Jose Diridon	5021.02	0.70	1.60	0.00	2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	1.00		4.90	5.90	20.00	70.00		16.00	0.00	106.00	\$ 2.50	\$ 0.42
	Gilroy	5125.06	0.40	1.20	29.70	31.30	8.00	85.00	8.00	50.00	0.00	151.00	\$ 6.50	\$ 0.21
	Average:					27.25						102.15	\$ 6.65	\$ 0.24
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		47.50	47.80	6.00	14.00		59.00	0.00	79.00	\$ 8.50	\$ 0.18
<u>San Mateo</u>														
	San Mateo	6057			29.60	31.80	0.00	21.00		48.00	5.28	69.00	\$ 7.62	\$ 0.24
	Hayward Park	6075	0.70		28.40	29.10	14.00	52.50		45.00	0.00	111.50	\$ 6.50	\$ 0.22
	Hayward Park	6066	0.80		28.40	29.20	16.00	52.50		45.00	0.00	113.50	\$ 6.50	\$ 0.22
	Menlo Park	6115	1.20		18.60	19.80	24.00	21.00		23.00	0.00	68.00	\$ 4.50	\$ 0.23
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	17.40	19.40	6.00	37.50	16.00	22.00	0.00	81.50	\$ 6.50	\$ 0.34
	Palo Alto	5130	1.10		17.40	18.50	22.00	17.50		22.00	0.00	61.50	\$ 4.50	\$ 0.24
	San Antonio	5106	1.00	1.40	13.40	15.80	20.00	64.50	11.00	27.00	0.00	122.50	\$ 6.50	\$ 0.41
	Mountain View	5092.02	1.10		11.40	12.50	22.00	17.50		14.00	0.00	53.50	\$ 4.50	\$ 0.36
	Santa Clara	5057	1.00		2.80	3.80	20.00	30.00		9.00	0.00	59.00	\$ 2.50	\$ 0.66
	Average					22.77						81.90	\$ 5.81	\$ 0.26
	Combined Average					25.01						92.03	\$ 6.23	\$ 0.25

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: San Jose Diridon Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	47.50	49.05	6.00	23.00	8.00	59.00	0.00	96.00	\$ 10.75	\$ 0.22
	4th & King	176.01	0.50	0.80	47.50	48.80	10.00	19.00	8.00	59.00	0.00	96.00	\$ 10.75	\$ 0.22
	Bayshore	233	0.61	1.30	42.30	44.21	12.20	61.50	6.00	69.00	0.00	148.70	\$ 10.75	\$ 0.24
<u>San Mateo</u>														
	South San Francisco	6023	0.90		38.20	39.10	18.00	52.50		63.00	0.00	133.50	\$ 8.75	\$ 0.22
	Hillsdale	6084	1.30		27.20	28.50	26.00	23.33		33.00	0.00	82.33	\$ 6.75	\$ 0.24
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		13.40	13.80	8.00	52.50		27.00	0.00	87.50	\$ 4.75	\$ 0.34
	Sunnyvale	5088	0.80		8.70	9.50	16.00	52.50		18.00	0.00	86.50	\$ 4.75	\$ 0.50
	San Jose Diridon	5021.02	0.70	1.60	0.00	2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	1.00		4.90	5.90	20.00	70.00		16.00	0.00	106.00	\$ 2.75	\$ 0.47
	Gilroy	5125.06	0.40	1.20	29.70	31.30	8.00	85.00	8.00	50.00	0.00	151.00	\$ 6.75	\$ 0.22
	Average:					27.25						102.15	\$ 6.88	\$ 0.25
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		47.50	47.80	6.00	14.00		59.00	0.00	79.00	\$ 8.75	\$ 0.18
<u>San Mateo</u>														
	San Mateo	6057			29.60	31.80	0.00	21.00		48.00	5.28	69.00	\$ 7.87	\$ 0.25
	Hayward Park	6075	0.70		28.40	29.10	14.00	52.50		45.00	0.00	111.50	\$ 6.75	\$ 0.23
	Hayward Park	6066	0.80		28.40	29.20	16.00	52.50		45.00	0.00	113.50	\$ 6.75	\$ 0.23
	Menlo Park	6115	1.20		18.60	19.80	24.00	21.00		23.00	0.00	68.00	\$ 4.75	\$ 0.24
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	17.40	19.40	6.00	37.50	16.00	22.00	0.00	81.50	\$ 6.75	\$ 0.35
	Palo Alto	5130	1.10		17.40	18.50	22.00	17.50		22.00	0.00	61.50	\$ 4.75	\$ 0.26
	San Antonio	5106	1.00	1.40	13.40	15.80	20.00	64.50	11.00	27.00	0.00	122.50	\$ 6.75	\$ 0.43
	Mountain View	5092.02	1.10		11.40	12.50	22.00	17.50		14.00	0.00	53.50	\$ 4.75	\$ 0.38
	Santa Clara	5057	1.00		2.80	3.80	20.00	30.00		9.00	0.00	59.00	\$ 2.75	\$ 0.72
	Average					22.77						81.90	\$ 6.06	\$ 0.27
	Combined Average					25.01						92.03	\$ 6.47	\$ 0.26

AM Peak Period: 5:30 am to 8:59 am

Caltrain Title VI Input - QUALITY OF SERVICE
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Top Three Destinations
 Existing & Proposed - FY2012- Base Fare Increase

<u>CRITERIA</u>	<u>Stations</u>	<u>San Francisco 4th & King</u>		<u>Palo Alto</u>		<u>San Jose- Diridon</u>		<u>AVERAGE</u>	
		<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>
TOTAL TIME PER TRIP (minutes)	Minority	64.89	64.89	64.36	64.36	71.65	71.65	66.97	66.97
	Non-Minority	87.60	87.60	64.85	64.85	82.84	82.84	78.43	78.43
	Average	76.25	76.25	64.60	64.60	77.24	77.24	72.70	72.70
TOTAL COST PER TRIP (in dollars)	Minority	3.90	4.05	4.80	5.00	5.75	5.93	4.82	4.99
	Non-Minority	5.96	6.19	3.51	3.71	5.81	6.06	5.10	5.32
	Average	4.93	5.12	4.16	4.36	5.78	5.99	4.96	5.16
COST PER MILE (in dollars)	Minority	0.24	0.24	0.31	0.32	0.24	0.25	0.26	0.27
	Non-Minority	0.22	0.23	0.34	0.36	0.26	0.27	0.27	0.28
	Average	0.23	0.24	0.32	0.34	0.25	0.26	0.27	0.28

*Assumes 25 Cent Base Fare Increase

COMPARISON Existing to Proposed Minority/Non	Total Time -	Min	0.0%	0.0%	0.0%	0.0%
		Non-	0.0%	0.0%	0.0%	0.0%
		Avg	0.0%	0.0%	0.0%	0.0%
	Total Cost	Min	3.8%	4.2%	3.0%	3.6%
		Non-	3.8%	5.7%	4.3%	4.4%
		Avg	3.8%	4.8%	3.7%	4.0%
	Cost Per Mile	Min	3.8%	4.2%	3.0%	3.7%
		Non-	3.8%	5.7%	4.3%	4.7%
		Avg	3.8%	5.0%	3.7%	4.2%

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	57.00	6.00	14.00	0.00	89.23	\$ 4.50	\$ 0.63	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	48.00		20.00	0.00	86.00	\$ 2.50	\$ 0.25	
	Hillsdale	6084	1.30		20.30	21.60	26.00	26.67		27.00	0.00	79.67	\$ 4.50	\$ 0.21	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	48.00		55.00	0.00	111.00	\$ 6.50	\$ 0.19	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	48.00		65.00	0.00	129.00	\$ 6.50	\$ 0.16	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	30.00	5.00	59.00	0.00	108.00	\$ 10.50	\$ 0.21	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					16.57						64.89	\$ 3.90	\$ 0.24	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	19.80	0.00	21.82		27.00	5.28	48.82	\$ 5.62	\$ 0.28	
	Hayward Park	6075	0.70		19.10	19.80	14.00	48.00		39.00	0.00	101.00	\$ 4.50	\$ 0.23	
	Hayward Park	6066	0.80		19.10	19.90	16.00	48.00		39.00	0.00	103.00	\$ 4.50	\$ 0.23	
	Menlo Park	6115	1.20		28.90	30.10	24.00	21.82		38.00	0.00	83.82	\$ 6.50	\$ 0.22	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	38.46	16.00	38.00	0.00	98.46	\$ 8.50	\$ 0.26	
	Palo Alto	5130	1.10		30.10	31.20	22.00	18.46		38.00	0.00	78.46	\$ 6.50	\$ 0.21	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	60.00	11.00	55.00	0.00	146.00	\$ 8.50	\$ 0.23	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	18.46		46.00	0.00	86.46	\$ 6.50	\$ 0.17	
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		74.00	0.00	124.00	\$ 8.50	\$ 0.19	
	Average					27.26						87.60	\$ 5.96	\$ 0.22	
	Combined Average					21.91						76.25	\$ 4.93	\$ 0.23	

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	57.00	6.00	14.00	0.00	89.23	\$ 4.75	\$ 0.67	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	48.00		20.00	0.00	86.00	\$ 2.75	\$ 0.27	
	Hillsdale	6084	1.30		20.30	21.60	26.00	26.67		27.00	0.00	79.67	\$ 4.75	\$ 0.22	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	48.00		55.00	0.00	111.00	\$ 6.75	\$ 0.20	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	48.00		65.00	0.00	129.00	\$ 6.75	\$ 0.17	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	30.00	5.00	59.00	0.00	108.00	\$ 10.75	\$ 0.22	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					16.57						64.89	\$ 4.05	\$ 0.24	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	19.80	0.00	21.82		27.00	5.28	48.82	\$ 5.87	\$ 0.30	
	Hayward Park	6075	0.70		19.10	19.80	14.00	48.00		39.00	0.00	101.00	\$ 4.75	\$ 0.24	
	Hayward Park	6066	0.80		19.10	19.90	16.00	48.00		39.00	0.00	103.00	\$ 4.75	\$ 0.24	
	Menlo Park	6115	1.20		28.90	30.10	24.00	21.82		38.00	0.00	83.82	\$ 6.75	\$ 0.22	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	38.46	16.00	38.00	0.00	98.46	\$ 8.75	\$ 0.27	
	Palo Alto	5130	1.10		30.10	31.20	22.00	18.46		38.00	0.00	78.46	\$ 6.75	\$ 0.22	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	60.00	11.00	55.00	0.00	146.00	\$ 8.75	\$ 0.24	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	18.46		46.00	0.00	86.46	\$ 6.75	\$ 0.18	
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		74.00	0.00	124.00	\$ 8.75	\$ 0.19	
	Average					27.26						87.60	\$ 6.19	\$ 0.23	
	Combined Average					21.91						76.25	\$ 5.12	\$ 0.24	

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Palo Alto Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	30.10									
	4th & King	176.01	0.50	0.80	30.10									
	Bayshore	233	0.61	1.30	24.90									
<u>San Mateo</u>														
	South San Francisco	6023	0.90		20.80									
	Hillsdale	6084	1.30		9.80									
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		4.00									
	Sunnyvale	5088	0.80		8.70									
	San Jose Diridon	5021.02	0.70	1.60	17.40									
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-
	Average:													
						15.63						64.36	\$ 4.80	\$ 0.31
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		30.10									
<u>San Mateo</u>														
	San Mateo	6057			12.50	2.20								
	Hayward Park	6075	0.70		11.00									
	Hayward Park	6066	0.80		11.00									
	Menlo Park	6115	1.20		1.20									
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	0.00	2.00								
	Palo Alto	5130	1.10		0.00	1.10								
	San Antonio	5106	1.00	1.40	4.00	6.40								
	Mountain View	5092.02	1.10		6.00	7.10								
	Santa Clara	5057	1.00		14.60	15.60								
	Average													
						10.32						64.85	\$ 3.51	\$ 0.34
	Combined Average											64.60	\$ 4.16	\$ 0.32

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Palo Alto Station																		
County	Census Tract	Miles					Time In Minutes					Cost								
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles						
Minority																				
<u>San Francisco</u>																				
	4th & King	117	0.30	1.25	30.10							31.65	6.00	27.46	8.00	35.00	0.00	76.46	\$ 8.75	\$ 0.28
	4th & King	176.01	0.50	0.80	30.10							31.40	10.00	23.46	8.00	35.00	0.00	76.46	\$ 8.75	\$ 0.28
	Bayshore	233	0.61	1.30	24.90							26.81	12.23	69.00	6.00	46.00	0.00	133.23	\$ 8.75	\$ 0.33
<u>San Mateo</u>																				
	South San Francisco	6023	0.90		20.80							21.70	18.00	30.00		30.00	0.00	78.00	\$ 6.75	\$ 0.31
	Hillsdale	6084	1.30		9.80							11.10	26.00	24.00		11.00	0.00	61.00	\$ 4.75	\$ 0.43
<u>Santa Clara</u>																				
	San Antonio	5094.04	0.40		4.00							4.40	8.00	48.00		8.00	0.00	64.00	\$ 2.75	\$ 0.63
	Sunnyvale	5088	0.80		8.70							9.50	16.00	48.00		17.00	0.00	81.00	\$ 2.75	\$ 0.29
	San Jose Diridon	5021.02	0.70	1.60	17.40							19.70	14.00	33.46	5.00	21.00	0.00	73.46	\$ 6.75	\$ 0.34
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Average:							15.63											64.36	\$ 5.00	\$ 0.32
Non Minority																				
<u>San Francisco</u>																				
	4th & King	607	0.30		30.10							30.40	6.00	18.46		35.00	0.00	59.46	\$ 6.75	\$ 0.22
<u>San Mateo</u>																				
	San Mateo	6057			12.50	2.20	14.70	0.00	24.00			14.70				15.00	5.28	39.00	\$ 5.87	\$ 0.40
	Hayward Park	6075	0.70		11.00		11.70	14.00	60.00			11.70	14.00	60.00		22.00	0.00	96.00	\$ 4.75	\$ 0.41
	Hayward Park	6066	0.80		11.00		11.80	16.00	60.00			11.80	16.00	60.00		22.00	0.00	98.00	\$ 4.75	\$ 0.40
	Menlo Park	6115	1.20		1.20		2.40	24.00	48.00			2.40	24.00	48.00		3.00	0.00	75.00	\$ 2.75	\$ 1.15
							0.00	0.00	0.00			0.00	0.00	0.00						
<u>Santa Clara</u>																				
	Palo Alto	5116.08	0.30	1.70	0.00		2.00	6.00	20.00	16.00		2.00	6.00	20.00	16.00	0.00	0.00	42.00	\$ -	\$ -
	Palo Alto	5130	1.10		0.00		1.10	22.00	0.00			1.10	22.00	0.00		0.00	0.00	22.00	\$ -	\$ -
	San Antonio	5106	1.00	1.40	4.00		6.40	20.00	60.00	11.00		6.40	20.00	60.00	11.00	8.00	0.00	99.00	\$ 4.75	\$ 0.74
	Mountain View	5092.02	1.10		6.00		7.10	22.00	24.00			7.10	22.00	24.00		8.00	0.00	54.00	\$ 2.75	\$ 0.39
	Santa Clara	5057	1.00		14.60		15.60	20.00	30.00			15.60	20.00	30.00		14.00	0.00	64.00	\$ 4.75	\$ 0.30
Average							10.32											64.85	\$ 3.71	\$ 0.36
Combined Average							12.97											64.60	\$ 4.36	\$ 0.34

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: San Jose Diridon Station											Cost		
County	Census Tract	Miles					Time In Minutes					Total	Per Miles		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive			Total	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	47.50		49.05	6.00	24.00	8.00	57.00	0.00	95.00	\$ 10.50	\$ 0.21
	4th & King	176.01	0.50	0.80	47.50		48.80	10.00	20.00	8.00	57.00	0.00	95.00	\$ 10.50	\$ 0.22
	Bayshore	233	0.61	1.30	42.30		44.21	12.20	69.00	6.00	75.00	0.00	162.20	\$ 10.50	\$ 0.24
<u>San Mateo</u>															
	South San Francisco	6023	0.90		38.20		39.10	18.00	34.29		67.00	0.00	119.29	\$ 8.50	\$ 0.22
	Hillsdale	6084	1.30		27.20		28.50	26.00	20.00		33.00	0.00	79.00	\$ 6.50	\$ 0.23
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		13.40		13.80	8.00	48.00		28.00	0.00	84.00	\$ 4.50	\$ 0.33
	Sunnyvale	5088	0.80		8.70		9.50	16.00	24.00		8.00	0.00	48.00	\$ 4.50	\$ 0.47
	San Jose Diridon	5021.02	0.70	1.60	0.00		2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:						23.53						71.65	\$ 5.75	\$ 0.24
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		47.50		47.80	6.00	15.00		57.00	0.00	78.00	\$ 8.50	\$ 0.18
<u>San Mateo</u>															
	San Mateo	6057			29.60	2.20	31.80	0.00	24.00		35.00	5.28	59.00	\$ 7.62	\$ 0.24
	Hayward Park	6075	0.70		28.40		29.10	14.00	60.00		48.00	0.00	122.00	\$ 6.50	\$ 0.22
	Hayward Park	6066	0.80		28.40		29.20	16.00	60.00		48.00	0.00	124.00	\$ 6.50	\$ 0.22
	Menlo Park	6115	1.20		18.60		19.80	24.00	30.00		27.00	0.00	81.00	\$ 4.50	\$ 0.23
							0.00	0.00	0.00						
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	17.40		19.40	6.00	38.46	16.00	21.00	0.00	81.46	\$ 6.50	\$ 0.34
	Palo Alto	5130	1.10		17.40		18.50	22.00	18.46		21.00	0.00	61.46	\$ 4.50	\$ 0.24
	San Antonio	5106	1.00	1.40	13.40		15.80	20.00	60.00	11.00	28.00	0.00	119.00	\$ 6.50	\$ 0.41
	Mountain View	5092.02	1.10		11.40		12.50	22.00	18.46		12.00	0.00	52.46	\$ 4.50	\$ 0.36
	Santa Clara	5057	1.00		2.80		3.80	20.00	30.00		0.00	0.00	50.00	\$ 2.50	\$ 0.66
	Average						22.77						82.84	\$ 5.81	\$ 0.26
	Combined Average						23.15						77.24	\$ 5.78	\$ 0.25

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: San Jose Diridon Station											Cost		
County	Census Tract	Miles					Time In Minutes					Total	Per Miles		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive			Total	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	47.50		49.05	6.00	24.00	8.00	57.00	0.00	95.00	\$ 10.75	\$ 0.22
	4th & King	176.01	0.50	0.80	47.50		48.80	10.00	20.00	8.00	57.00	0.00	95.00	\$ 10.75	\$ 0.22
	Bayshore	233	0.61	1.30	42.30		44.21	12.20	69.00	6.00	75.00	0.00	162.20	\$ 10.75	\$ 0.24
<u>San Mateo</u>															
	South San Francisco	6023	0.90		38.20		39.10	18.00	34.29		67.00	0.00	119.29	\$ 8.75	\$ 0.22
	Hillsdale	6084	1.30		27.20		28.50	26.00	20.00		33.00	0.00	79.00	\$ 6.75	\$ 0.24
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		13.40		13.80	8.00	48.00		28.00	0.00	84.00	\$ 4.75	\$ 0.34
	Sunnyvale	5088	0.80		8.70		9.50	16.00	24.00		8.00	0.00	48.00	\$ 4.75	\$ 0.50
	San Jose Diridon	5021.02	0.70	1.60	0.00		2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:						23.53						71.65	\$ 5.93	\$ 0.25
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		47.50		47.80	6.00	15.00		57.00	0.00	78.00	\$ 8.75	\$ 0.18
<u>San Mateo</u>															
	San Mateo	6057			29.60	2.20	31.80	0.00	24.00		35.00	5.28	59.00	\$ 7.87	\$ 0.25
	Hayward Park	6075	0.70		28.40		29.10	14.00	60.00		48.00	0.00	122.00	\$ 6.75	\$ 0.23
	Hayward Park	6066	0.80		28.40		29.20	16.00	60.00		48.00	0.00	124.00	\$ 6.75	\$ 0.23
	Menlo Park	6115	1.20		18.60		19.80	24.00	30.00		27.00	0.00	81.00	\$ 4.75	\$ 0.24
							0.00	0.00	0.00						
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	17.40		19.40	6.00	38.46	16.00	21.00	0.00	81.46	\$ 6.75	\$ 0.35
	Palo Alto	5130	1.10		17.40		18.50	22.00	18.46		21.00	0.00	61.46	\$ 4.75	\$ 0.26
	San Antonio	5106	1.00	1.40	13.40		15.80	20.00	60.00	11.00	28.00	0.00	119.00	\$ 6.75	\$ 0.43
	Mountain View	5092.02	1.10		11.40		12.50	22.00	18.46		12.00	0.00	52.46	\$ 4.75	\$ 0.38
	Santa Clara	5057	1.00		2.80		3.80	20.00	30.00		0.00	0.00	50.00	\$ 2.75	\$ 0.72
	Average						22.77						82.84	\$ 6.06	\$ 0.27
	Combined Average						23.15						77.24	\$ 5.99	\$ 0.26

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain Title VI Input - QUALITY OF SERVICE
FY 2012 PROPOSED OPTION: MIDDAY BASE FARE INCREASE
 Top Three Destinations
 Existing & Proposed - FY2012- Base Fare Increase

<u>CRITERIA</u>	<u>Stations</u>	<u>San Francisco 4th & King</u>		<u>Palo Alto</u>		<u>San Jose- Diridon</u>		<u>AVERAGE</u>	
		<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>
TOTAL TIME PER TRIP (minutes)	Minority	90.07	90.07	100.52	100.52	109.35	109.35	99.98	99.98
	Non-Minority	136.48	136.48	93.20	93.20	130.85	130.85	120.18	120.18
	Average	113.27	113.27	96.86	96.86	120.10	120.10	110.08	110.08
TOTAL COST PER TRIP (in dollars)	Minority	3.90	4.05	4.80	5.00	5.75	5.93	4.82	4.99
	Non-Minority	5.96	6.19	3.51	3.71	5.81	6.06	5.10	5.32
	Average	4.93	5.12	4.16	4.36	5.78	5.99	4.96	5.16
COST PER MILE (in dollars)	Minority	0.24	0.24	0.31	0.32	0.24	0.25	0.26	0.27
	Non-Minority	0.22	0.23	0.34	0.36	0.24	0.25	0.27	0.28
	Average	0.23	0.24	0.32	0.34	0.24	0.25	0.26	0.28

*Assumes 25 Cent Base Fare Increase

COMPARISON		San Francisco		Palo Alto		San Jose-Diridon		AVERAGE	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Existing to Proposed Minority/Non	Total Time - Min		0.0%		0.0%		0.0%		0.0%
	Non-Avg		0.0%		0.0%		0.0%		0.0%
			0.0%		0.0%		0.0%		0.0%
	Total Cost Min		3.8%		4.2%		3.0%		3.6%
	Non-Avg		3.8%		5.7%		4.3%		4.4%
			3.8%		4.8%		3.7%		4.0%
	Cost Per Mile Min		3.8%		4.2%		3.0%		3.7%
	Non-Avg		3.8%		5.7%		4.3%		4.8%
			3.8%		5.0%		3.7%		4.2%

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: MIDDAY BASE FARE INCREASE

Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	72.75	6.00	13.00	0.00	103.98	\$ 4.50	\$ 0.63	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	63.75		19.00	0.00	100.75	\$ 2.50	\$ 0.25	
	Hillsdale	6084	1.30		20.30	21.60	26.00	63.75		45.00	0.00	134.75	\$ 4.50	\$ 0.21	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	63.75		73.00	0.00	144.75	\$ 6.50	\$ 0.19	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	63.75		82.00	0.00	161.75	\$ 6.50	\$ 0.16	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	93.75	5.00	96.00	0.00	208.75	\$ 10.50	\$ 0.21	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					16.57						90.07	\$ 3.90	\$ 0.24	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	2.20	19.80	0.00	63.75	39.00	5.28	102.75	\$ 5.62	\$ 0.28	
	Hayward Park	6075	0.70		19.10	19.80	14.00	63.75		42.00	0.00	119.75	\$ 4.50	\$ 0.23	
	Hayward Park	6066	0.80		19.10	19.90	16.00	63.75		42.00	0.00	121.75	\$ 4.50	\$ 0.23	
	Menlo Park	6115	1.20		28.90	30.10	24.00	63.75		62.00	0.00	149.75	\$ 6.50	\$ 0.22	
						0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.10	1.70	30.10	31.90	2.00	108.75	18.00	65.00	0.00	193.75	\$ 8.50	\$ 0.27	
	Palo Alto	5130	1.10		30.10	31.20	22.00	63.75		65.00	0.00	150.75	\$ 6.50	\$ 0.21	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	78.75	11.00	73.00	0.00	182.75	\$ 8.50	\$ 0.23	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	63.75		77.00	0.00	162.75	\$ 6.50	\$ 0.17	
	Santa Clara	5057	1.00		44.70	45.70	20.00	63.75		91.00	0.00	174.75	\$ 8.50	\$ 0.19	
	Average					27.24						136.48	\$ 5.96	\$ 0.22	
	Combined Average					21.90						113.27	\$ 4.93	\$ 0.23	

Midday: 9:00 am to 2:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: MIDDAY BASE FARE INCREASE

Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles					Time In Minutes					Cost			
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	72.75	6.00	13.00	0.00	103.98	\$ 4.75	\$ 0.67	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	63.75		19.00	0.00	100.75	\$ 2.75	\$ 0.27	
	Hillsdale	6084	1.30		20.30	21.60	26.00	63.75		45.00	0.00	134.75	\$ 4.75	\$ 0.22	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	63.75		73.00	0.00	144.75	\$ 6.75	\$ 0.20	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	63.75		82.00	0.00	161.75	\$ 6.75	\$ 0.17	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	93.75	5.00	96.00	0.00	208.75	\$ 10.75	\$ 0.22	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					16.57						90.07	\$ 4.05	\$ 0.24	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	19.80	0.00	63.75		39.00	5.28	102.75	\$ 5.87	\$ 0.30	
	Hayward Park	6075	0.70		19.10	19.80	14.00	63.75		42.00	0.00	119.75	\$ 4.75	\$ 0.24	
	Hayward Park	6066	0.80		19.10	19.90	16.00	63.75		42.00	0.00	121.75	\$ 4.75	\$ 0.24	
	Menlo Park	6115	1.20		28.90	30.10	24.00	63.75		62.00	0.00	149.75	\$ 6.75	\$ 0.22	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.10	1.70	30.10	31.90	2.00	108.75	18.00	65.00	0.00	193.75	\$ 8.75	\$ 0.27	
	Palo Alto	5130	1.10		30.10	31.20	22.00	63.75		65.00	0.00	150.75	\$ 6.75	\$ 0.22	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	78.75	11.00	73.00	0.00	182.75	\$ 8.75	\$ 0.24	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	63.75		77.00	0.00	162.75	\$ 6.75	\$ 0.18	
	Santa Clara	5057	1.00		44.70	45.70	20.00	63.75		91.00	0.00	174.75	\$ 8.75	\$ 0.19	
	Average					27.24						136.48	\$ 6.19	\$ 0.23	
	Combined Average					21.90						113.27	\$ 5.12	\$ 0.24	

Midday: 9:00 am to 2:59 pm

Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: MIDDAY BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Palo Alto Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	30.10									
	4th & King	176.01	0.50	0.80	30.10									
	Bayshore	233	0.61	1.30	24.90									
<u>San Mateo</u>														
	South San Francisco	6023	0.90		20.80									
	Hillsdale	6084	1.30		9.80									
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		4.00									
	Sunnyvale	5088	0.80		8.70									
	San Jose Diridon	5021.02	0.70	1.60	17.40									
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-
	Average:					15.63						100.52	\$ 4.80	\$ 0.31
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		30.10									
<u>San Mateo</u>														
	San Mateo	6057			12.50	2.20								
	Hayward Park	6075	0.70		11.00									
	Hayward Park	6066	0.80		11.00									
	Menlo Park	6115	1.20		1.20									
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.10	1.70	0.00	1.80	2.00	45.00	18.00	0.00	0.00	65.00	\$ -	\$ -
	Palo Alto	5130	1.10		0.00	1.10	22.00	0.00				22.00	\$ -	\$ -
	San Antonio	5106	0.70	1.40	4.00	6.10	14.00	77.75	18.00	8.00	0.00	117.75	\$ 4.50	\$ 0.74
	Mountain View	5092.02	1.10		6.00	7.10	22.00	63.75		12.00	0.00	97.75	\$ 2.50	\$ 0.35
	Santa Clara	5057	1.00		14.60	15.60	20.00	63.75		26.00	0.00	109.75	\$ 4.50	\$ 0.29
	Average					10.27						93.20	\$ 3.51	\$ 0.34
	Combined Average					12.95						96.86	\$ 4.16	\$ 0.32

Midday: 9:00 am to 2:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: MIDDAY BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Palo Alto Station																		
County	Census Tract	Miles					Time In Minutes					Cost								
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles						
Minority																				
<u>San Francisco</u>																				
	4th & King	117	0.30	1.25	30.10							31.65	6.00	72.75	8.00	62.00	0.00	148.75	\$ 8.75	\$ 0.28
	4th & King	176.01	0.50	0.80	30.10							31.40	10.00	68.75	8.00	62.00	0.00	148.75	\$ 8.75	\$ 0.28
	Bayshore	233	0.61	1.30	24.90							26.81	12.23	72.75	6.00	57.00	0.00	147.98	\$ 8.75	\$ 0.33
<u>San Mateo</u>																				
	South San Francisco	6023	0.90		20.80							21.70	18.00	63.75		46.00	0.00	127.75	\$ 6.75	\$ 0.31
	Hillsdale	6084	1.30		9.80							11.10	26.00	63.75		22.00	0.00	111.75	\$ 4.75	\$ 0.43
<u>Santa Clara</u>																				
	San Antonio	5094.04	0.40		4.00							4.40	8.00	63.75		8.00	0.00	79.75	\$ 2.75	\$ 0.63
	Sunnyvale	5088	0.80		8.70							9.50	16.00	63.75		17.00	0.00	96.75	\$ 2.75	\$ 0.29
	San Jose Diridon	5021.02	0.70	1.60	17.40							19.70	14.00	93.75	5.00	31.00	0.00	143.75	\$ 6.75	\$ 0.34
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:											15.63						100.52	\$ 5.00	\$ 0.32
Non Minority																				
<u>San Francisco</u>																				
	4th & King	607	0.30		30.10							30.40	6.00	63.75		62.00	0.00	131.75	\$ 6.75	\$ 0.22
<u>San Mateo</u>																				
	San Mateo	6057			12.50	2.20	14.70	0.00	63.75			14.70	0.00	63.75		28.00	5.28	91.75	\$ 5.87	\$ 0.40
	Hayward Park	6075	0.70		11.00		11.70	14.00	63.75			11.70	14.00	63.75		24.00	0.00	101.75	\$ 4.75	\$ 0.41
	Hayward Park	6066	0.80		11.00		11.80	16.00	63.75			11.80	16.00	63.75		24.00	0.00	103.75	\$ 4.75	\$ 0.40
	Menlo Park	6115	1.20		1.20		2.40	24.00	63.75			2.40	24.00	63.75		3.00	0.00	90.75	\$ 2.75	\$ 1.15
							0.00	0.00	0.00			0.00	0.00	0.00						
<u>Santa Clara</u>																				
	Palo Alto	5116.08	0.10	1.70	0.00		1.80	2.00	45.00	18.00		1.80	2.00	45.00	18.00	0.00	0.00	65.00	\$ -	\$ -
	Palo Alto	5130	1.10		0.00		1.10	22.00	0.00			1.10	22.00	0.00		0.00	0.00	22.00	\$ -	\$ -
	San Antonio	5106	0.70	1.40	4.00		6.10	14.00	77.75	18.00		6.10	14.00	77.75	18.00	8.00	0.00	117.75	\$ 4.75	\$ 0.78
	Mountain View	5092.02	1.10		6.00		7.10	22.00	63.75			7.10	22.00	63.75		12.00	0.00	97.75	\$ 2.75	\$ 0.39
	Santa Clara	5057	1.00		14.60		15.60	20.00	63.75			15.60	20.00	63.75		26.00	0.00	109.75	\$ 4.75	\$ 0.30
	Average						10.27					10.27						93.20	\$ 3.71	\$ 0.36
	Combined Average						12.95					12.95						96.86	\$ 4.36	\$ 0.34

Midday: 9:00 am to 2:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: MIDDAY BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: San Jose Diridon Station											Cost		
County	Census Tract	Miles					Time In Minutes					Total	Per Miles		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive			Total	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	47.50	49.05	6.00	72.75	8.00	96.00	0.00	182.75	\$ 10.50	\$ 0.21	
	4th & King	176.01	0.50	0.80	47.50	48.80	10.00	68.75	8.00	96.00	0.00	182.75	\$ 10.50	\$ 0.22	
	Bayshore	233	0.61	1.30	42.30	44.21	12.20	72.75	6.00	86.00	0.00	176.95	\$ 10.50	\$ 0.24	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		38.20	39.10	18.00	63.75		80.00	0.00	161.75	\$ 8.50	\$ 0.22	
	Hillsdale	6084	1.30		27.20	28.50	26.00	63.75		56.00	0.00	145.75	\$ 6.50	\$ 0.23	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		13.40	13.80	8.00	63.75		26.00	0.00	97.75	\$ 4.50	\$ 0.33	
	Sunnyvale	5088	0.80		8.70	9.50	16.00	63.75		17.00	0.00	96.75	\$ 4.50	\$ 0.47	
	San Jose Diridon	5021.02	0.70	1.60	0.00	2.30	14.00	30.00	5.00	0.00	0.00	49.00	\$ 2.00	\$ 0.87	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					23.53						109.35	\$ 5.75	\$ 0.24	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		47.50	47.80	6.00	63.75		96.00	0.00	165.75	\$ 8.50	\$ 0.18	
<u>San Mateo</u>															
	San Mateo	6057			29.60	2.20	31.80	0.00	63.75		62.00	5.28	125.75	\$ 7.62	\$ 0.24
	Hayward Park	6075	0.70		28.40	29.10	14.00	63.75		59.00	0.00	136.75	\$ 6.50	\$ 0.22	
	Hayward Park	6066	0.80		28.40	29.20	16.00	63.75		59.00	0.00	138.75	\$ 6.50	\$ 0.22	
	Menlo Park	6115	1.20		18.60	19.80	24.00	63.75		37.00	0.00	124.75	\$ 4.50	\$ 0.23	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.10	1.70	30.10	31.90	0.00	108.75	18.00	34.00	0.00	160.75	\$ 6.50	\$ 0.20	
	Palo Alto	5130	1.10		17.40	18.50	22.00	63.75		34.00	0.00	119.75	\$ 4.50	\$ 0.24	
	San Antonio	5106	1.00	1.40	13.40	15.80	20.00	78.75	11.00	26.00	0.00	135.75	\$ 6.50	\$ 0.41	
	Mountain View	5092.02	1.10		11.40	12.50	22.00	63.75		23.00	0.00	108.75	\$ 4.50	\$ 0.36	
	Santa Clara	5057	1.00		2.80	3.80	20.00	63.75		8.00	0.00	91.75	\$ 2.50	\$ 0.66	
	Average					24.02						130.85	\$ 5.81	\$ 0.24	
	Combined Average					23.77						120.10	\$ 5.78	\$ 0.24	

Midday: 9:00 am to 2:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: MIDDAY BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: San Jose Diridon Station											Cost		
County	Census Tract	Miles					Time In Minutes					Total	Per Miles		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive			Total	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	47.50	49.05	6.00	72.75	8.00	96.00	0.00	182.75	\$ 10.75	\$ 0.22	
	4th & King	176.01	0.50	0.80	47.50	48.80	10.00	68.75	8.00	96.00	0.00	182.75	\$ 10.75	\$ 0.22	
	Bayshore	233	0.61	1.30	42.30	44.21	12.20	72.75	6.00	86.00	0.00	176.95	\$ 10.75	\$ 0.24	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		38.20	39.10	18.00	63.75		80.00	0.00	161.75	\$ 8.75	\$ 0.22	
	Hillsdale	6084	1.30		27.20	28.50	26.00	63.75		56.00	0.00	145.75	\$ 6.75	\$ 0.24	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		13.40	13.80	8.00	63.75		26.00	0.00	97.75	\$ 4.75	\$ 0.34	
	Sunnyvale	5088	0.80		8.70	9.50	16.00	63.75		17.00	0.00	96.75	\$ 4.75	\$ 0.50	
	San Jose Diridon	5021.02	0.70	1.60	0.00	2.30	14.00	30.00	5.00	0.00	0.00	49.00	\$ 2.00	\$ 0.87	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					23.53						109.35	\$ 5.93	\$ 0.25	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		47.50	47.80	6.00	63.75		96.00	0.00	165.75	\$ 8.75	\$ 0.18	
<u>San Mateo</u>															
	San Mateo	6057			29.60	2.20	31.80	0.00	63.75		62.00	5.28	125.75	\$ 7.87	\$ 0.25
	Hayward Park	6075	0.70		28.40	29.10	14.00	63.75		59.00	0.00	136.75	\$ 6.75	\$ 0.23	
	Hayward Park	6066	0.80		28.40	29.20	16.00	63.75		59.00	0.00	138.75	\$ 6.75	\$ 0.23	
	Menlo Park	6115	1.20		18.60	19.80	24.00	63.75		37.00	0.00	124.75	\$ 4.75	\$ 0.24	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.10	1.70	30.10	31.90	0.00	108.75	18.00	34.00	0.00	160.75	\$ 6.75	\$ 0.21	
	Palo Alto	5130	1.10		17.40	18.50	22.00	63.75		34.00	0.00	119.75	\$ 4.75	\$ 0.26	
	San Antonio	5106	1.00	1.40	13.40	15.80	20.00	78.75	11.00	26.00	0.00	135.75	\$ 6.75	\$ 0.43	
	Mountain View	5092.02	1.10		11.40	12.50	22.00	63.75		23.00	0.00	108.75	\$ 4.75	\$ 0.38	
	Santa Clara	5057	1.00		2.80	3.80	20.00	63.75		8.00	0.00	91.75	\$ 2.75	\$ 0.72	
	Average					24.02						130.85	\$ 6.06	\$ 0.25	
	Combined Average					23.77						120.10	\$ 5.99	\$ 0.25	

Midday: 9:00 am to 2:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

Caltrain Title VI Input - QUALITY OF SERVICE
FY 2012 PROPOSED OPTION: OFF-PEAK BASE FARE INCREASE
 Top Three Destinations
 Existing & Proposed - FY2012- Base Fare Increase

<u>CRITERIA</u>	<u>Stations</u>	<u>San Francisco 4th & King</u>		<u>Palo Alto</u>		<u>San Jose- Diridon</u>		<u>AVERAGE</u>	
		<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>
TOTAL TIME PER TRIP (minutes)	Minority	87.82	87.82	93.24	93.24	100.72	100.72	93.93	93.93
	Non-Minority	133.10	133.10	85.91	85.91	118.53	118.53	112.51	112.51
	Average	110.46	110.46	89.58	89.58	109.62	109.62	103.22	103.22
TOTAL COST PER TRIP (in dollars)	Minority	3.90	4.05	4.80	5.00	5.75	5.93	4.82	4.99
	Non-Minority	5.96	6.19	3.51	3.71	5.81	6.06	5.10	5.32
	Average	4.93	5.12	4.16	4.36	5.78	5.99	4.96	5.16
COST PER MILE (in dollars)	Minority	0.24	0.24	0.31	0.32	0.24	0.25	0.26	0.27
	Non-Minority	0.22	0.23	0.34	0.36	0.24	0.25	0.27	0.28
	Average	0.23	0.24	0.32	0.34	0.24	0.25	0.26	0.28

*Assumes 25 Cent Base Fare Increase

COMPARISON Existing to Proposed Minority/Non	Total Time -	Min	0.0%	0.0%	0.0%	0.0%
		Non-	0.0%	0.0%	0.0%	0.0%
		Avg	0.0%	0.0%	0.0%	0.0%
	Total Cost	Min	3.8%	4.2%	3.0%	3.6%
		Non-	3.8%	5.7%	4.3%	4.4%
		Avg	3.8%	4.8%	3.7%	4.0%
	Cost Per Mile	Min	3.8%	4.2%	3.0%	3.7%
		Non-	3.8%	5.7%	4.3%	4.8%
		Avg	3.8%	5.0%	3.7%	4.2%

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: OFF-PEAK BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	69.00	6.00	13.00	0.00	100.23	\$ 4.50	\$ 0.63	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	60.00		19.00	0.00	97.00	\$ 2.50	\$ 0.25	
	Hillsdale	6084	1.30		20.30	21.60	26.00	60.00		45.00	0.00	131.00	\$ 4.50	\$ 0.21	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	60.00		73.00	0.00	141.00	\$ 6.50	\$ 0.19	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	60.00		82.00	0.00	158.00	\$ 6.50	\$ 0.16	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	90.00	5.00	96.00	0.00	205.00	\$ 10.50	\$ 0.21	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					16.57						87.82	\$ 3.90	\$ 0.24	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	2.20	19.80	0.00	60.00		39.00	5.28	99.00	\$ 5.62	\$ 0.28
	Hayward Park	6075	0.70		19.10	19.80	14.00	60.00		42.00	0.00	116.00	\$ 4.50	\$ 0.23	
	Hayward Park	6066	0.80		19.10	19.90	16.00	60.00		42.00	0.00	118.00	\$ 4.50	\$ 0.23	
	Menlo Park	6115	1.20		28.90	30.10	24.00	60.00		62.00	0.00	146.00	\$ 6.50	\$ 0.22	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.10	1.70	30.10	31.90	2.00	105.00	18.00	65.00	0.00	190.00	\$ 8.50	\$ 0.27	
	Palo Alto	5130	1.10		30.10	31.20	22.00	60.00		65.00	0.00	147.00	\$ 6.50	\$ 0.21	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	75.00	11.00	73.00	0.00	179.00	\$ 8.50	\$ 0.23	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	60.00		77.00	0.00	159.00	\$ 6.50	\$ 0.17	
	Santa Clara	5057	1.00		44.70	45.70	20.00	60.00		91.00	0.00	171.00	\$ 8.50	\$ 0.19	
	Average					27.24						133.10	\$ 5.96	\$ 0.22	
	Combined Average					21.90						110.46	\$ 4.93	\$ 0.23	

Off-peak: 4:30 am to 5:29 am, 7:00 pm to 12:00 am
 Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: OFF-PEAK BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	69.00	6.00	13.00	0.00	100.23	\$ 4.75	\$ 0.67	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	60.00		19.00	0.00	97.00	\$ 2.75	\$ 0.27	
	Hillsdale	6084	1.30		20.30	21.60	26.00	60.00		45.00	0.00	131.00	\$ 4.75	\$ 0.22	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	60.00		73.00	0.00	141.00	\$ 6.75	\$ 0.20	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	60.00		82.00	0.00	158.00	\$ 6.75	\$ 0.17	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	90.00	5.00	96.00	0.00	205.00	\$ 10.75	\$ 0.22	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					16.57						87.82	\$ 4.05	\$ 0.24	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	19.80	0.00	60.00		39.00	5.28	99.00	\$ 5.87	\$ 0.30	
	Hayward Park	6075	0.70		19.10	19.80	14.00	60.00		42.00	0.00	116.00	\$ 4.75	\$ 0.24	
	Hayward Park	6066	0.80		19.10	19.90	16.00	60.00		42.00	0.00	118.00	\$ 4.75	\$ 0.24	
	Menlo Park	6115	1.20		28.90	30.10	24.00	60.00		62.00	0.00	146.00	\$ 6.75	\$ 0.22	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.10	1.70	30.10	31.90	2.00	105.00	18.00	65.00	0.00	190.00	\$ 8.75	\$ 0.27	
	Palo Alto	5130	1.10		30.10	31.20	22.00	60.00		65.00	0.00	147.00	\$ 6.75	\$ 0.22	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	75.00	11.00	73.00	0.00	179.00	\$ 8.75	\$ 0.24	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	60.00		77.00	0.00	159.00	\$ 6.75	\$ 0.18	
	Santa Clara	5057	1.00		44.70	45.70	20.00	60.00		91.00	0.00	171.00	\$ 8.75	\$ 0.19	
	Average					27.24						133.10	\$ 6.19	\$ 0.23	
	Combined Average					21.90						110.46	\$ 5.12	\$ 0.24	

Off-peak: 4:30 am to 5:29 am, 7:00 pm to 12:00 am
 Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: OFF-PEAK BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Palo Alto Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	30.10									
	4th & King	176.01	0.50	0.80	30.10									
	Bayshore	233	0.61	1.30	24.90									
<u>San Mateo</u>														
	South San Francisco	6023	0.90		20.80									
	Hillsdale	6084	1.30		9.80									
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		4.00									
	Sunnyvale	5088	0.80		8.70									
	San Jose Diridon	5021.02	0.70	1.60	17.40									
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-
	Average:													
						15.63						93.24	\$ 4.80	\$ 0.31
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		30.10									
<u>San Mateo</u>														
	San Mateo	6057			12.50	2.20								
	Hayward Park	6075	0.70		11.00									
	Hayward Park	6066	0.80		11.00									
	Menlo Park	6115	1.20		1.20									
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.10	1.70	0.00									
	Palo Alto	5130	1.10		0.00									
	San Antonio	5106	0.70	1.40	4.00									
	Mountain View	5092.02	1.10		6.00									
	Santa Clara	5057	1.00		14.60									
	Average													
						10.27						85.91	\$ 3.51	\$ 0.34
	Combined Average					12.95						89.58	\$ 4.16	\$ 0.32

Off-peak: 4:30 am to 5:29 am, 7:00 pm to 12:00 am
 Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: OFF-PEAK BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Palo Alto Station																		
County	Census Tract	Miles					Time In Minutes					Cost								
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles						
Minority																				
<u>San Francisco</u>																				
	4th & King	117	0.30	1.25	30.10							31.65	6.00	60.43	8.00	62.00	0.00	136.43	\$ 8.75	\$ 0.28
	4th & King	176.01	0.50	0.80	30.10							31.40	10.00	56.43	8.00	62.00	0.00	136.43	\$ 8.75	\$ 0.28
	Bayshore	233	0.61	1.30	24.90							26.81	12.23	60.43	6.00	57.00	0.00	135.66	\$ 8.75	\$ 0.33
<u>San Mateo</u>																				
	South San Francisco	6023	0.90		20.80							21.70	18.00	51.43		46.00	0.00	115.43	\$ 6.75	\$ 0.31
	Hillsdale	6084	1.30		9.80							11.10	26.00	51.43		22.00	0.00	99.43	\$ 4.75	\$ 0.43
<u>Santa Clara</u>																				
	San Antonio	5094.04	0.40		4.00							4.40	8.00	60.00		8.00	0.00	76.00	\$ 2.75	\$ 0.63
	Sunnyvale	5088	0.80		8.70							9.50	16.00	60.00		17.00	0.00	93.00	\$ 2.75	\$ 0.29
	San Jose Diridon	5021.02	0.70	1.60	17.40							19.70	14.00	90.00	5.00	31.00	0.00	140.00	\$ 6.75	\$ 0.34
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:											15.63						93.24	\$ 5.00	\$ 0.32
Non Minority																				
<u>San Francisco</u>																				
	4th & King	607	0.30		30.10							30.40	6.00	51.43		62.00	0.00	119.43	\$ 6.75	\$ 0.22
<u>San Mateo</u>																				
	San Mateo	6057			12.50	2.20	14.70	0.00	51.43			28.00	5.28	79.43		24.00	0.00	89.43	\$ 5.87	\$ 0.40
	Hayward Park	6075	0.70		11.00		11.70	14.00	51.43			24.00	0.00	89.43		24.00	0.00	91.43	\$ 4.75	\$ 0.41
	Hayward Park	6066	0.80		11.00		11.80	16.00	51.43			24.00	0.00	91.43		24.00	0.00	91.43	\$ 4.75	\$ 0.40
	Menlo Park	6115	1.20		1.20		2.40	24.00	51.43			2.40	0.00	78.43		3.00	0.00	78.43	\$ 2.75	\$ 1.15
							0.00	0.00	0.00			0.00	0.00							
<u>Santa Clara</u>																				
	Palo Alto	5116.08	0.10	1.70	0.00		1.80	2.00	45.00	18.00		0.00	0.00	65.00		0.00	0.00	65.00	\$ -	\$ -
	Palo Alto	5130	1.10		0.00		1.10	22.00	0.00			0.00	0.00	22.00		0.00	0.00	22.00	\$ -	\$ -
	San Antonio	5106	0.70	1.40	4.00		6.10	14.00	74.00	18.00		8.00	0.00	114.00		8.00	0.00	114.00	\$ 4.75	\$ 0.78
	Mountain View	5092.02	1.10		6.00		7.10	22.00	60.00			12.00	0.00	94.00		12.00	0.00	94.00	\$ 2.75	\$ 0.39
	Santa Clara	5057	1.00		14.60		15.60	20.00	60.00			26.00	0.00	106.00		26.00	0.00	106.00	\$ 4.75	\$ 0.30
	Average						10.27							85.91				85.91	\$ 3.71	\$ 0.36
	Combined Average						12.95							89.58				89.58	\$ 4.36	\$ 0.34

Off-peak: 4:30 am to 5:29 am, 7:00 pm to 12:00 am
 Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: OFF-PEAK BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: San Jose Diridon Station											Cost		
County	Census Tract	Miles					Time In Minutes					Total	Per Miles		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive			Total	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	47.50		49.05	6.00	60.43	8.00	96.00	0.00	170.43	\$ 10.50	\$ 0.21
	4th & King	176.01	0.50	0.80	47.50		48.80	10.00	56.43	8.00	96.00	0.00	170.43	\$ 10.50	\$ 0.22
	Bayshore	233	0.61	1.30	42.30		44.21	12.20	60.43	6.00	86.00	0.00	164.63	\$ 10.50	\$ 0.24
<u>San Mateo</u>															
	South San Francisco	6023	0.90		38.20		39.10	18.00	51.43		80.00	0.00	149.43	\$ 8.50	\$ 0.22
	Hillsdale	6084	1.30		27.20		28.50	26.00	51.43		56.00	0.00	133.43	\$ 6.50	\$ 0.23
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		13.40		13.80	8.00	51.43		26.00	0.00	85.43	\$ 4.50	\$ 0.33
	Sunnyvale	5088	0.80		8.70		9.50	16.00	51.43		17.00	0.00	84.43	\$ 4.50	\$ 0.47
	San Jose Diridon	5021.02	0.70	1.60	0.00		2.30	14.00	30.00	5.00	0.00	0.00	49.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:						23.53						100.72	\$ 5.75	\$ 0.24
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		47.50		47.80	6.00	51.43		96.00	0.00	153.43	\$ 8.50	\$ 0.18
<u>San Mateo</u>															
	San Mateo	6057			29.60	2.20	31.80	0.00	51.43		62.00	5.28	113.43	\$ 7.62	\$ 0.24
	Hayward Park	6075	0.70		28.40		29.10	14.00	51.43		59.00	0.00	124.43	\$ 6.50	\$ 0.22
	Hayward Park	6066	0.80		28.40		29.20	16.00	51.43		59.00	0.00	126.43	\$ 6.50	\$ 0.22
	Menlo Park	6115	1.20		18.60		19.80	24.00	51.43		37.00	0.00	112.43	\$ 4.50	\$ 0.23
							0.00	0.00	0.00						
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.10	1.70	30.10		31.90	0.00	96.43	18.00	34.00	0.00	148.43	\$ 6.50	\$ 0.20
	Palo Alto	5130	1.10		17.40		18.50	22.00	51.43		34.00	0.00	107.43	\$ 4.50	\$ 0.24
	San Antonio	5106	1.00	1.40	13.40		15.80	20.00	66.43	11.00	26.00	0.00	123.43	\$ 6.50	\$ 0.41
	Mountain View	5092.02	1.10		11.40		12.50	22.00	51.43		23.00	0.00	96.43	\$ 4.50	\$ 0.36
	Santa Clara	5057	1.00		2.80		3.80	20.00	51.43		8.00	0.00	79.43	\$ 2.50	\$ 0.66
	Average						24.02						118.53	\$ 5.81	\$ 0.24
	Combined Average						23.77						109.62	\$ 5.78	\$ 0.24

Off-peak: 4:30 am to 5:29 am, 7:00 pm to 12:00 am
 Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: OFF-PEAK BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: San Jose Diridon Station																	
County	Census Tract	Miles					Time In Minutes					Cost							
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles					
Minority																			
<u>San Francisco</u>																			
	4th & King	117	0.30	1.25	47.50						49.05	6.00	60.43	8.00	96.00	0.00	170.43	\$ 10.75	\$ 0.22
	4th & King	176.01	0.50	0.80	47.50						48.80	10.00	56.43	8.00	96.00	0.00	170.43	\$ 10.75	\$ 0.22
	Bayshore	233	0.61	1.30	42.30						44.21	12.20	60.43	6.00	86.00	0.00	164.63	\$ 10.75	\$ 0.24
<u>San Mateo</u>																			
	South San Francisco	6023	0.90		38.20						39.10	18.00	51.43		80.00	0.00	149.43	\$ 8.75	\$ 0.22
	Hillsdale	6084	1.30		27.20						28.50	26.00	51.43		56.00	0.00	133.43	\$ 6.75	\$ 0.24
<u>Santa Clara</u>																			
	San Antonio	5094.04	0.40		13.40						13.80	8.00	51.43		26.00	0.00	85.43	\$ 4.75	\$ 0.34
	Sunnyvale	5088	0.80		8.70						9.50	16.00	51.43		17.00	0.00	84.43	\$ 4.75	\$ 0.50
	San Jose Diridon	5021.02	0.70	1.60	0.00						2.30	14.00	30.00	5.00	0.00	0.00	49.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Average:											23.53						100.72	\$ 5.93	\$ 0.25
Non Minority																			
<u>San Francisco</u>																			
	4th & King	607	0.30		47.50						47.80	6.00	51.43		96.00	0.00	153.43	\$ 8.75	\$ 0.18
<u>San Mateo</u>																			
	San Mateo	6057			29.60	2.20					31.80	0.00	51.43		62.00	5.28	113.43	\$ 7.87	\$ 0.25
	Hayward Park	6075	0.70		28.40						29.10	14.00	51.43		59.00	0.00	124.43	\$ 6.75	\$ 0.23
	Hayward Park	6066	0.80		28.40						29.20	16.00	51.43		59.00	0.00	126.43	\$ 6.75	\$ 0.23
	Menlo Park	6115	1.20		18.60						19.80	24.00	51.43		37.00	0.00	112.43	\$ 4.75	\$ 0.24
											0.00	0.00	0.00						
<u>Santa Clara</u>																			
	Palo Alto	5116.08	0.10	1.70	30.10						31.90	0.00	96.43	18.00	34.00	0.00	148.43	\$ 6.75	\$ 0.21
	Palo Alto	5130	1.10		17.40						18.50	22.00	51.43		34.00	0.00	107.43	\$ 4.75	\$ 0.26
	San Antonio	5106	1.00	1.40	13.40						15.80	20.00	66.43	11.00	26.00	0.00	123.43	\$ 6.75	\$ 0.43
	Mountain View	5092.02	1.10		11.40						12.50	22.00	51.43		23.00	0.00	96.43	\$ 4.75	\$ 0.38
	Santa Clara	5057	1.00		2.80						3.80	20.00	51.43		8.00	0.00	79.43	\$ 2.75	\$ 0.72
Average											24.02						118.53	\$ 6.06	\$ 0.25
Combined Average											23.77						109.62	\$ 5.99	\$ 0.25

Off-peak: 4:30 am to 5:29 am, 7:00 pm to 12:00 am
 Analysis for Capitol and Gilroy not included as Caltrain does not provide weekend service.

**ATTACHMENT 5 -
NOTICE OF PUBLIC HEARING AND PUBLIC MEETING:
NEWSPAPER AND WEB**

**CALTRAIN
PUBLIC HEARINGS & MEETINGS NOTICE**

**Declaration of Fiscal Emergency for Fiscal Year 2012
&
Proposed Changes to Service**

The Peninsula Corridor Joint Powers Board will take public comment on a proposed declaration of fiscal emergency for Fiscal Year 2012 due to projected negative working capital within one year of the date of declaration.

The Peninsula Corridor Joint Powers Board also will receive public comment on proposed adjustments to Caltrain service and fares to become effective July 2, 2011.

Proposals to be considered include:

- Reduction of weekday trains to 48 from 86 to run during commute hours only, and any necessary adjustments to shuttle bus services
- Suspension of weekday service at up to 7 of the following stations: Bayshore, South San Francisco, San Bruno, Burlingame, Hayward Park, Belmont, San Antonio, Lawrence, Santa Clara and College Park
- Suspension of all service south of the San Jose Diridon station (Tamien, Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy)
- Suspension of weekend service, including the Tamien shuttle, and holiday service
- Suspension of special event service, such as to baseball games and Bay to Breakers
- Increase base fare by 25 cents

The public hearings will be held:

Thursday, March 3, 2011 at 10 a.m.
Caltrain Administrative Office, 1250 San Carlos Ave., San Carlos

*Prior to the hearings, comments may be sent or called to:
Peninsula Corridor Joint Powers Board, JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306
changes@caltrain.com • 1.800.660.4287*

Public Meetings

Caltrain will hold four public meetings to present and explain the proposals and receive comments on the proposed service and fare modifications listed above. The meetings will take place at:

San Jose City Hall – Feb. 14 at 7 p.m.
Council Chambers, 200 E. Santa Clara St., San Jose

San Francisco Municipal Transportation Agency – Feb. 16 at 6 p.m.
Atrium, 1 So. Van Ness Ave., San Francisco

Gilroy Senior Center – Feb. 17 at 6 p.m.
7371 Hanna St., Gilroy

Caltrain Administrative Office – Feb. 17 at 6 p.m.
1250 San Carlos Ave., San Carlos

Information on the proposed declaration of fiscal emergency, service and fare changes will be available by Feb. 9. Call Caltrain at 1.800.660.4287 (TDD only 650.508.6448) or visit www.caltrain.com.

Para servicio de traducción en Español, llame a Caltrain al 650.508.6242 por lo menos tres días antes de las audiencias.

4/8/11

Will appear in El Reportero newspaper 4/20/11

Special Caltrain Board Meeting on Proposed Fare Increase and Service Suspension

The Caltrain Board of Directors will meet Thursday, April 21 at 10 a.m. to consider service and fare changes to the rail system. The changes could go into effect as early as July 1, 2011.

The public is invited to attend the meeting and comment on the proposed changes. The meeting will take place at the Caltrain Administrative Office, second floor auditorium, 1250 San Carlos Ave. in San Carlos. In addition, comments may also be submitted up to the April 21 meeting via:

phone: 1.800.660.4287 TTY: 650.508.6448

mail: Caltrain, c/o JPB Secretary, PO Box 3006, San Carlos, CA, 94070-1306

Details of the service and fare proposals are available for review at www.caltrain.com and at the Caltrain Administrative Office.

Hearing impaired and non-English speaking attendees who wish to offer oral comments at the meeting may arrange for sign language or foreign language translation by calling 650.508.6242 at least three business days in advance.

Reunión Especial de la Junta Directiva de Caltrain Sobre la Propuesta del Aumento de Tarifas y Suspensión del Servicio

La Junta Directiva de Caltrain se reunirá el jueves, 21 de abril a las 10 de la mañana para considerar cambios en el servicio y la tarifa del sistema ferroviario. Los cambios podrían entrar en vigor tan pronto como en el 1 de julio de 2011.

El público está invitado a asistir a la reunión y comentar sobre los cambios propuestos. La reunión se llevará a cabo en la Oficina Administrativa de Caltrain, el auditorio del segundo piso, 1250 San Carlos Ave. en San Carlos. Además, los comentarios también podrán ser presentadas antes de la reunión en el 21 de abril por:

teléfono: 1.800.660.4287 TTY: 650.508.6448

correo: Caltrain, JPB Secretario, PO Box 3006, San Carlos, CA, 94070-1306

Los detalles de los servicios y propuestas de tarifas están disponibles para su consulta en www.caltrain.com y en la Oficina Administrativa de Caltrain.

Personas con deficiencias auditivas y no hablantes del inglés que deseen formular comentarios orales en la sesión podrá arreglar lenguaje de señas o traducción de lenguas extranjeras llamando al 650.508.6242 por lo menos tres días laborables de anticipación.



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

Proposed Service Changes

Caltrain will hold community meetings and public hearings to take public comment on a proposed declaration of fiscal emergency and proposed adjustments to Caltrain service and fares to become effective July 2, 2011.

Documents:

[Fiscal Emergency Background](#) (PDF, 15KB)

[Proposed Fare Increase](#) (PDF, 11KB)

[Proposed Draft 48-Train Weekday Schedule](#) (PDF, 15KB)

[Public Meeting Presentation](#) (PDF, 112KB)

The proposals to be considered:

Reduction of weekday trains to 48 from 86 to run during commute hours only, and any necessary adjustments to shuttle bus services

Suspension of weekday service at up to seven of the following stations: Bayshore, South San Francisco, San Bruno, Burlingame, Hayward Park, Belmont, San Antonio, Lawrence, Santa Clara and College Park

Suspension of all service south of the San Jose Diridon station (Tamien, Capitol, Blossom Hill, Morgan Hill, San Martin and Gilroy)

Suspension of weekend service, including Tamien shuttle and holiday service

Suspension of special event service, such as baseball games and Bay to Breakers

Increase base fare by 25 cents

The community meetings will take place at the following locations:

Monday, Feb. 14, 7 p.m.
San Jose City Hall, Council Chambers
200 E. Santa Clara St., San Jose

Wednesday, Feb. 16, 6 p.m.
San Francisco Municipal Transportation Agency, Atrium
1 South Van Ness Ave., San Francisco

Thursday, Feb. 17, 6 p.m.
Caltrain Headquarters, 2nd Floor, Auditorium
1250 San Carlos Ave., San Carlos

Thursday, Feb. 17, 6 p.m.
Gilroy Senior Center
7371 Hanna St., Gilroy

The Caltrain Board of Directors will hold the public hearings **March 3 at 10 a.m.** at the Caltrain Administrative Office, 1250 San Carlos Ave. in San Carlos.

Comments also may be submitted prior to the hearing as follows:

- **By e-mail:** changes@caltrain.com
- **By phone:** 1.800.660.4287 (TTY: 650.508.6448)
- **By mail:** Caltrain, c/o JPB Secretary, PO Box 3006, San Carlos, CA 94070-1306

Information on the proposed declaration of fiscal emergency, service and fare changes is available for review on this page and at the Caltrain Administrative Office.

Para servicio de traducción en Español, llame a Caltrain al 650.508.6242 por lo meno tres dias antes de las audiencias.

02.15.2011 - rjc

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Highlights

- ➔ [Proposed Changes](#)
- ➔ [Mobile Device Schedules](#)
- ➔ [Weekday Timetable](#)
- ➔ [Weekend Timetable](#)
- ➔ [Electrification](#)



**ATTACHMENT 6 -
NOTICE OF PUBLIC HEARING AND PUBLIC MEETING:
NEWS RELEASES**



> caltrain.com > About Caltrain > News > Caltrain Faces \$30M Budget Shortfall and Drastic Service Cuts

Caltrain Faces \$30M Budget Shortfall and Drastic Service Cuts

January 19, 2011

As Caltrain begins its budget process it faces a \$30 million deficit and the prospect of drastic cuts to its service.

Under the current budget scenario, cuts could be as severe as a reduction in service to 48 trains that would operate only during the weekday commute. All other service would be eliminated including: weekday service outside the commute peak, weekend service and service south of the San Jose Diridon station. The schedule also would require the suspension of service at up to seven stations.

Caltrain is the only Bay Area transit system without a permanent, dedicated funding source such as a sales tax.

Instead the railroad has relied on contributions from its three partner agencies - the City and County of San Francisco, the San Mateo County Transit District and the Santa Clara Valley Transportation Authority – to balance its budget.

In Fiscal Year 2011, passenger fares make up around 44 percent of the operating budget and contributions from the partner agencies make up 34 percent.

"We are not saying that this is what we are going to do, or where we are going to end up," said Executive Officer for Public Affairs Mark Simon. "But this is where we are starting."

Caltrain currently operates 86 weekday trains, including 22 express trains, with an average ridership of 40,000. Saturday service includes 32 local trains and four express trains; Sunday service includes 28 local trains and four express trains.

Over the last few years, Caltrain has made aggressive efforts to reduce costs and maintain service.

For the last three fiscal years, salaries have been frozen. Employees will have taken a total of 17 furlough days from FY09 through FY11. Jan. 1, four weekday trains during the midday were eliminated and fares were increased 25 cents for each zone. In an effort to generate additional revenue, a pilot program for weekend Baby Bullet service was introduced.

In FY11, Caltrain administrative staff costs make up only 6.4 percent of its operating budget, below the rate at Bay Area and other comparable commuter rail agencies.

SamTrans is expected to reduce its annual contribution to Caltrain to approximately \$4.7 million, a reduction of approximately \$10 million. If the other partners follow suit, the budget shortfall is expected to be \$30 million.

The Peninsula Corridor Joint Powers Board, which owns and operates Caltrain, will be asked to call for two public hearings, one on the proposed service changes and one to declare a fiscal emergency, at its Feb. 3 meeting. Four community meetings will be held throughout the Caltrain service area on Feb. 17, followed by a formal public hearing on March 3. A start date for any service changes has yet to be determined.

There is growing attention among community stakeholders to the need for a permanent, dedicated source of funding for Caltrain.

The [Silicon Valley Leadership Group](#) will hold a summit on Jan. 21 at Stanford University and the [Friends of Caltrain](#), a grassroots group of Caltrain supporters, will hold a public meeting on Jan. 29 at the SamTrans offices in San Carlos.

###

Media Contact: Christine Dunn, 650.508.6238

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> caltrain.com > About Caltrain > News > Caltrain Sets Public Hearings: Proposed Service Reductions, Station Closures, Fare increases and Declaration of Fiscal Emergency

Caltrain Sets Public Hearings: Proposed Service Reductions, Station Closures, Fare increases and Declaration of Fiscal Emergency

February 3, 2011

The Caltrain Board of Directors today set two public hearings to receive comments on possible service and fare changes, station closures as well as to declare a fiscal emergency.

Caltrain Executive Director Michael J. Scanlon called the board's action "the first step in the process" and said, "Hopefully, we will be able to come up with additional funding sources before we are forced to implement drastic service changes."

Operation of the current 86 train schedule would result in a \$30 million deficit. With projected available funds, Caltrain would be forced to operate 48 trains only during weekday peak-commute hours. In addition, service would be suspended at up to seven of the following stations: Bayshore, South San Francisco, San Bruno, Burlingame, Hayward Park, Belmont, San Antonio, Lawrence, Santa Clara and College Park.

All other service would be eliminated, including weekday service outside the commute peak, service south of the San Jose Diridon station and weekend service.

Service for special events, including baseball games and Bay to Breakers, also would be suspended.

A 25-cent increase to the base fare also will be considered.

Caltrain's fiscal year begins July 1 and changes to service would take effect July 2.

The public hearings will be held at the March 3 Caltrain Board meeting at 10 a.m. at 1250 San Carlos Ave. in San Carlos.

In addition, [four community meetings will be held throughout the Caltrain service area](#) to give the public additional opportunity to review proposals, ask questions and provide comment.

Feb. 14 – 7 p.m. San Jose City Hall

200 East Santa Clara St., city council chambers

San Jose

Feb. 16 – 6 p.m. San Francisco Municipal Transportation Agency

1 South Van Ness, Atrium

San Francisco

Feb. 17 – 6 p.m. Gilroy Senior Center

7371 Hanna St.

Gilroy

Feb. 17 – 6 p.m. San Mateo County Transit District

1250 San Carlos Ave., second floor auditorium

San Carlos

Comments also can be e-mailed to changes@caltrain.com; sent by regular mail to District Secretary, Caltrain, P.O. Box 3006, San Carlos, CA 94070; or telephoned to 1.800.660.4287 (TDD for hearing impaired only 650.508.6448).

Caltrain relies on contributions from its three partner agencies - the City and County of San Francisco, the San Mateo County Transit District and the Santa Clara Valley Transportation Authority – to balance its budget.

Information about the proposed declaration of fiscal emergency and service and fare changes will be posted on the Caltrain website – www.caltrain.com - by Feb. 9.

Last year, SamTrans was forced to reduce its annual contribution to Caltrain. As a result, four midday trains were eliminated, staffed ticket offices were closed and zone fares were increased 25 cents.

This year, SamTrans is expected to reduce its annual contribution to Caltrain to approximately \$4.8 million, a reduction of approximately \$10 million. If the other partners follow suit, the budget shortfall is expected to be \$30 million.

###

Caltrain is a commuter rail line operating between San Francisco and San Jose, with commute service to Gilroy. Average weekday ridership on

the mix of 86 local, limited and express weekday trains is 40,000. Local, hourly service is provided on Saturdays and Sundays.

Caltrain is owned and operated by the Peninsula Corridor Joint Powers Board, a partnership of the City and County of San Francisco, the San Mateo County Transit District and the Santa Clara Valley Transportation Authority.

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> caltrain.com > About Caltrain > News > Caltrain Holds Public Meetings Re: Proposed Service Changes, Fare Increase

Caltrain Holds Public Meetings Re: Proposed Service Changes, Fare Increase

February 10, 2011

Caltrain will hold four public meetings where staff will present proposed service and fares changes, as well as seek comments on the proposal. The changes are necessitated due to a gap in available revenue and anticipated expenses.

Proposals to be considered include:

Reduction of weekday trains from 86 to 48, to run during commute hours only, and any necessary adjustments to shuttle bus services

Suspension of weekday service at up to 7 of the following stations: Bayshore (San Francisco), South San Francisco, San Bruno, Burlingame, Hayward Park (San Mateo), Belmont, San Antonio (Mountain View), Lawrence (Sunnyvale), Santa Clara and College Park (San Jose)

Suspension of all service south of the San Jose Diridon station (Tamien, Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy)

Suspension of weekend service, including the Tamien shuttle, and holiday service

Suspension of special event service, such as to baseball games and Bay to Breakers

Increase base fare by 25 cents

Increase parking fees

A draft timetable and fare chart are available [here](#). The changes are tentatively scheduled to go into effect July 2, 2011.

The meetings will take place at:

- **Monday, Feb. 14 at 7 p.m.**
San Jose City Hall, Council Chambers,
200 E. Santa Clara St., San Jose
- **Wednesday, Feb. 16 at 6 p.m.**
San Francisco Municipal Transportation Agency
Atrium, 1 So. Van Ness Ave., San Francisco
- **Thursday, Feb. 17 at 6 p.m.**
Gilroy Senior Center,
7371 Hanna St., Gilroy
- **Thursday, Feb. 17 at 6 p.m.**
Caltrain Administrative Office,
1250 San Carlos Ave., San Carlos

Two public hearings, one on the proposed changes and one to declare a fiscal emergency, will be held:

- **Thursday, March 3, 2011 at 10 a.m.**
Caltrain Administrative Office,
1250 San Carlos Ave., San Carlos

Comments also can be e-mailed to changes@caltrain.com; sent by regular mail to District Secretary, Caltrain, P.O. Box 3006, San Carlos, CA 94070; or telephoned to 1.800.660.4287 (TDD for hearing impaired only 650.508.6448).

Para servicio de traducción en Español, llame a Caltrain al 650.508.6242 por lo menos tres días antes de las audiencias.

[Caltrain relies on contributions from its three partner agencies - the City and County of San Francisco, the San Mateo County Transit District and the Santa Clara Valley Transportation Authority](#) – to balance its budget.

Last year, SamTrans was forced to reduce its annual contribution to Caltrain. As a result, four midday trains were eliminated, staffed ticket offices were closed and zone fares were increased 25 cents.

This year, SamTrans is expected to reduce its annual contribution to Caltrain to approximately \$4.8 million, a reduction of approximately \$10 million. If the other partners follow suit, the budget shortfall is expected to be \$30 million.

###

Caltrain is a commuter rail line operating between San Francisco and San Jose, with commute service to Gilroy. Average weekday ridership on the mix of 86 local, limited and express weekday trains is 40,000. Local, hourly service is provided on Saturdays and Sundays.

Caltrain is owned and managed by the Peninsula Corridor Joint Powers Board, a partnership of the City and County of San Francisco, the San Mateo County Transit District and the Santa Clara Valley Transportation Authority.

Media Contact: Christine Dunn, 650.508.6238

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Caltrain Board Postpones Adoption of Reduced Train Schedule

April 7, 2011

The Caltrain Board of Directors today voted unanimously to postpone a decision on a reduced train schedule until April 21 and directed staff to work to identify additional funds that would make the cuts unnecessary.

Board members expressed the desire to make no cuts to the current 86-train schedule, which has achieved record-level ridership.

Director Adrienne Tissier, who also chairs the Metropolitan Transportation Commission, said she was "extremely frustrated" at the prospect of cutting the rail service. "The system is not broken, but we're looking today to break it. It is a model for a system that runs beautifully," said Tissier.

The service reductions are under consideration due to a projected \$30 million deficit in Fiscal Year 2012.

The proposed 76-train schedule presented to the Board today offered significantly more service than an earlier 48-train schedule.

The vote to postpone a decision about service reductions followed a presentation about a recent annual ridership count, which showed Caltrain customers using the rail service at an all-time high. The count, conducted in February, shows average weekday ridership at 41,442, an increase of nearly 13 percent over last year.

A preliminary budget presentation at the meeting showed Caltrain can close its budget deficit under a 76-train schedule by using one-time-only funds.

To retain the current 86-train schedule Caltrain would need an additional \$3.5 million in funding.

"We need to go back in the next two weeks for that \$3.5 million," said Tissier. "We can bring full service back. We can keep stations open. We can keep Baby Bullet alive ... Why stop short today?"

Additional funding possibilities include funds allocated for electrification and the Dumbarton Rail Corridor, and regional money from the Metropolitan Transportation Commission for maintenance that could be converted to operating funds.

Director Liz Kniss supported the effort to find additional funds and retain service, saying, "Let's not lose what we have when we can see that there are some funding sources out there."

Director Ken Yeager said, "There is still money on the table to fill the \$3.5 million gap."

Director Nate Ford cautioned that using one-time funds might "just make a deeper hole in (Fiscal Year) 2013 that will result in even more drastic cuts."

Without a dedicated source of funding, Caltrain struggles every year to put together an operating budget. Director Omar Ahmad said, "This is not a sustainable budget ... We need to put forward a budget that we can look people in the eye and say this is sustainable."

The Caltrain partners and MTC have been working with community coalitions to address the long-term funding of the rail system, which does not have a permanent, dedicated source of revenue. The Silicon Valley Leadership Group, which has made Caltrain's fiscal crisis its primary focus, is hosting a series of town hall meetings to address the problem.

The special board meeting will be held at 10 a.m. Thursday, April 21 at 1250 San Carlos Ave., San Carlos.

###

Media Contact: Christine Dunn, 650.508.6238

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**ATTACHMENT 7 -
NOTICE OF PUBLIC HEARING AND PUBLIC MEETING:
TAKE ONE**

Yuan, Iris

From: Knuckles, Mary
Sent: Thursday, February 03, 2011 1:01 PM
To: Customer Service and Marketing Division
Cc: Bouchard, Michelle; Degman, Richard
Subject: Caltrain Take One - Input Sought on Proposed Changes



Caltrain will hold community meetings and public hearings to take public comment on a proposed declaration of fiscal emergency and proposed adjustments to Caltrain service and fares to become effective July 2, 2011.

The proposals to be considered:

- Reduction of weekday trains to 48 from 86 to run during commute hours only, and any necessary adjustments to shuttle bus services
- Suspension of weekday service at up to seven of the following stations: Bayshore, South San Francisco, San Bruno, Burlingame, Hayward Park, Belmont, San Antonio, Lawrence, Santa Clara and College Park
- Suspension of all service south of the San Jose Diridon station (Tamien, Capitol, Blossom Hill, Morgan Hill, San Martin and Gilroy)
- Suspension of weekend service, including Tamien shuttle and holiday service
- Suspension of special event service, such as baseball games and Bay to Breakers
- Increase base fare by 25 cents

The community meetings will take place at the following locations:

Monday, Feb. 14, 7 p.m.

San Jose City Hall
 Council Chambers
 200 E. Santa Clara St.
 San Jose

Wednesday, Feb. 16, 6 p.m.

San Francisco Municipal Transportation Agency
 Atrium
 1 South Van Ness Ave.
 San Francisco

Thursday, Feb. 17, 6 p.m.

Caltrain Headquarters, 2nd Floor, Auditorium
 1250 San Carlos Ave.
 San Carlos

Thursday, Feb. 17, 6 p.m.

Gilroy Senior Center
 7371 Hanna St.
 Gilroy

The Caltrain Board of Directors will hold the public hearings **March 3 at 10 a.m.** at the Caltrain Administrative Office, 1250 San Carlos Ave. in San Carlos.

Comments also may be submitted prior to the hearing as follows:

- **By e-mail:** changes@caltrain.com
- **By phone:** 1.800.660.4287 (TTY: 650.508.6448)
- **By mail:** Caltrain, c/o JPB Secretary
 PO Box 3006
 San Carlos, CA 94070-1306

Information on the proposed declaration of fiscal emergency, service and fare changes is available for review at www.caltrain.com and at the Caltrain Administrative Office.

Para servicio de traducción en Español, llame a Caltrain al 650.508.6242 por lo meno tres dias antes de las audiencias.

The take ones will be on the train by Feb. 10.

Mary Knuckles

Marketing Specialist
 Marketing Department
 San Mateo County Transit District
 1250 San Carlos Ave., San Carlos 94070-1306
 650.508.6356

**ATTACHMENT 8 -
NOTICE OF PUBLIC HEARING AND PUBLIC MEETING:
STATION FLYER**

Input Sought on Proposed Changes

Caltrain will hold community meetings and public hearings to take public comment on a proposed declaration of fiscal emergency and proposed adjustments to Caltrain service and fares to become effective July 2, 2011.

The proposals to be considered:

- Reduction of weekday trains to 48 from 86 to run during commute hours only, and any necessary adjustments to shuttle bus services
- Suspension of weekday service at up to seven of the following stations: Bayshore, South San Francisco, San Bruno, Burlingame, Hayward Park, Belmont, San Antonio, Lawrence, Santa Clara and College Park
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- Suspension of special event service, such as baseball games and Bay to Breakers
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In the Atrium
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1250 San Carlos Ave., San Carlos

Thursday, Feb. 17, 6 p.m.

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7371 Hanna St., Gilroy

The Caltrain Board of Directors will hold the public hearings **March 3 at 10 a.m.** at the Caltrain Administrative Office, 1250 San Carlos Ave. in San Carlos.

Comments also may be submitted prior to the hearing as follows:

- **By e-mail:** changes@caltrain.com
- **By phone:** 1.800.660.4287 (TTY: 650.508.6448)
- **By mail:** Caltrain, c/o JPB Secretary
PO Box 3006, San Carlos, CA 94070-1306

Information on the proposed declaration of fiscal emergency, service and fare changes is available for review at www.caltrain.com and at the Caltrain Administrative Office.

Para servicio de traducción en Español, llame a Caltrain al 650.508.6242 por lo menos tres días antes de las audiencias.



**ATTACHMENT 9 -
SUMMARY OF PUBLIC COMMENTS**

Caltrain Public Comments Regarding FY2012 Fare Increases & Service Suspensions Option

Email, Written and Phone Comments:				Increase Fare and/or Fees										Service Suspension								Sta Closure		Will Stop Riding		Comments				
No.	Date	Last	First	\$0.25 base		Inc More	Parking		New Taxes		Rev Idea	Bike Spots	Agnst reduction	Eve Supprot	Midday Support	Off Peak		Special Service		Weekend		Gilroy		For	Agnst		TOD	Riding		
				For	Agnst		For	Agnst	For	Agnst						For	Agnst	For	Agnst	For	Agnst	For	Agnst						For	Agnst
1	3-Feb																						X							
2	3-Feb																								SB					
3	3-Feb																													
4	3-Feb															X													question only	
5	3-Feb																												against plan	
6	3-Feb																X												bad mangement	
7	3-Feb								X																					
8	3-Feb																				X									
9	3-Feb																									BS				
10	3-Feb																									BS				
11	3-Feb					X																				SCI				
12	3-Feb																												must save service	
13	4-Feb																								HPk					
14	4-Feb																								All					
15	4-Feb																									X				
16	4-Feb																													
17	4-Feb									X									X										raise go pass fare	
18	4-Feb																									TAM				
19	4-Feb																X		X											
20	4-Feb																												make auto pay more	
21	4-Feb																													
22	4-Feb					X																								
23	4-Feb																										X			
24	4-Feb																									TAM				
25	4-Feb																									SCI				
26	4-Feb																		X											
27	4-Feb																													
28	4-Feb																										X			
29	4-Feb																												via phone	
30	4-Feb																												& agnst closing BS	
31	4-Feb									X																			decrease fares and increase ridership	
32	4-Feb									X																			re-think evrything, avoid death spiral	
33	4-Feb																													
34	4-Feb																X		X											
35	4-Feb																												& close CP	
36	4-Feb																	X		X									for Caltrain	
37	4-Feb																									All				
38	4-Feb																									TAM				
39	4-Feb																													
40	4-Feb																												run dmsu in off peak	
41	4-Feb									X																				
42	4-Feb																													
43	4-Feb																										X			
44	4-Feb																												can't tell	
45	4-Feb																													
46	4-Feb																												CP	
47	4-Feb																												CP	
48	4-Feb																												CP	
49	4-Feb																												via phone, reduce express service, keep some stations	
50	4-Feb																		X											
51	4-Feb																												CP	
52	4-Feb																												CP	
53	4-Feb																												BG	
54	4-Feb					X											X				X								SCI	
55	4-Feb																												TAM	
56	4-Feb																										X			
57	4-Feb					X											X		X										CP	
58	4-Feb																												X	
59	4-Feb																												X	
60	4-Feb																													
61	4-Feb																												SCI	
62	4-Feb								X																				save Caltrain	
63	4-Feb																												CP	
64	4-Feb																												LAW	
65	5-Feb																												CP	
66	5-Feb								X																		X			
67	5-Feb					X				X																			SB	also keep SSF

E-mail, Written and Phone Comments

Names Redacted

Caltrain Public Comments Regarding FY2012 Fare Increases & Service Suspensions Option

No.	Date	Last	First	Increase Fare and/or Fees				More				Service Suspension						Sta Closure		Will Stop Riding	Comments					
				\$0.25 base	Inc	Parking	New Taxes	Rev	Bike	Agnst	Eve	Midday	Off Peak	Special Service	Weekend	Gilroy	For	Agnst	For			Agnst	For	Agnst	For	Agnst
68	5-Feb				X						X															
69	5-Feb																									also keep SCI
70	5-Feb				X																					
71	5-Feb																									
72	6-Feb				X																					
73	6-Feb																									
74	6-Feb																									
75	6-Feb																									
76	6-Feb																									
77	6-Feb																									
78	7-Feb																									
79	7-Feb																									
80	7-Feb																									merge with BART
81	7-Feb																									caltrain good for start-ups & engineers
82	7-Feb																									charge more for baby bullets
83	7-Feb																									
84	7-Feb																									
85	7-Feb				X																					
86	7-Feb																									
87	7-Feb																									
88	7-Feb																									
89	7-Feb																									
90	7-Feb																									
91	7-Feb																									
92	7-Feb																									
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102	7-Feb																									
103	7-Feb																									
104	7-Feb																									
105	7-Feb																									
106	7-Feb																									
107	7-Feb																									
108	7-Feb				X																					
109	7-Feb																									
110	7-Feb				X																					
111	7-Feb																									
112	7-Feb																									
113	7-Feb				X																					
114	7-Feb																									
115	7-Feb																									
116	7-Feb																									
117	7-Feb																									
118	7-Feb																									
119	8-Feb																									
120	8-Feb																									
121	8-Feb				X																					
122	8-Feb																									
123	8-Feb																									
124	8-Feb																									
125	8-Feb																									
126	8-Feb																									
127	8-Feb																									
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134	8-Feb																									
135	8-Feb																									
136	8-Feb																									

Names Redacted

Caltrain Public Comments Regarding FY2012 Fare Increases & Service Suspensions Option

Email, Written and Phone Comments:				Increase Fare and/or Fees						More						Service Suspension						Sta Closure		Will Stop Riding		Comments		
No.	Date	Last	First	\$0.25 base	Inc	Parking	New Taxes	Rev	Bike	Agnst	Eve	Midday	Off Peak	Special Service	Weekend	Gilroy	For	Agnst	For	Agnst	For	Agnst	For	Agnst	TOD		Riding	
				For	Agnst	More	For	Agnst	Idea	Spots	reduction	Supprot	Support	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst			
137	8-Feb	Names		X												X												
138	8-Feb	Redacted													X		X								SCI		keep Belmont also	
139	8-Feb																X							CP				
140	8-Feb								X															All		run dmus		
141	8-Feb										X																save caltrain	
142	8-Feb								X																		idea to save caltrain	
143	8-Feb																										compensation	
144	8-Feb								X																		Giant's player's donations	
145	8-Feb												X											SAT				
146	8-Feb																							CP				
147	8-Feb																							CP				
148	8-Feb																X							CP				
149	8-Feb															X												
150	8-Feb																							TAM			CEO salary	
151	8-Feb																							CP				
152	8-Feb										X																	
153	8-Feb										X														All		CEO salary	
154	9-Feb																X											
155	9-Feb													X										LAW				
156	9-Feb																							CP				
157	9-Feb			X																				X				
158	9-Feb										X																	
159	9-Feb																							LAW			also keep SSF & SAT	
160	9-Feb			X							X						X											
161	9-Feb																								All			make internal cuts
162	9-Feb								X																			
163	9-Feb																								TAM			
164	9-Feb			X																					X			also keep LAW
165	9-Feb								X																SAT			CEO salary
166	9-Feb														X		X											
167	9-Feb										X																	
168	9-Feb																											
169	9-Feb																								SAT			
170	9-Feb										X														SCI			
171	9-Feb			X							X														All			would stop taking Caltrain especially SSF
172	9-Feb																											CEO salary
173	9-Feb								X																			do Dumbarton rail
174	9-Feb																								CP			also keep SAT
175	9-Feb			X										X											BLT			
176	9-Feb																											wide ranging comments
177	9-Feb								X																X			
178	9-Feb			X										X												BG		
179	9-Feb													X														
180	9-Feb																											
181	9-Feb						X		X																			
182	9-Feb													X			X											
183	9-Feb													X		X												
184	9-Feb																											save Caltrain
185	9-Feb			X		X																			TAM			CEO salary
186	9-Feb			X					X		X																	
187	9-Feb								X																			consider parking when closing stations
188	9-Feb																											CEO salary
189	9-Feb			X							X			X														
190	9-Feb									X																		bike form letter
191	9-Feb									X																		
192	9-Feb									X						X												bike form letter
193	9-Feb																											sarcastic wide ranging comments
194	9-Feb									X																		bike form letter
195	9-Feb									X																		bump report
196	10-Feb			X										X														
197	10-Feb																											
198	10-Feb																										X	
199	10-Feb													X														wide ranging comments
200	10-Feb																											need earlier train to SF
201	10-Feb																									SSF		
202	10-Feb									X																		bike form letter
203	10-Feb									X																		
204	10-Feb									X																		bike form letter
205	10-Feb																									SCI		CEO salary

Caltrain Public Comments Regarding FY2012 Fare Increases & Service Suspensions Option

Email, Written and Phone Comments:				Increase Fare and/or Fees					More					Service Suspension								Sta Closure		Will Stop Riding	Comments						
				\$0.25 base		Inc	Parking		New Taxes		Rev	Bike	Agnst	Eve	Midday	Off Peak		Special Service		Weekend		Gilroy				For	Agnst	TOD			
No.	Date	Last	First	For	Agnst	More	For	Agnst	Idea	Spots	reduction	Supprot	Support	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst	TOD					
275	11-Feb																														
276	11-Feb						X								X								SSF	SB			X				
277	11-Feb					X									X												X				
278	11-Feb														X		X										X				
279	11-Feb																							BS							
280	11-Feb																						BLT								
281	11-Feb					X																									
282	11-Feb																							All							
283	11-Feb																														
284	11-Feb														X																
285	11-Feb																							SSF							
286	11-Feb																														
287	11-Feb					X									X									All			X				
288	11-Feb									X														BG							
289	11-Feb														X																
290	11-Feb														X																
291	11-Feb																														
292	11-Feb																														
293	11-Feb									X														CP							
294	11-Feb																							CP							
295	11-Feb																							BLT			X				
296	11-Feb																														
297	11-Feb																							SSF							
298	11-Feb														X																
299	11-Feb																							BG							
300	11-Feb														X																
301	11-Feb																							SCI							
302	11-Feb														X																
303	11-Feb														X							X									
304	11-Feb														X																
305	11-Feb																														
306	11-Feb					X				X	X						X							TAM			X				
307	11-Feb														X							X									
308	11-Feb					X									X																
309	11-Feb																														
310	12-Feb						X								X		X					X			SSF						
311	12-Feb																							All							
312	12-Feb																								SSF						
313	12-Feb																								CP						
314	12-Feb														X										TAM						
315	12-Feb																														
316	12-Feb						X																		SCI			X			
317	12-Feb														X																
318	12-Feb														X																
319	12-Feb																								SCI						
320	12-Feb																								CP						
321	12-Feb					X																			All						
322	12-Feb														X																
323	12-Feb																														
324	12-Feb					X																			LAW						
325	12-Feb																								LAW						
326	12-Feb																								BLT						
327	13-Feb																								SB						
328	13-Feb																								All						
329	13-Feb														X																
330	13-Feb														X											HPk			X		
331	13-Feb																									SCI					
332	13-Feb														X																
333	13-Feb																														
334	13-Feb					X									X														X		
335	13-Feb					X																									
336	13-Feb																								All						
337	13-Feb														X																
338	13-Feb														X																
339	13-Feb																														
340	13-Feb																														
341	13-Feb																														
342	13-Feb					X																			BG						
343	13-Feb					X									X		X									BLT					

Names Redacted

Caltrain Public Comments Regarding FY2012 Fare Increases & Service Suspensions Option

Email, Written and Phone Comments:				Increase Fare and/or Fees						More						Service Suspension						Sta Closure		Will Stop Riding		Comments		
No.	Date	Last	First	\$0.25 base		Inc	Parking		New Taxes		Rev	Bike	Agnst	Eve	Midday	Off Peak		Special Service		Weekend		Gilroy		For	Agnst		TOD	Riding
				For	Agnst	More	For	Agnst	For	Agnst	Idea	Spots	reduction	Supprot	Support	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst			
344	13-Feb																		X									
345	13-Feb																X					X						
346	13-Feb																											
347	14-Feb																											
348	14-Feb									X				X	X							X				All		keep SB, BG, BLT, SCI 30 minutes headways
349	14-Feb													X														
350	14-Feb																X											
351	14-Feb					X																						ceo salary
352	14-Feb																											
353	14-Feb																											
354	14-Feb																											
355	14-Feb																											
356	14-Feb																											
357	14-Feb														X		X											
358	14-Feb					X																						
359	14-Feb														X		X											
360	14-Feb					X																						
361	14-Feb																											
362	14-Feb					X																						
363	14-Feb																											
364	14-Feb														X		X											
365	14-Feb																											
366	14-Feb																											
367	14-Feb																											
368	14-Feb																											
369	14-Feb																X											
370	14-Feb																											
371	14-Feb																											
372	14-Feb					X																						
373	14-Feb																											
374	14-Feb																											
375	14-Feb																											
376	14-Feb																											
377	14-Feb													X			X											
378	14-Feb																											
379	14-Feb																											
380	14-Feb																											
381	14-Feb																											
382	14-Feb																											
383	14-Feb																											
384	14-Feb																											
385	14-Feb														X		X											
386	14-Feb																											
387	14-Feb					X																						
388	14-Feb																											
389	14-Feb																											
390	14-Feb																											
391	14-Feb																											
392	14-Feb																											
393	14-Feb																											
394	14-Feb																											
395	14-Feb																											
396	14-Feb					X																						
397	14-Feb					X																						
398	14-Feb																											
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Names Redacted

Caltrain Public Comments Regarding FY2012 Fare Increases & Service Suspensions Option

Email, Written and Phone Comments:				Increase Fare and/or Fees								More								Service Suspension						Sta Closure		Will Stop Riding		Comments
No.	Date	Last	First	\$0.25 base		Inc	Parking		New Taxes		Rev	Bike	Agnst	Eve	Midday	Off Peak		Special Service		Weekend		Gilroy		For	Agnst	TOD	Riding			
				For	Agnst	More	For	Agnst	For	Agnst	Idea	Spots	reduction	Supprot	Support	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst					
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480	14-Feb					X																						SSF		
481	14-Feb																											CP		

Names Redacted

keep trains to SCI & LAW
large range of ideas

enforce fares, sell on-line

also keep SAT, SCI

X

at least a couple trains on weekends

also keep BG

use HSR money
aslo keep SCI

X

wi-fi, ads, first class seating

riders are cheating with Clipper
increase Baby Bullets, ads

use HSR money

don't cut completely

plus airport

X

keep SCI, have all weekend Baby Bullets

Bellarmino

Caltrain Public Comments Regarding FY2012 Fare Increases & Service Suspensions Option

Email, Written and Phone Comments: No. Date Last First	Increase Fare and/or Fees						More							Service Suspension						Sta Closure		Will Stop Riding	Comments	
	\$0.25 base		Inc	Parking		New Taxes		Rev	Bike	Agnst	Eve	Midday	Off Peak		Special Service		Weekend		Gilroy		For			Agnst
	For	Agnst	More	For	Agnst	For	Agnst	Idea	Spots	reduction	Support	Support	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For			Agnst
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Names Redacted

Caltrain Public Comments Regarding FY2012 Fare Increases & Service Suspensions Option

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No.	Date	Last	First	\$0.25 base		Inc	Parking		New Taxes		Rev	Bike	Agnst	Eve	Midday	Off Peak		Special Service		Weekend		Gilroy		For	Agnst	TOD	Riding	Comments	
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756	16-Feb																												
757	17-Feb																											TAMC Executive Director	

Caltrain Public Comments Regarding FY2012 Fare Increases & Service Suspensions Option

Email, Written and Phone Comments:				Increase Fare and/or Fees						More						Service Suspension						Sta Closure		Will Stop Riding		Comments			
				\$0.25 base		Inc	Parking		New Taxes		Rev	Bike	Agnt	Eve	Midday	Off Peak		Special Service		Weekend		Gilroy		For	Agnt		TOD	Riding	
No.	Date	Last	First	For	Agnt	More	For	Agnt	For	Agnt	Idea	Spots	reduction	Supprot	Support	For	Agnt	For	Agnt	For	Agnt	For	Agnt	For	Agnt	For	Agnt		
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Names Redacted

Santa Clara Univ

Caltrain Public Comments Regarding FY2012 Fare Increases & Service Suspensions Option

Email, Written and Phone Comments:				Increase Fare and/or Fees						More						Service Suspension						Sta Closure		Will Stop Riding		Comments			
No.	Date	Last	First	\$0.25 base		Inc	Parking		New Taxes		Rev	Bike	Agnst	Eve	Midday	Off Peak		Special Service		Weekend		Gilroy		For	Agnst		TOD	Riding	
				For	Agnst	More	For	Agnst	For	Agnst	Idea	Spots	reduction	Supprot	Support	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst				
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1130	1-Mar																									BS	SAT		more bullets
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Names Redacted

Caltrain Public Comments Regarding FY2012 Fare Increases & Service Suspensions Option

Email, Written and Phone Comments:				Increase Fare and/or Fees					More					Service Suspension					Sta Closure		Will Stop Riding		Comments						
No.	Date	Last	First	\$0.25 base	Inc	Parking	New Taxes	Rev	Bike	Agnst	Eve	Midday	Off Peak	Special Service	Weekend	Gilroy	For	Agnst	For	Agnst	For	Agnst		TOD	Riding				
				For	Agnst	More	For	Agnst	Idea	Spots	reduction	Support	Support	For	Agnst	For	Agnst	For	Agnst	For	Agnst	For	Agnst						
1246	3-Mar	Names Redacted																											
1247	3-Mar																											The Art Institute of CA - Sunnyvale	
1248	3-Mar																												
1249	4-Mar																											like weekend Baby Bullets	
1250	4-Mar																											The Art Institute of CA - Sunnyvale	
1251	4-Mar																												
1252	4-Mar																											The Art Institute of CA - Sunnyvale	
1253	6-Mar																												
1254	8-Mar																												
1255	8-Mar																												add freight for more revenue
1256	9-Mar																											promote & make easier to ride, wide raning coments	
1257	11-Mar																											how does closing stations save money?	

Total Public Hearing to Present	1	0	0	0	0	1	0	2	0	0	3	1	0	4	0	1	0	4	0	1	1	23	2	4		23	
Tabulated Points of Contact	1571																										
Total	129	27	124	13	3	31	3	116	67	173	107	66	32	215	16	91	24	151	23	173	42	868	24	74		648	
Total Subjects Commented On	2592																										

Note - not all comments are counted in this Total as it adds up only the categorized subjects

**ATTACHMENT 10 -
PUBLIC COMMENT CARDS**



Proposed Fare and Service Change Comment Card

February 14, 16 & 17, 2011

Due to a significant loss of partner funding, Caltrain is proposing to reduce service and increase fares. All comments from the public will be taken into consideration before a final proposal is presented to the Caltrain board of directors.

Name (optional)

Comments

(Mail to Caltrain, c/o JPB Secretary, PO Box 3006, San Carlos, CA, 94070-1306, or e-mail changes@caltrain.com)



**Ficha de Comentario para
Propuesta de Aumento de Tarifa y Cambio de Servicio
14, 16 y 17 de Febrero de 2011**

Debido a una pérdida significativa de los socios que financian, Caltrain propone aumentar el precio del pasaje y reducir servicio. Todos los comentarios del público serán tomados en consideración antes que una propuesta final sea presentada a la junta directiva de Caltrain.

Nombre (optativo) _____

Comentario _____

(Envíe para Caltrain, c/o JPB Secretary, PO Box 3006, San Carlos, CA, 94070-1306, o e-mail changes@caltrain.com)



BOARD OF DIRECTORS 2012

ADRIENNE TISSIER, CHAIR
KEN YEAGER, VICE CHAIR
JOSE CISNEROS
MALIA COHEN
JERRY DEAL
ASH KALRA
LIZ KNISS
ARTHUR L. LLOYD
TOM NOLAN

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

May 7, 2012

Mr. Derrin J. Jourdan
Federal Transit Administration
Office of Civil Rights
201 Mission Street
Suite 2210
San Francisco, CA 94105-1839

**RE: CALTRAIN TITLE VI EQUITY EVALUATION – PROPOSED (CODIFIED
TARIFF) FARE CHANGE FY2013**

Dear Mr. Jourdan:

On behalf of the Peninsula Corridor Joint Powers Board (JPB), I am happy to transmit a copy of Caltrain's Title VI Equity Evaluation for a proposed fiscal year 2013 fare change, as required by FTA's Title VI Circular 4702.1A.

If you have any questions, please feel free to call Ted Yurek at (650) 508-6471.

Regards,

A handwritten signature in blue ink, appearing to read "C.H. Harvey", is written over the typed name.

C.H. (Chuck) Harvey
Deputy CEO

enc.

cc: Mike Scanlon
Martha Martinez
Gigi Harrington
Michelle Bouchard
Ted Yurek
David Miller, Hanson Bridgett
Shayna van Hoften, Hanson Bridgett

PENINSULA CORRIDOR JOINT POWERS BOARD



Title VI

Equity Evaluation

Proposed Fare (Codified Tariff) Change – FY 2013

April 2012

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Caltrain

Title VI Equity Evaluation

Proposed Fare (Codified Tariff) Change – FY 2013

As a federal grant recipient, the Peninsula Corridor Joint Powers Board (JPB), which operates Caltrain, is required to maintain and provide to the Federal Transit Administration (FTA) information on its compliance with Title VI regulations. At a minimum, it must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Normally the JPB performs a self-assessment every three years, or when it undertakes a change in its fares or a significant change in service. This assessment covers the Caltrain Proposed Fare Increase which will be implemented in July 2012 (FY 2013).

Unlike the previous fare increases, this fare change is not motivated by the need to balance the fiscal budget. Rather, the primary factor in the fare change proposal is the implementation and continued refinement of the smartcard based regional fare system called Clipper® (previously TransLink). The main goals of most of the proposed changes are to increase Clipper market penetration and make it more user friendly. Based on analysis of the changes, including the Title VI analysis process and review of all received public comments, JPB staff recommended increasing paper ticket fares by \$0.25 on the base, decreasing the discount offered with 8-ride tickets to 7.5 percent, increasing the cost of a GO Pass by \$10 to \$165 and adopting an increase in fares by \$0.25 on the zone for paper tickets, if Clipper use does not sufficiently expand in one year. The proposal also includes decreasing the validity period on 8-ride tickets to 30 days, lengthening the sales period for monthly passes to last until the 15th of each month (rather than the 9th) and setting the minimum level of GO Pass participation at \$13,750 per calendar year for each employer. The majority of Caltrain riders will not see any increase in their fare, as the cost of monthly passes and one-way trips paid with e-cash on Clipper cards will remain the same.

The following report provides a summary of the fare change proposal and the analysis process and results. A map of the Caltrain system can be found in Attachment 1.

1.0 PROPOSAL

The final fare change proposal was designed to encourage passengers to use Clipper and align the discount of 8-ride tickets with its level of commitment to riding Caltrain, rather than to increase revenue.

JPB Staff had initially considered elimination of the 8-ride ticket and increases to both the base and zone charge components of paper based tickets.

The fare change proposals were subject to Title VI equity studies by staff and were discussed at Public Meetings and a Public Hearing.

1.1 FARE CHANGE

The fare increase proposed for adoption by the JPB Board consisted of a 25-cent increase in base fares for paper One-way tickets and 50-cent increase for Day Pass tickets purchased from Ticket Vending Machines. This could be followed with a 25-cent increase (50-cent for Day Passes) in the zone charge for paper tickets, as of July 2013, if there is not a “significant increase” in the purchases of One-way fares with the Clipper card. A “significant increase” for this purpose means at least 50% of passenger trips using One-way tickets in a single month are paid for with Clipper e-cash.

The resulting increase in One-way and Day Pass adult fares, effective July 2012, depending on zones traveled, varies between 2.0% and 9.1%. Eligible Discount One-way and Day Pass fares will increase between 2.0% and 20.0% depending on zones traveled. The percent fare increase for some Eligible Discount fares are high because of the effect of rounding to the nearest quarter.

If the zone charge is increased in 2013 due to less than significant increase in Clipper use, the two part total fare increase will range from 9.1% to 11.8% for full fare adult One-way tickets. For Eligible Discount One-way tickets, the increase will range from 9.1% to 20.0%

The change in pricing for the 8-ride ticket will lower the effective discount from 15% to 7.5%, compared to the cost of eight One-way tickets. The resulting increase in 8-ride Ticket fares, depending on the number of zones, varies from 8.0% to 9.3% for full fare adult and from 8.1% to 9.4% for Eligible Discount.

The price for each employee annual GO Pass is proposed to be increased from \$155 to \$165. Monthly pass prices and prices for other Clipper based products will not increase. Staff expects this to increase Clipper use. In addition, monthly passes will be available for purchase further into each month, which staff expects may positively affect monthly pass and parking permit sales.

The fare proposal for all fare types is provided in Attachment 2-Fare Proposal.

2.0 EQUITY EVALUATION OF PROPOSED CHANGES

In order to comply with 49 CFR Part 21, grantees shall evaluate system-wide fare and major service changes to determine whether those changes have a discriminatory impact on Title VI protected classes. Agencies shall evaluate the impacts of fare and service changes using recommended equity evaluation procedures defined in circular FTA C 4702.1A, Chapter V, Section 4. A Title VI equity evaluation of the JPB’s proposed changes follows.

2.1 SERVICE AREA MINORITY AND LOW-INCOME POPULATIONS

Using 2010 Census data, the minority population in all three counties in the JPB service area is 2,037,359 people, or 61.6% of the total service area population. For the JPB equity evaluation

procedure, the three-county average is used as the threshold in classifying stations as minority stations; any station located in an area with a minority population above the system-wide average is considered a “minority station.” A station-by-station analysis reveals that 11 out of 31 stations in the service area are minority stations.

Note that the previous JPB procedure used the UMTA Circular 4702.1 definition of a minority transit route to define the minority status of Caltrain stations. The UMTA Circular 4702.1 defined a transit route as a minority transit route when 1/3 of the minority population along a transit route exceeded the total minority population in a service area. JPB applied this to its rail corridor by defining a station as a minority station when the population in a station area exceeded 1/3 of the total population in that area. However, the continued use of the 1/3 threshold with the 2010 US Census data resulted in only two stations being non-minority stations. Since California is unique in its high minority population, it was determined that using the three-county average as a threshold would be more contextually appropriate. JPB staff sought and received FTA approval of the new classification procedure and threshold.

A review of 2005-2009 American Community Survey data for low-income populations in the JPB service area shows that 21.8% of the population in all three counties is at or below two times the federal poverty level, which is the metropolitan planning organization’s definition for low-income populations in the Bay Area. The three-county average for low-income populations is used as the threshold in classifying stations as low-income stations. A station-by-station analysis reveals that 16 out of 31 stations in the service area have recorded low-income populations above 21.8%. In addition, the October 2010 Caltrain Onboard Study found that 28% of riders have annual household incomes of less than \$50K. A summary of ridership income distribution, as found in the October 2010 and 2007 onboard surveys, is provided in the table below.

Figure 1 - October 2010 and 2007 Caltrain Onboard Studies, Ridership Income Summary

	Total	
	2010	2007
Base: (All Respondents)	4,428	4,204
	(%)	(%)
Less than \$30,000 a year	15	14
\$30,000-\$49,999 a year	13	12
\$50,000-\$74,999 a year	14	17
\$75,000-\$99,999 a year	14	15
\$100,000-\$149,999 a year	20	20
\$150,000-\$199,999 a year	11	10
\$200,000+ a year	12	12
	100	100
MEAN INCOME (In \$000)	\$104	\$101

As allowed under Circular 4702.1A, Caltrain continues to define a rail system station service area as follows:

(i) for rail systems, the service area shall consist of a circle with a radius of $\frac{3}{4}$ of a mile around each station. (ii) At the end stations and other stations in outlying area, the entity may designate circles with radii of up to $1\frac{1}{2}$ miles as part of its service area, based upon circumstances.

The following table summarizes all Caltrain stations and their designations as minority or low-income based on 2010 U.S. Census race data and 2005-2009 American Community Survey income data. Additionally, maps provided in Attachment 3 – Minority and Low Income Maps graphically display low-income and minority census tracts and their proximity to Caltrain stations.

Table 1 - Caltrain Station Designation

Station	Minority Station	Low-income Station
San Francisco	No	Yes
22nd Street	No	Yes
Bayshore	Yes	Yes
South SF	Yes	Yes
San Bruno	Yes	Yes
Millbrae	No	No
Broadway	No	No
Burlingame	No	No
San Mateo	No	Yes
Hayward Park	No	No
Hillsdale	No	No
Belmont	No	No
San Carlos	No	No
Redwood City	Yes	Yes
Atherton	No	Yes
Menlo Park	No	No
Palo Alto	No	No
California Ave.	No	No
San Antonio	No	No
Mountain View	No	No
Sunnyvale	Yes	No
Lawrence	Yes	No
Santa Clara	No	Yes
College Park	No	Yes
San Jose Diridon	Yes	Yes
Tamien	Yes	Yes
Capitol	Yes	Yes
Blossom Hill	Yes	Yes
Morgan Hill	No	Yes
San Martin	No	No
Gilroy	Yes	Yes

2.2 ASSESS EFFECTS OF PROPOSED CHANGES ON MINORITY AND LOW-INCOME POPULATIONS

JPB staff has analyzed available information from ridership surveys to determine whether minority and/or low-income riders are more likely to use the payment types or media that are subject to the potential fare changes and whether minority and/or low-income riders would experience a disparate impact.

Based on a quality of service analysis using 2010 Census and 2005-2009 American Community Survey data, staff found *no disparate impacts on minority riders* with the implementation of the proposed fare change.

However, the October 2010 Caltrain Onboard Survey found that in general, low income riders rode shorter distances and purchased day-of tickets at a much higher rate than non-low income riders. Proposals to increase paper One-way and Day Pass fares *could result in a disparate negative impact on low-income riders*.

2.2.1 Quality of Service

Following the FTA's recommended methodology, staff prepared quality of service analyses for the proposed fare change, which compared minority and non-minority station averages for total cost and cost per mile for the system's "Top Three Destinations" as defined by FTA to evaluate the potential effects of the fare change options.

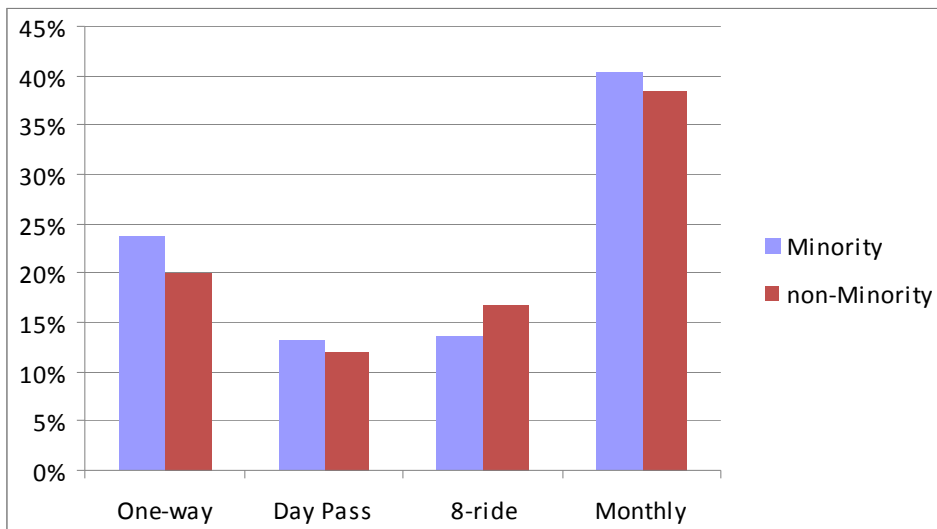
The quality of service analyses showed that for the fare change proposal, the change in the average cost per mile and total cost is lower for minority populations than for non-minority populations when the base or base and zone charge is increased. When only the zone increase is considered, the percent increase is greater for minority populations than for non-minority populations. The percent difference is, however, one-half percentage point, or less, except in the AM Cost per Mile case. In this case, a zone only increase for the AM Cost per Mile increase is 0.8 percentage points higher for minority stations than non-minority stations. Therefore, implementing a base or zone or both fare increase *would not have a disparate impact* on minority or low-income communities, using a station based analysis.

The most recent demographic data provided by the 2010 US Census and the 2005-2009 American Community Survey indicates that, in the Caltrain system, low-income stations mostly correlate with minority stations. Attachment 4 – Quality of Service Analysis provides a summary of this analysis.

2.2.2 Fare Structure

Minority and non-minority populations

Comparison of the rates of use by minority and non-minority populations for One-way, Day Pass, 8-ride and Monthly tickets show that while minority populations use One-way tickets at a higher rate than non-minorities (23.8% vs. 20.1%), minorities use 8-ride tickets at a rate less than non-minorities (13.6% vs. 16.7%). Minority populations use monthly passes at a slightly higher rate than non-minorities (40.3% vs. 38.5%). Minority populations also use Day Pass tickets at a slightly higher rate than non-minorities (13.1% vs. 12.0%). The following chart shows the use rate of selected fare types by minority and non-minority passengers.



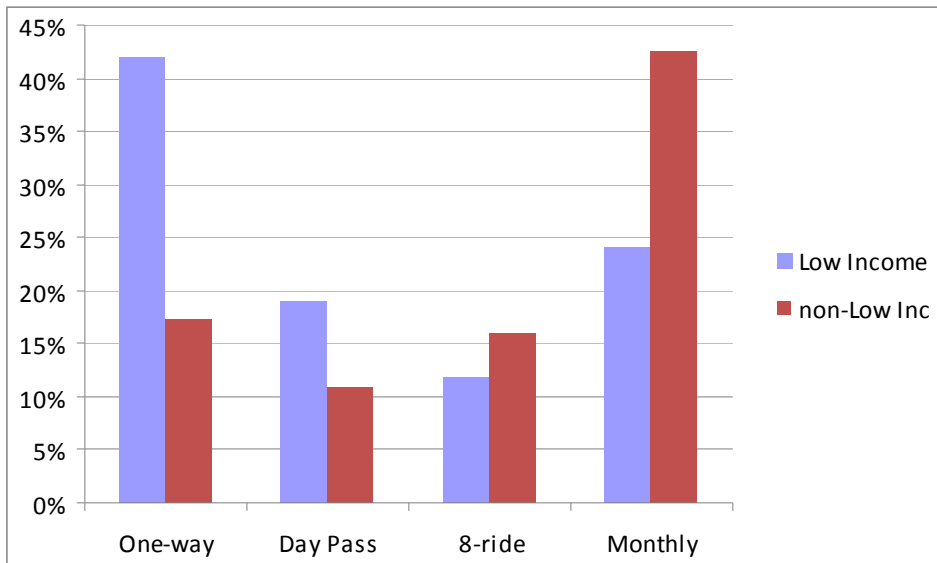
Raising prices for 8-ride, One-way and Day Pass tickets would have mixed impacts on Minority versus non-minority populations. In all cases, the difference in use among the affected fare products is less than 3.7 percentage points.

Previous findings applicable to these proposals

JPB recognizes that due to Caltrain’s zonal fare structure, a fare increase on the base would disproportionately impact riders based on a) distance traveled and b) ticket type. As seen in Attachment 2 – Fare Proposal, riders traveling within one zone see a 9.1% fare increase while riders traveling six zones see a 2.0% increase.

Data from the October 2010 Caltrain Onboard Study suggests that the base fare increase *may have a slightly disproportionate negative impact* on low-income riders. The data reveals that lower income riders are more likely to buy One-way and Day Pass tickets rather than prepaid (8-ride and monthly) tickets. For example, 61% of riders with annual income below \$30,000 purchase One-way and Day Pass tickets versus 25% of riders making over \$75,000 per year. The study also suggests that low-income riders are

more likely to travel shorter distances. Riders making less than \$30,000 per year on average ride ~11.7 stops per trip versus 14 stops per trip by riders making over \$75,000 per year. However, the difference of 2.3 stops is not large enough to concretely indicate an increase in zones traveled, and therefore in travel cost. The following chart shows the use rate of selected fare types by low income and non-low income passengers.



The numbers for minorities versus non-minorities in regards to average stops traveled per trip and type of ticket purchased are relatively equal. Based on the 2010 study, the difference between minorities and non-minorities is less than 0.5 stops for distance traveled and less than 5% for ticket type. Therefore, the fare increase due to the fare structure *does not appear to have disproportionately adverse impacts* on minority riders.

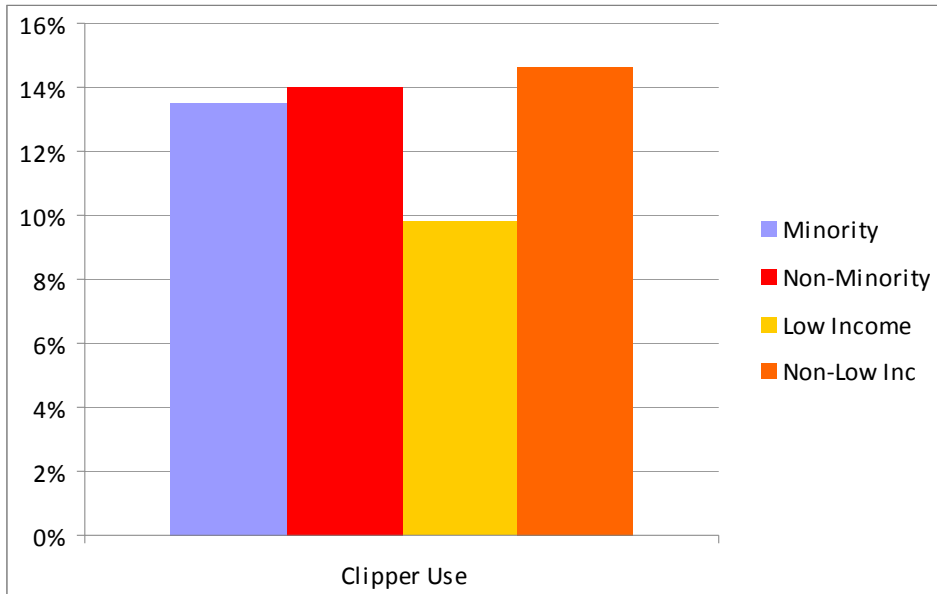
Low Income populations and 8-ride tickets

The above chart shows that 8-ride tickets are used by low income populations at a rate less than non-low income populations (11.8% vs. 16.0%). Therefore, decreasing the discount rate of the 8-ride ticket will *not have a disproportionately adverse impact* on low income riders.

Clipper market penetration

The October 2010 Caltrain Onboard Study was performed at a time when Clipper (then called TransLink) was just being rolled out to the public for use on Caltrain. While the system was fully deployed, no fare products had yet been made exclusive to Clipper and

overall use of the regional fare payment system was much lower than now. The findings at the time indicate that minority populations used Clipper slightly less than non-minority populations (13.5% vs. 14.0%). The difference in usage by income was much greater, with low income populations using the card at a rate much less than non-low income populations (9.8% vs. 14.6%). The following chart shows the percent of users in each population that was using Clipper in October 2010.



Raising prices on non-Clipper products has the *potential to have a disparate negative impact* on low income populations, but is *much less likely to have a disparate negative impact* on minority populations.

Available alternatives and mitigations for the potential disparity vis-a-vis low-income riders are addressed in Section 3.2.

3.0 ALTERNATIVES TO, AND MITIGATION FOR, PROPOSED CHANGES

3.1 ASSESS ALTERNATIVES AVAILABLE FOR PEOPLE AFFECTED BY THE PROPOSED CHANGES

Alternative payment types and media are listed in Attachment 2 of this analysis. As stated above, the October 2010 Caltrain Onboard Study found that lower-income riders were more likely to both ride shorter distances and purchase One-way and Day Pass tickets.

Any passenger, including low income and minority passengers, can avoid the price increase to One-way tickets by using a Clipper card. Clipper cards are currently available with no added cost beyond a minimum purchase of \$5 of product onto the card.

For those passengers whose employers do not purchase the GO Pass due to that fare medium's price increase, the option to purchase individual tickets (One-way, Day-pass, 8-ride, Monthly) remains available.

3.2 MEASURES TO MINIMIZE, MITIGATE, OR OFFSET ADVERSE EFFECTS OF CHANGES ON IMPACTED POPULATIONS

As described in Section 2.2.2, low-income riders could possibly be disproportionately negatively impacted by the fare increase due to the zonal fare structure, their high use of One-way and Day Pass tickets and their lower use of Clipper.

The Caltrain zonal fare structure provides for two fare increase options: a) increase on the base, which increases fares by the same dollar amount regardless of the number of zones traveled; and b) increase on the zone, where the increase is compounded the more zones traveled. Caltrain historically has been alternating between base and zone fare increases in order to minimize the effect on all riders. The last fare increase, implemented July 1, 2011, was a base fare increase, with a zone fare increase last implemented January 1, 2011. In addition, Caltrain historically has increased fares in \$0.25 increments for simplicity for Caltrain riders purchasing tickets.

For this fare change, increasing revenue is not the primary reason for the increase. A base increase is being sought because it is the lower increase of base versus zone increases. If the lower price increase to the base is not incentive enough to increase Clipper use, then the larger zone increase will take place in one year. In any case, the price increase to One-way tickets can be avoided by passengers completely through use of Clipper.

Caltrain will engage in an outreach program to low income passengers, populations and communities. The goal of the outreach will be increase Clipper usage by low income passengers so they can avoid the price increase to One-way fares. Community Based Organizations that serve low-income groups will be targeted for the distribution of marketing materials promoting the use of Clipper. Examples of organizations to be contacted are the South of Market Employment Center in San Francisco, the North Peninsula Neighborhood

Services Center in South San Francisco and Grail Family Services in San Jose. Promotional materials and announcements for increasing Clipper usage will be distributed to include media that low-income individuals have identified in our surveys as outlets they utilize. Results of the 2013 Caltrain Onboard Passenger Survey will be analyzed to gauge the success of these efforts, as post increase and post-outreach Clipper penetration by low-income and minority populations will be able to be analyzed.

4.0 PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES

The JPB's public participation process offers early and continuous opportunities for the public (including minorities and people with low incomes) to be involved in the identification of potential impacts of proposed transportation decisions.

Efforts to involve minority and low-income populations include both comprehensive measures and measures targeted at overcoming barriers that prevent such populations from effective participation in decision-making.

In this case, comprehensive measures employed by the JPB included placing public notices for the Public Hearing and the Public Meetings on the Caltrain website (see Attachment 5), in news releases (see Attachment 6), on trains (see Attachment 7), and at stations (see Attachment 8). The following Public Meetings were held:

- San Francisco: January 24, 2012 at 6 p.m.
- Gilroy: January 24, 2012 at 6 p.m.
- San Carlos: January 25, 2012 at 6 p.m.
- Mountain View: January 25, 2012 at 6 p.m.

The Public Hearing was held on February 2, 2012 at 10 a.m. in San Carlos at the regularly scheduled JPB Board meeting.

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making included: publishing the public hearing notice and public meeting notices in English and Spanish in newspapers of general circulation and various community newspapers. The official notice (see Attachment 5) included meeting location, time, and contact information for both the Public Hearing and Public Meetings. The notice was published in:

- *El Reportero* (in Spanish) on January 11th and 18th;
- *San Francisco Daily Journal* on January 11th and 17th;
- *San Mateo Daily Journal* on January 11th and 17th;
- *San Jose Post-Record* on January 11th and 17th; and
- *Gilroy Dispatch* on January 13th and 17th.

The notices also included directions for submitting oral and written comments through the Caltrain website, and via email and customer service center phone lines for those unable to attend the public hearing or public meetings. All such comments are entered in the public hearing record and are accepted in all languages.

4.1 DISSEMINATION OF INFORMATION TO LIMITED ENGLISH PROFICIENT (LEP) PERSONS

The JPB's public participation process included measures to disseminate information on the proposed fare changes to LEP persons, as well as at public hearings and meetings.

Comprehensive measures employed by the JPB included publication of a Spanish language ad in the Peninsula's Spanish language paper, *El Reportero*, and including complete Spanish language information on all English notices. All Public Hearing and Public Meeting notices included Spanish language information. Also, as stated in the official notice, foreign language translation services are always available free of charge both for JPB Public Meetings and Public Hearings, by contacting the JPB via the contact information provided in the notice. Finally, the Caltrain Customer Service Center offers foreign language translation service via the AT&T language line, including for those wishing to provide oral comments on the fare and service proposal other than at the Public Hearing and Public Meetings

4.2 PUBLIC HEARING AND MEETING RESULTS

Over 250 comments were submitted by nearly 200 people prior to and at the public hearing. Of these comments:

- 126 (63%) were against elimination of the 8-ride ticket;
- 36 (18%) were against increasing the paper ticket fares;

A summary of the public comments is included as Attachment 9.

At the public hearing, 12 people made comments. Of these:

- 7 were against the elimination of the 8-ride ticket;
- 6 were against increasing the paper ticket fares;

No Title VI-based comments concerning effects on minority or low-income populations, or requests for language translation, were received.

As discussed above, public comments were extremely influential in the retention of the 8-ride ticket, which had been proposed for elimination but is instead being adjusted to reflect the frequency of riding Caltrain.

**ATTACHMENT 1 -
CALTRAIN SYSTEM MAP**

Caltrain System Map



**ATTACHMENT 2 -
FARE PROPOSAL**

Proposed Fare Adjustment

Zone	Stations	Travel Within Any	TICKET	Current Fare	via Clipper® Card effective 7/1/12	via Ticket Vending Machine effective 7/1/12	via Ticket Vending Machine effective 7/1/13*
1	San Francisco 22 nd Street Bayshore So. San Francisco San Bruno	One Zone	Full Fare:				
			One-way	\$2.75	\$2.75	\$3.00	\$3.00
			Day Pass	\$5.50	---	\$6.00	\$6.00
			8-ride	\$18.75	\$20.25	---	---
			Monthly Pass	\$73.00	\$73.00	---	---
			Eligible Discount:				
			One-way	\$1.25	\$1.25	\$1.50	\$1.50
			Day Pass	\$2.75	---	\$3.00	\$3.00
			8-ride	\$9.25	\$10.00	---	---
			Monthly Pass	\$36.50	\$36.50	---	---
2	Millbrae Broadway Burlingame San Mateo Hayward Park Hillsdale Belmont San Carlos Redwood City	Two Zones	Full Fare:				
			One-way	\$4.75	\$4.75	\$5.00	\$5.25
			Day Pass	\$9.50	---	\$10.00	\$10.50
			8-ride	\$32.25	\$35.25	---	---
			Monthly Pass	\$126.00	\$126.00	---	---
			Eligible Discount:				
			One-way	\$2.25	\$2.25	\$2.50	\$2.50
			Day Pass	\$4.75	---	\$5.00	\$5.25
			8-ride	\$16.00	\$17.50	---	---
			Monthly Pass	\$63.00	\$63.00	---	---
3	Atherton Menlo Park Palo Alto Stanford California Ave. San Antonio Mountain View Sunnyvale	Three Zones	Full Fare:				
			One-way	\$6.75	\$6.75	\$7.00	\$7.50
			Day Pass	\$13.50	---	\$14.00	\$15.00
			8-ride	\$46.00	\$50.00	---	---
			Monthly Pass	\$179.00	\$179.00	---	---
			Eligible Discount:				
			One-way	\$3.25	\$3.25	\$3.50	\$3.75
			Day Pass	\$6.75	---	\$7.00	\$7.50
			8-ride	\$23.00	\$25.00	---	---
			Monthly Pass	\$89.50	\$89.50	---	---
4	Lawrence Santa Clara College Park San Jose Diridon Tamien	Four Zones	Full Fare:				
			One-way	\$8.75	\$8.75	\$9.00	\$9.75
			Day Pass	\$17.50	---	\$18.00	\$19.50
			8-ride	\$59.50	\$64.75	---	---
			Monthly Pass	\$232.00	\$232.00	---	---
			Eligible Discount:				
			One-way	\$4.25	\$4.25	\$4.50	\$4.75
			Day Pass	\$8.75	---	\$9.00	\$9.75
			8-ride	\$29.75	\$32.25	---	---
			Monthly Pass	\$116.00	\$116.00	---	---
5	Capitol Blossom Hill	Five Zones	Full Fare:				
			One-way	\$10.75	\$10.75	\$11.00	\$12.00
			Day Pass	\$21.50	---	\$22.00	\$24.00
			8-ride	\$73.00	\$79.50	---	---
			Monthly Pass	\$285.00	\$285.00	---	---
			Eligible Discount:				
			One-way	\$5.25	\$5.25	\$5.50	\$6.00
			Day Pass	\$10.75	---	\$11.00	\$12.00
			8-ride	\$36.50	\$39.75	---	---
			Monthly Pass	\$142.50	\$142.50	---	---
6	Morgan Hill San Martin Gilroy	Six Zones	Full Fare:				
			One-way	\$12.75	\$12.75	\$13.00	\$14.25
			Day Pass	\$25.50	---	\$26.00	\$28.50
			8-ride	\$86.75	\$94.25	---	---
			Monthly Pass	\$338.00	\$338.00	---	---
			Eligible Discount:				
			One-way	\$6.25	\$6.25	\$6.50	\$7.00
			Day Pass	\$12.75	---	\$13.00	\$14.25
			8-ride	\$43.25	\$47.00	---	---
			Monthly Pass	\$169.00	\$169.00	---	---

Zone upgrade* - Adult: \$2.00; Eligible Discount: \$1.00 (available only at TVM)

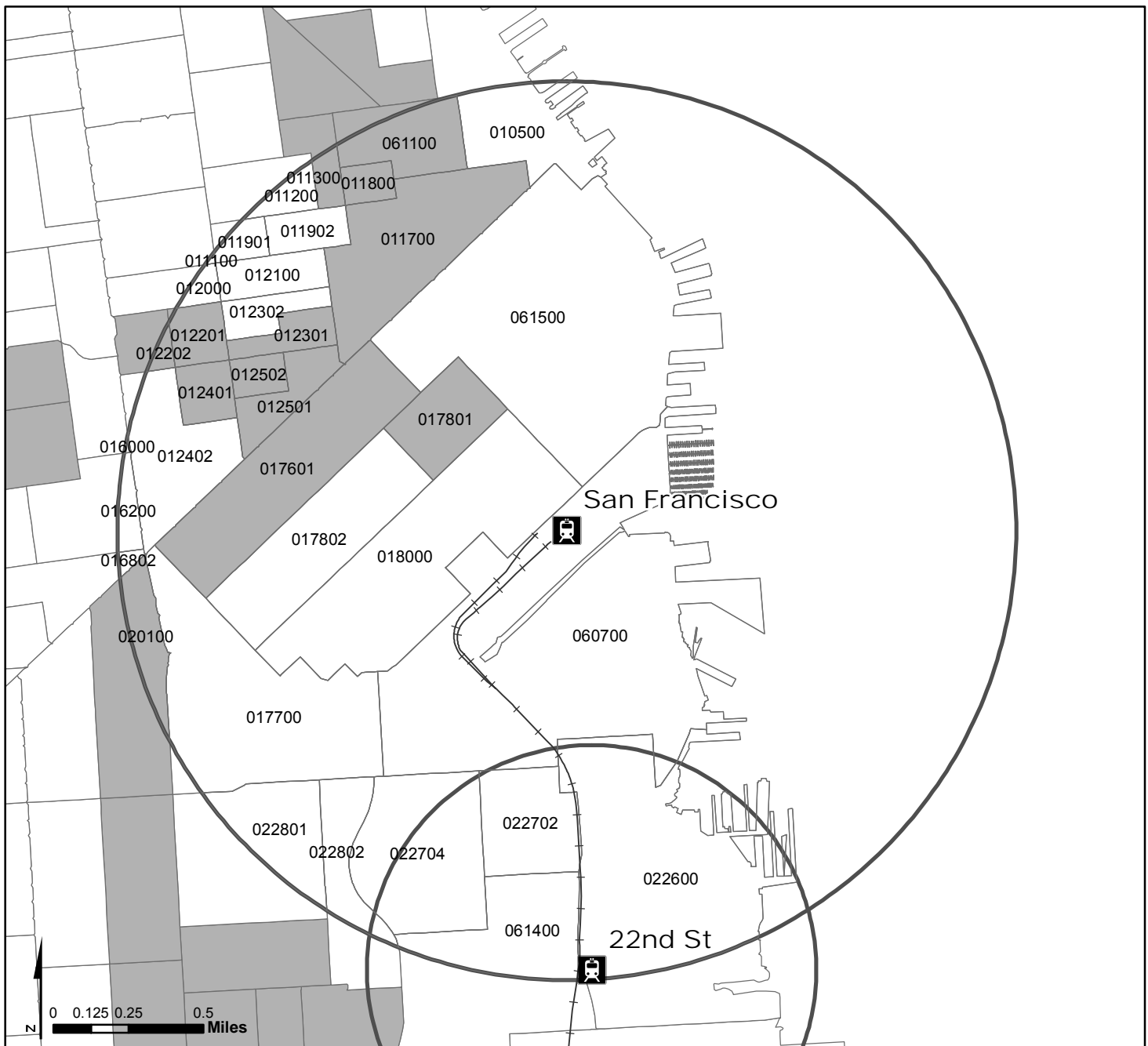
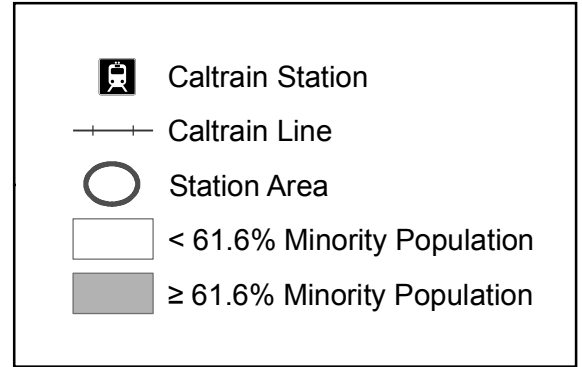
* Zone fare for paper One-way and Day Pass will increase if less than 50 percent of passenger trips using One-way tickets are paid for with Clipper e-cash on a monthly basis as of March 1, 2013; zone upgrade would increase to \$2.25 (adult)

**ATTACHMENT 3 –
MINORITY AND LOW-INCOME MAPS**

Minority Population by U.S. Census Tract

San Francisco Caltrain Station Area

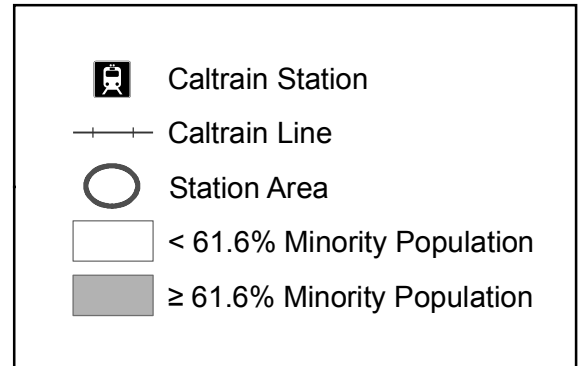
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

22nd St. Caltrain Station Area

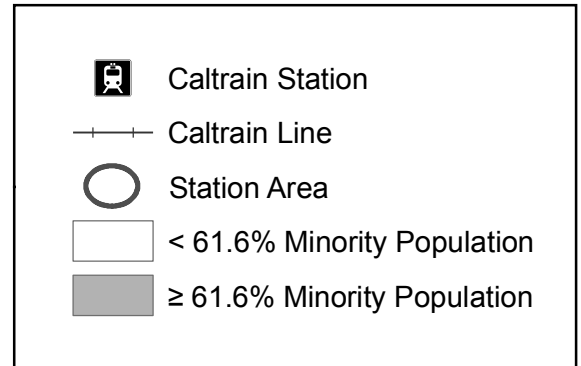
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Bayshore Caltrain Station Area

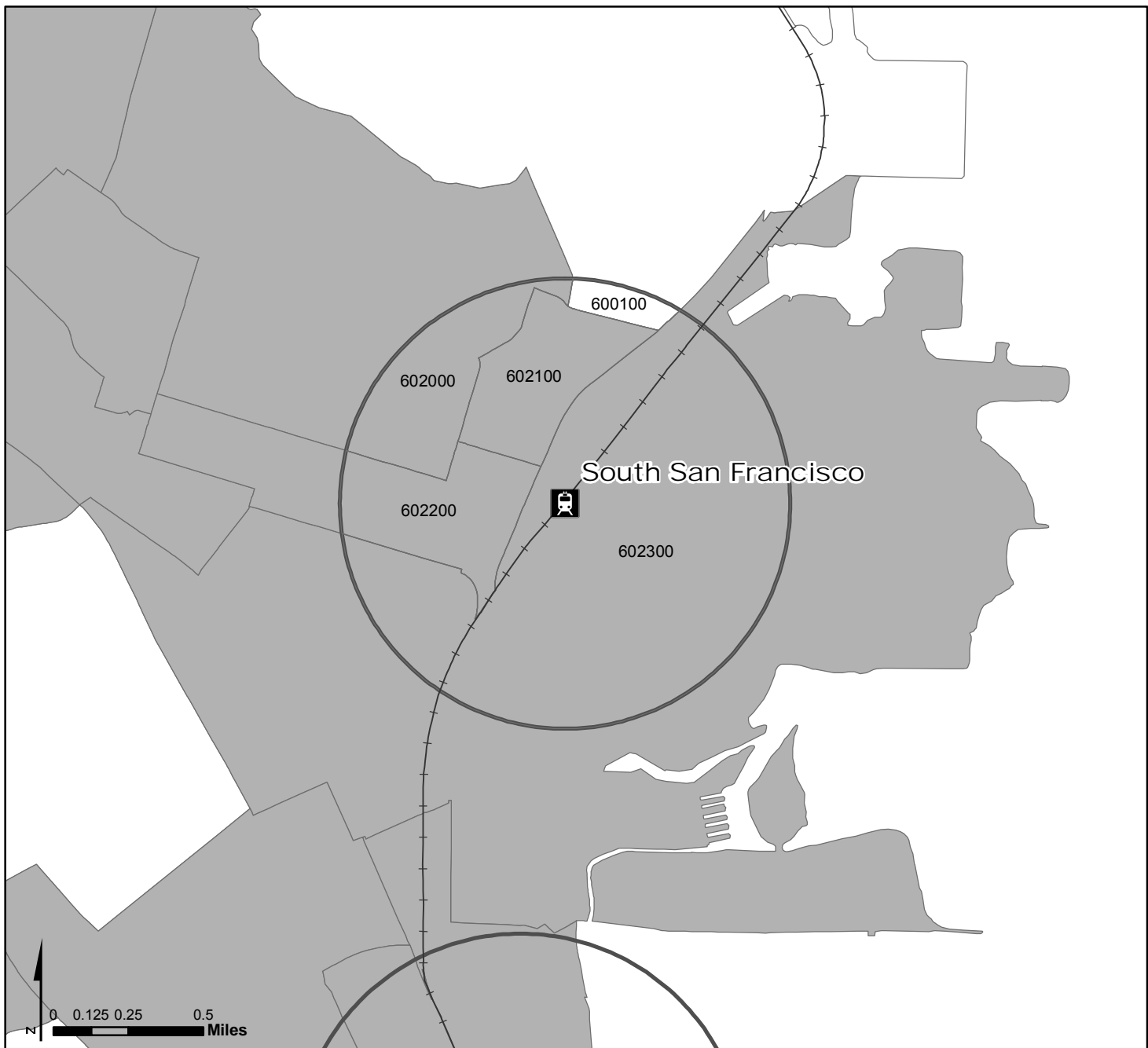
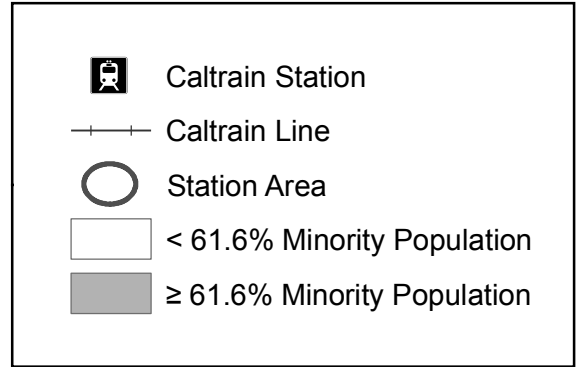
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

South San Francisco Caltrain Station Area

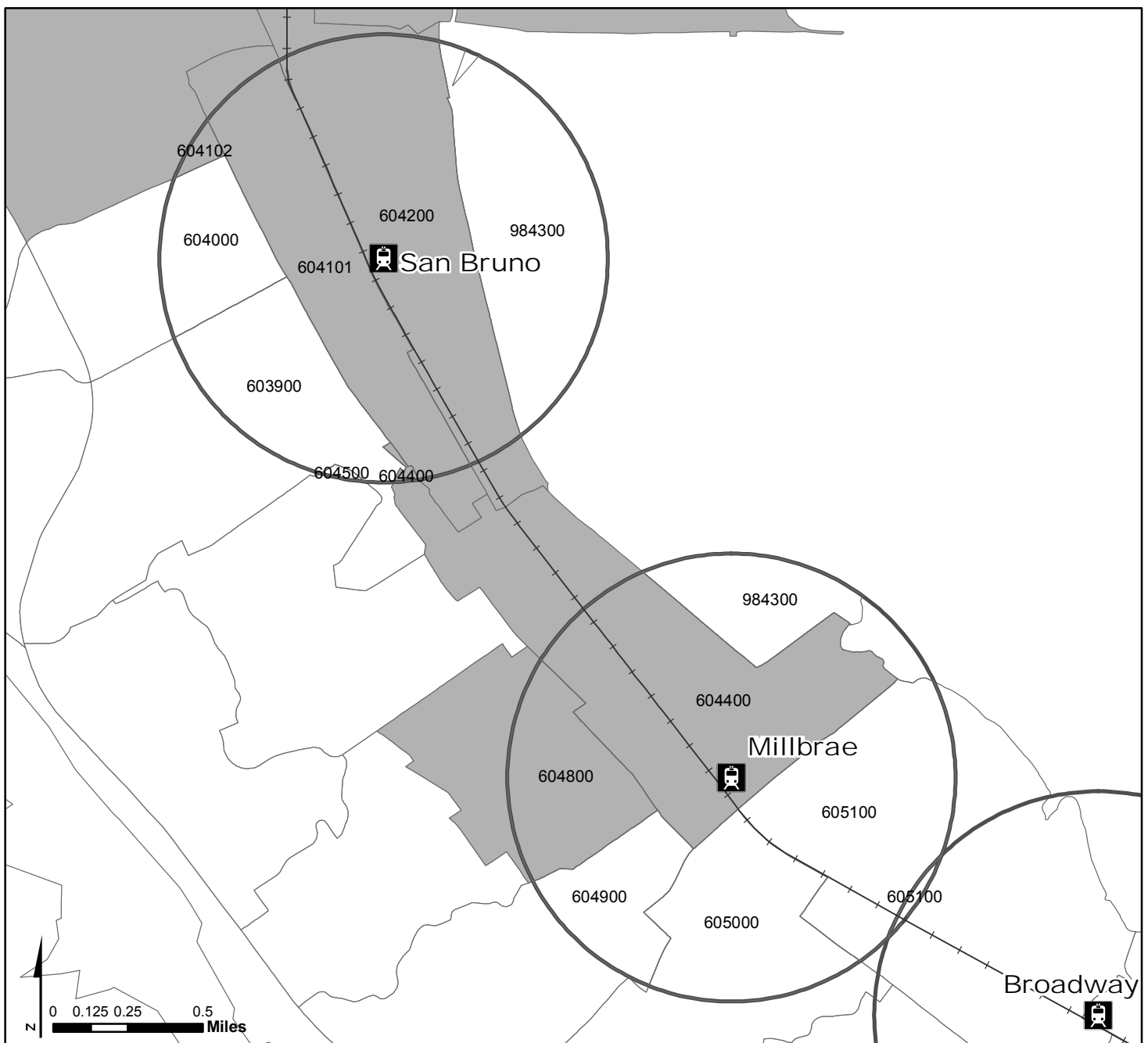
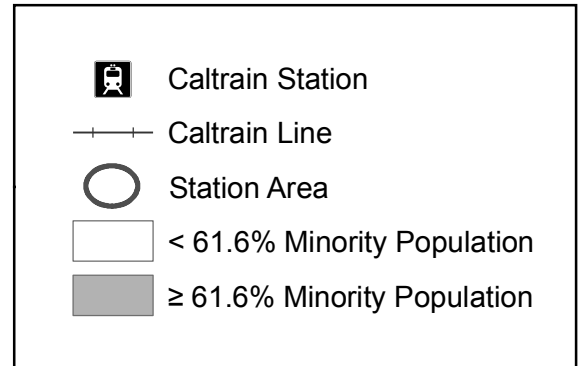
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

San Bruno & Millbrae Caltrain Station Areas

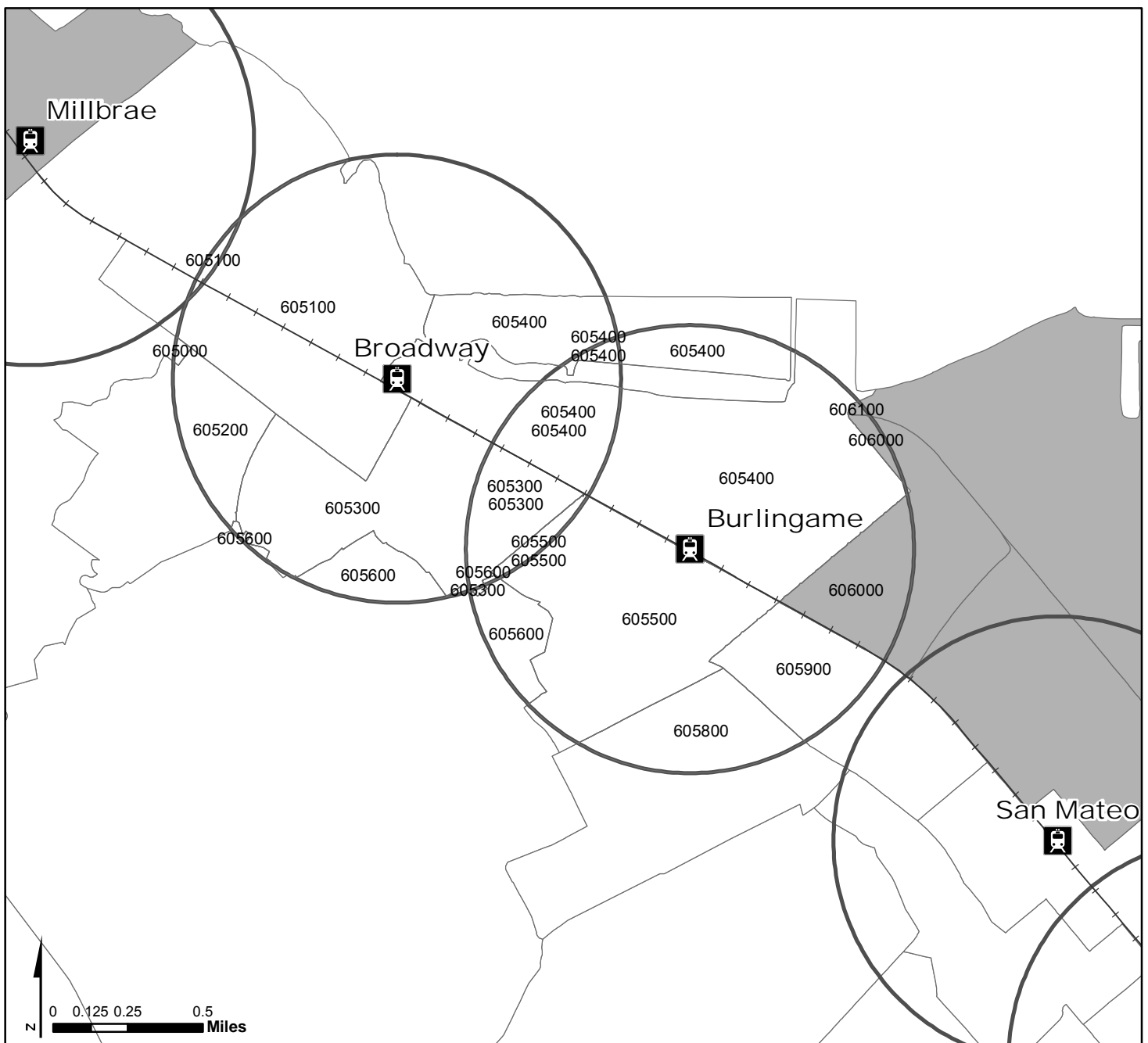
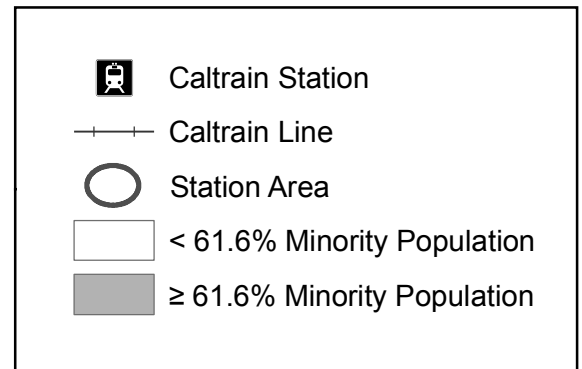
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Broadway & Burlingame Caltrain Station Areas

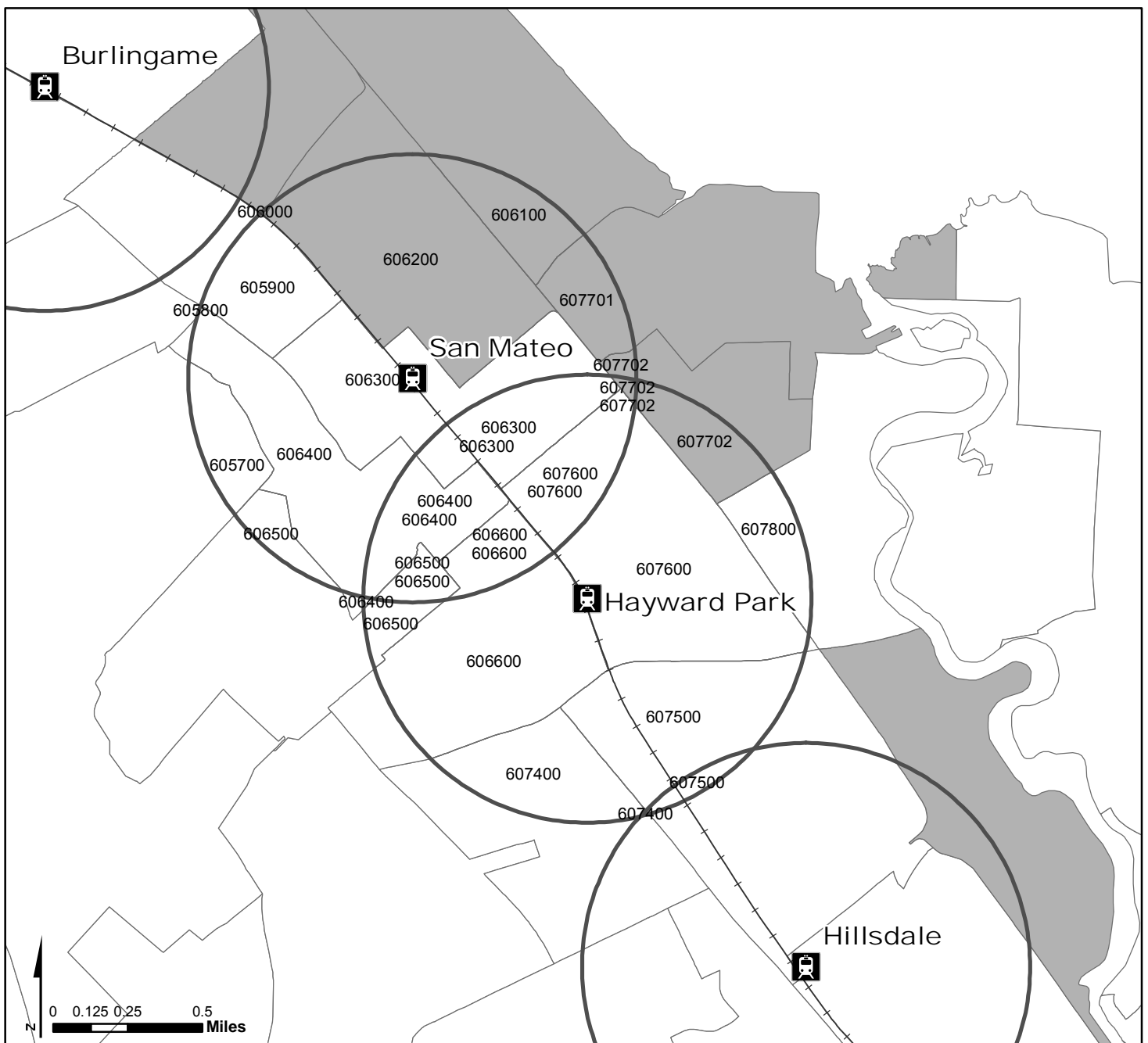
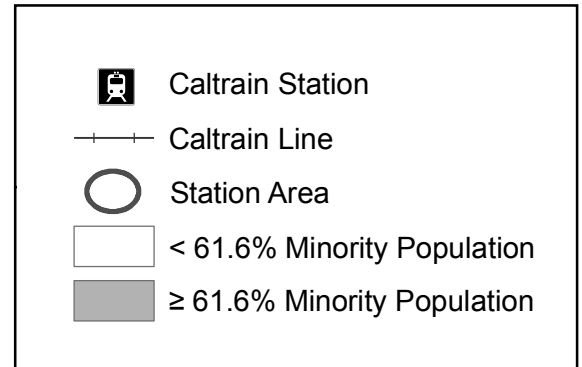
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

San Mateo & Hayward Park Caltrain Station Areas

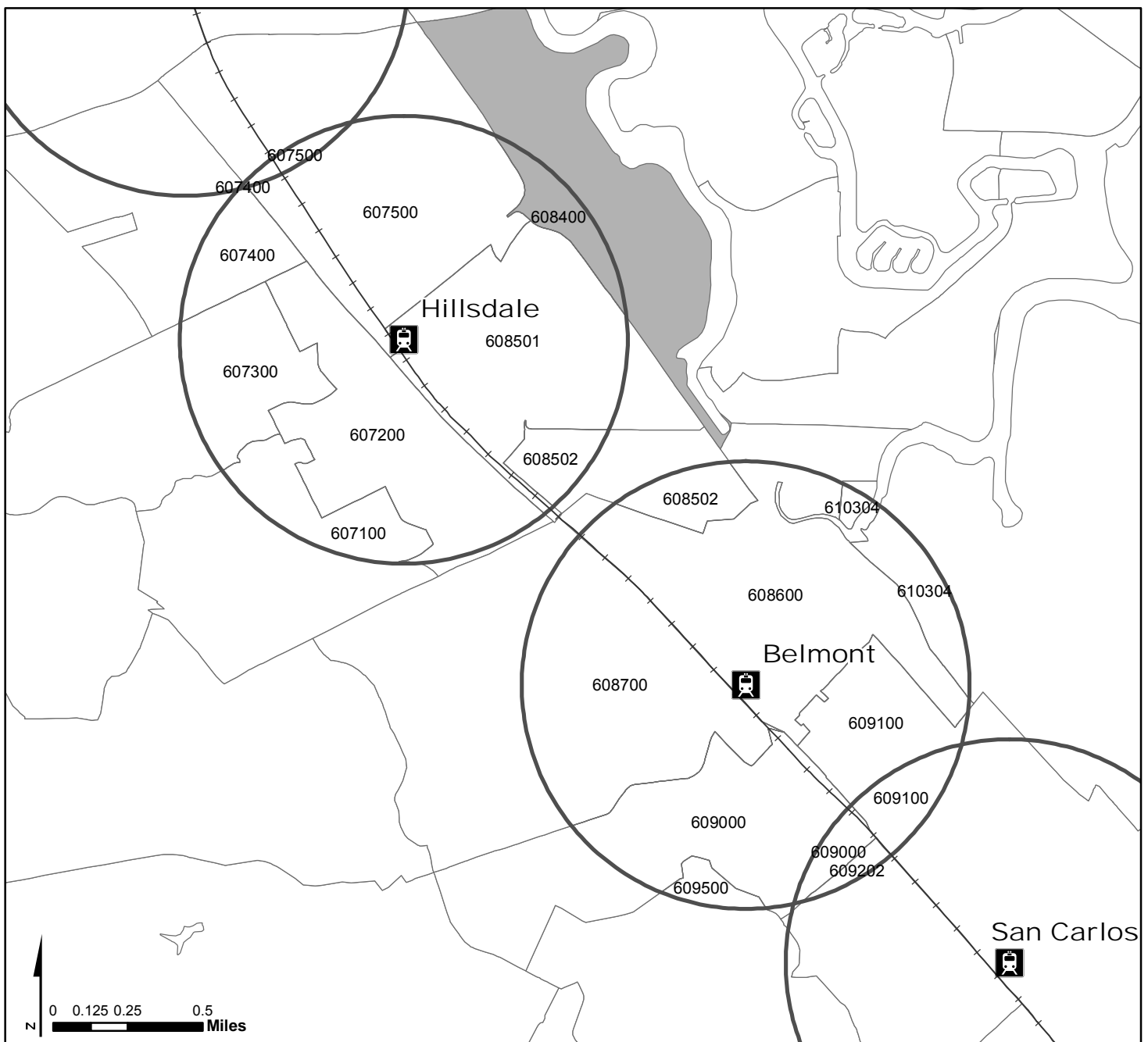
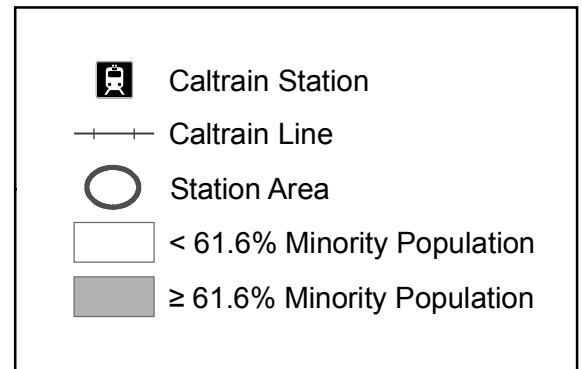
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Hillsdale & Belmont Caltrain Station Areas

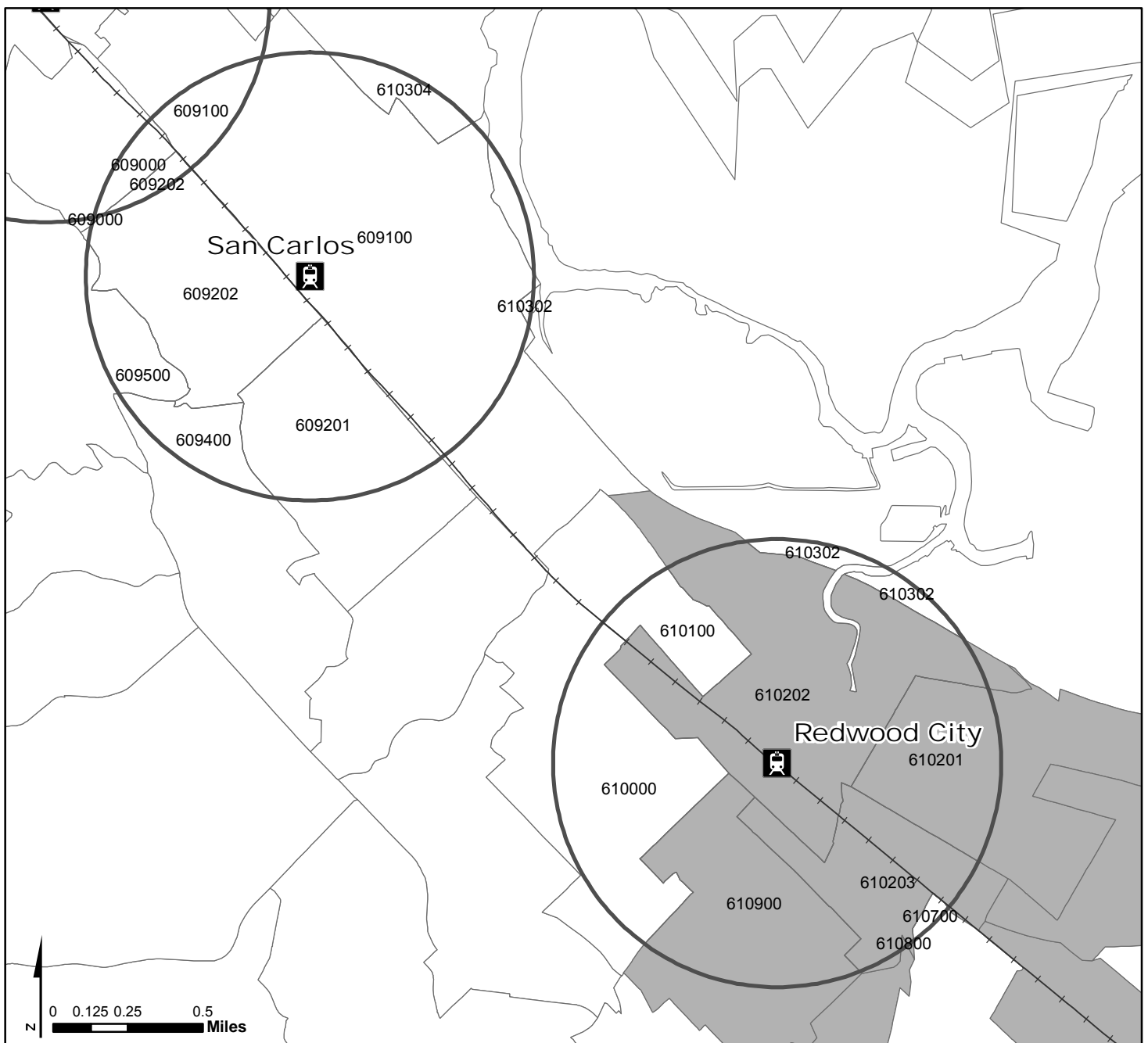
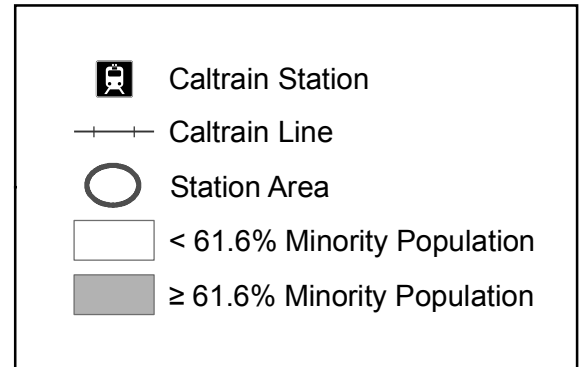
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

San Carlos & Redwood City Caltrain Station Areas

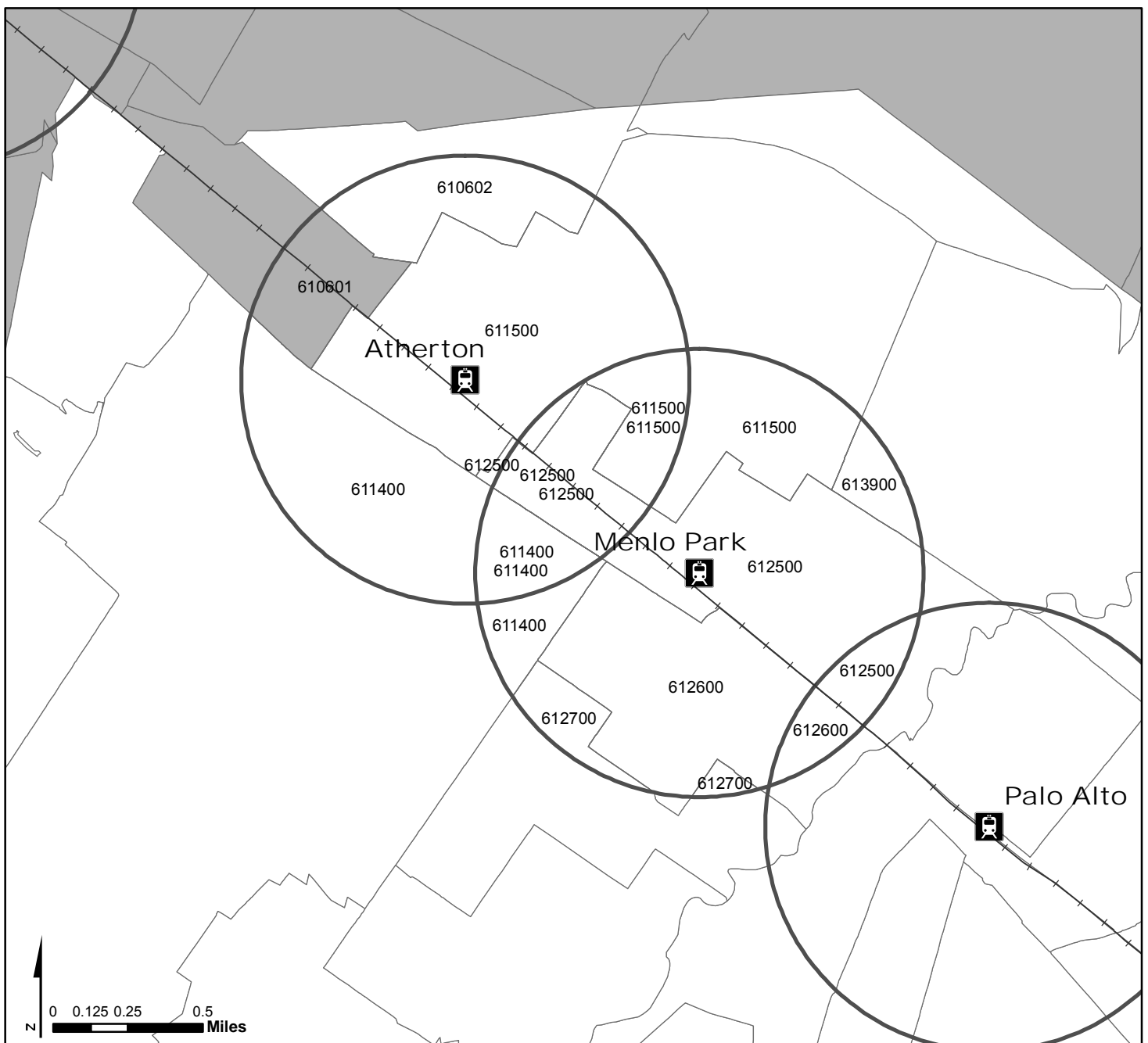
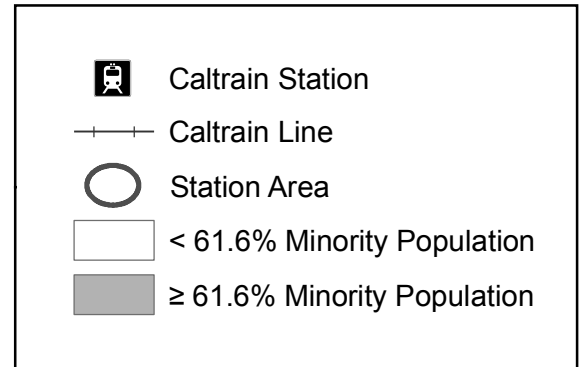
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Atherton & Menlo Park Caltrain Station Areas

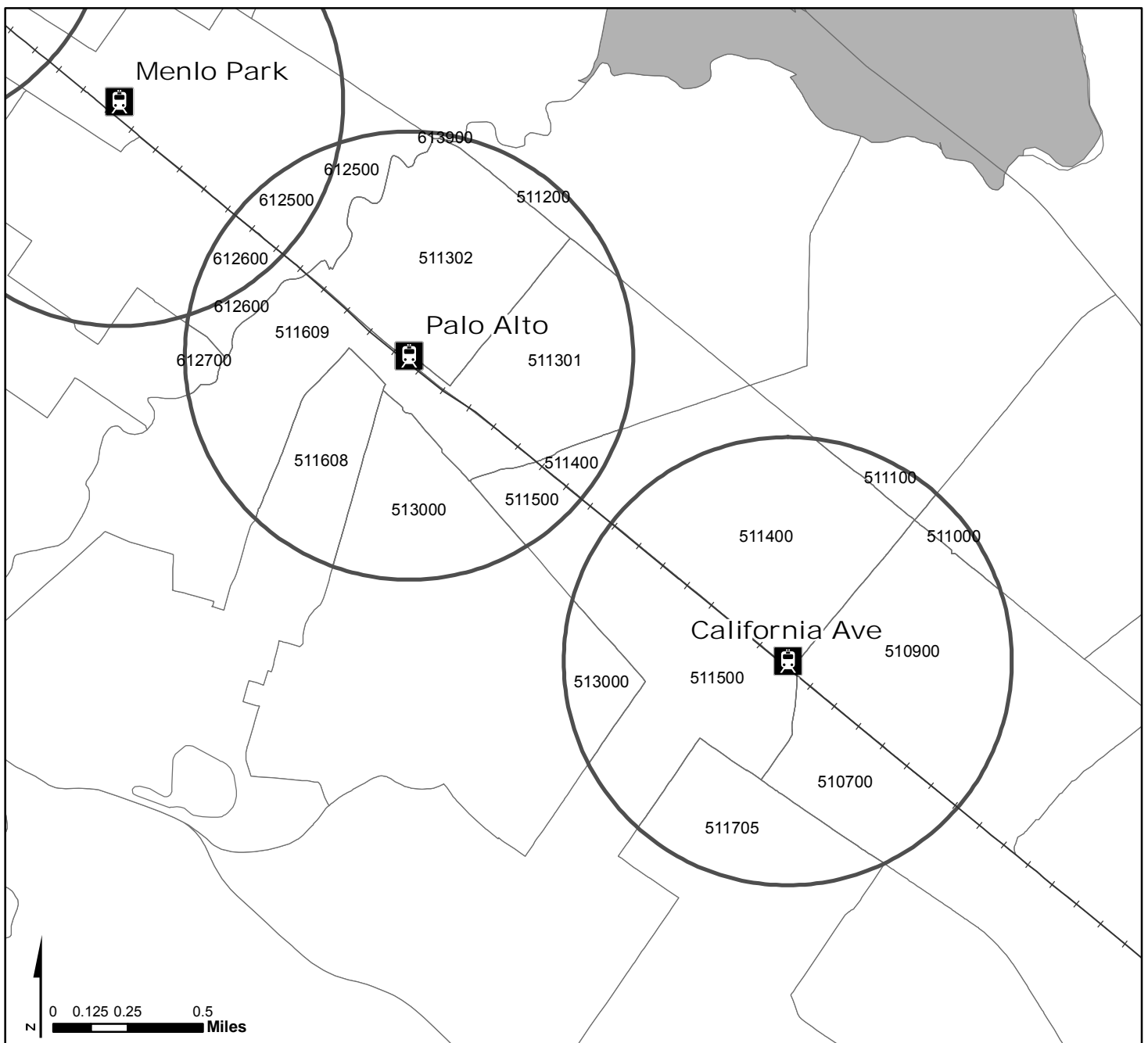
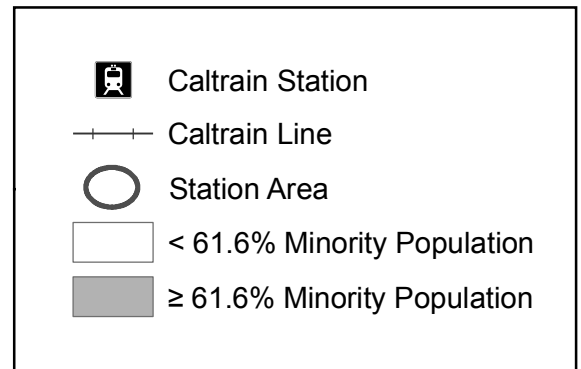
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Palo Alto & California Ave Caltrain Station Areas

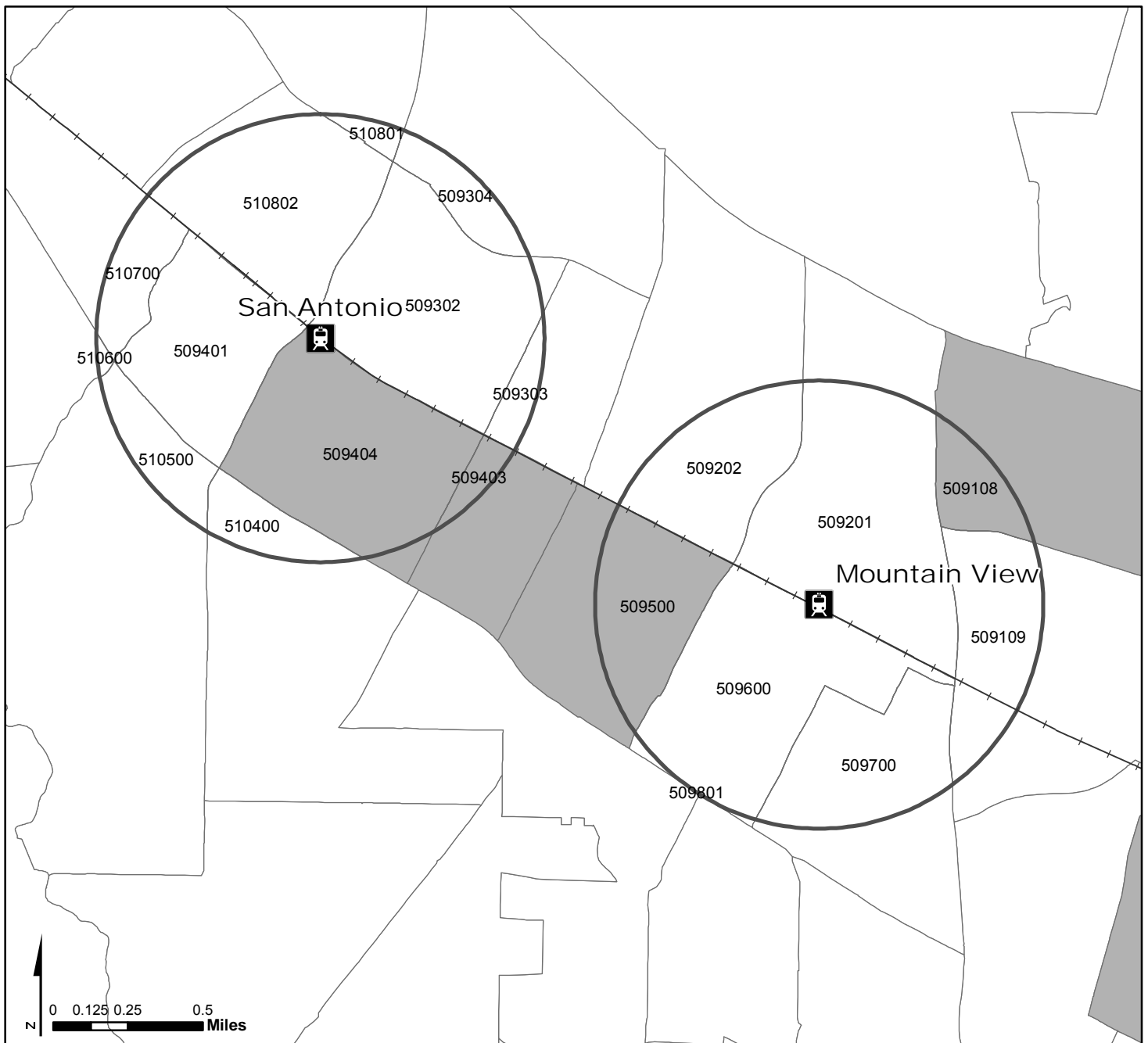
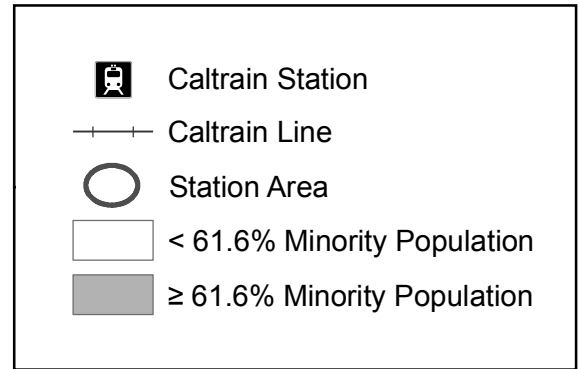
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

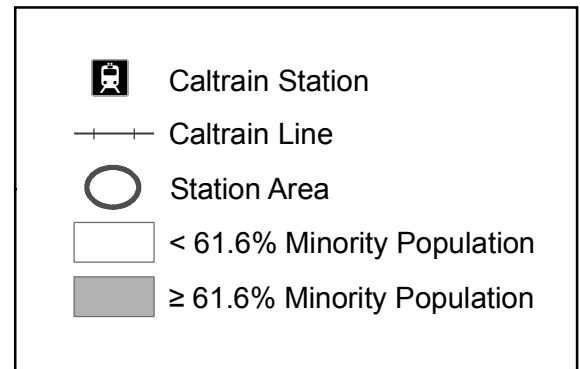
San Antonio & Mountain View Caltrain Station Areas

Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract Sunnyvale & Lawrence Caltrain Station Areas

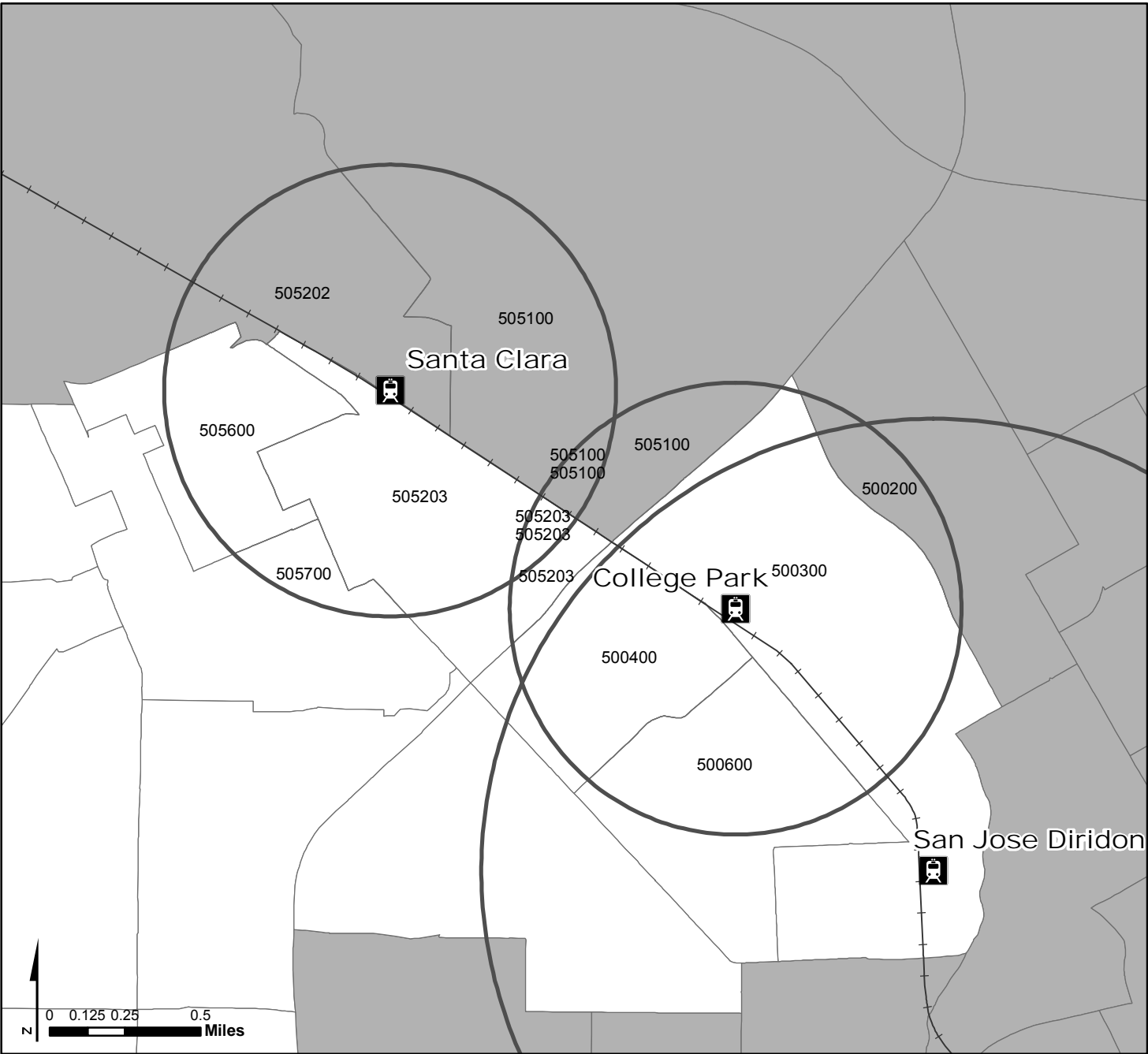
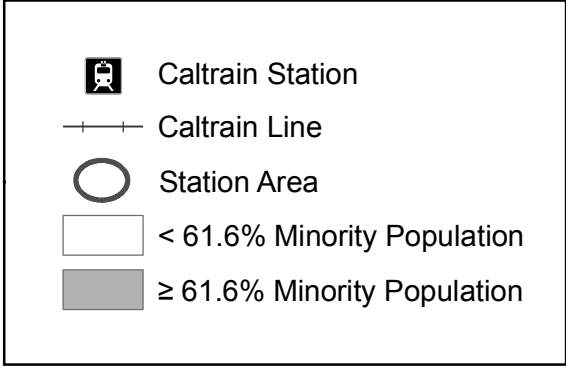
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Santa Clara & College Park Caltrain Station Areas

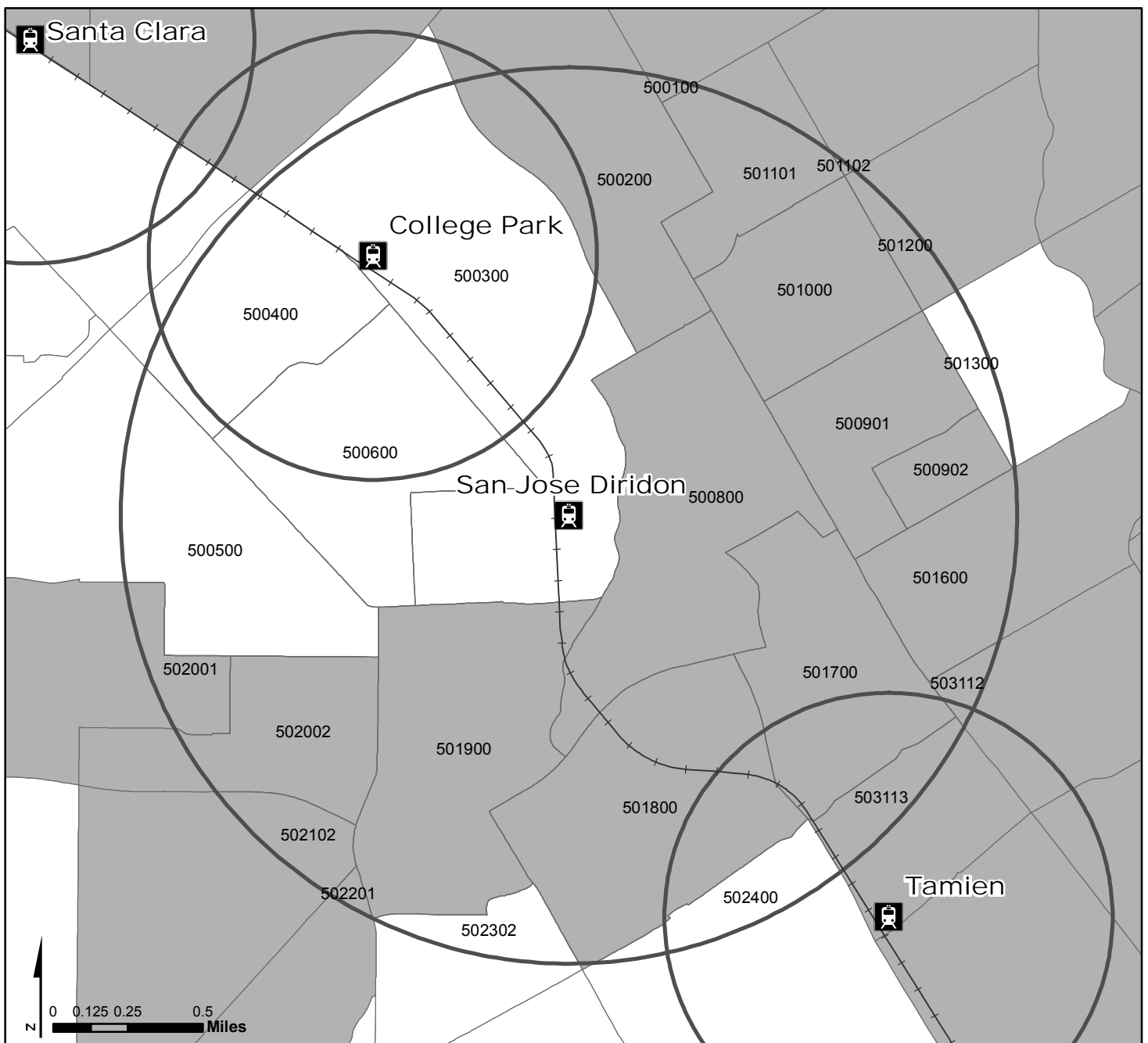
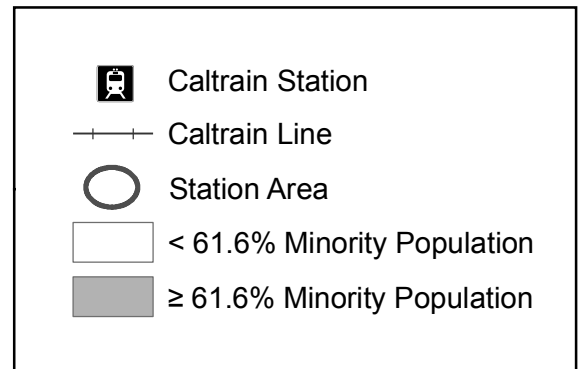
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

San Jose Diridon Caltrain Station Area

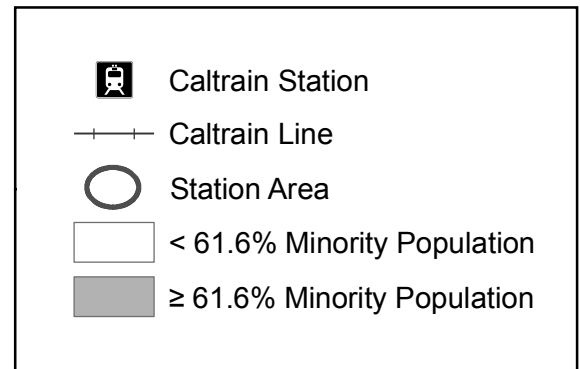
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Tamien & Capitol Caltrain Station Areas

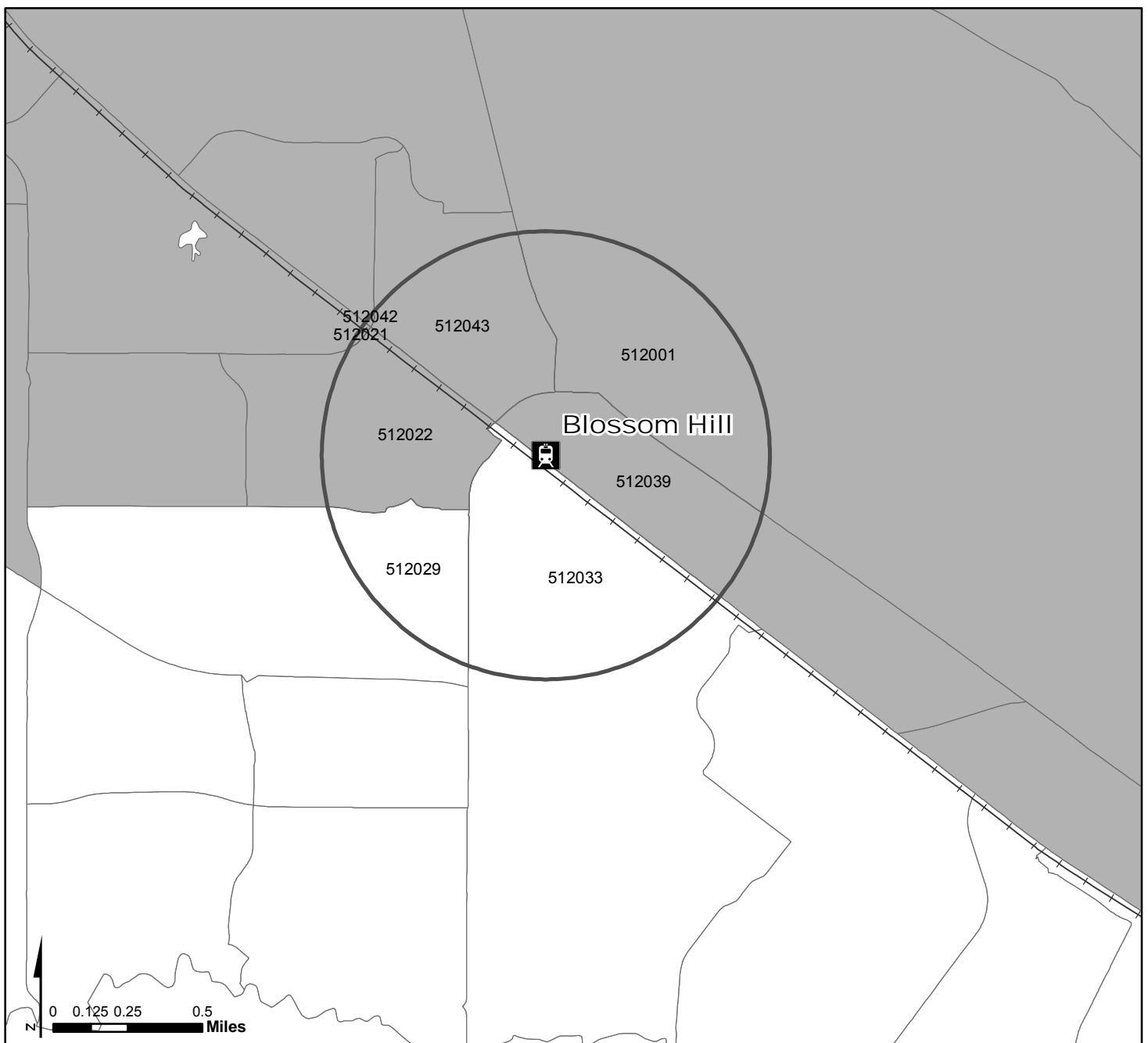
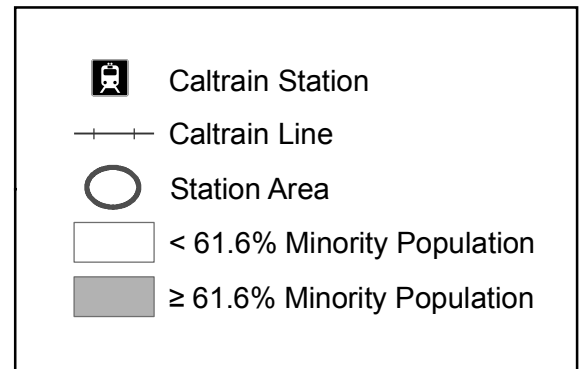
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Blossom Hill Caltrain Station Area

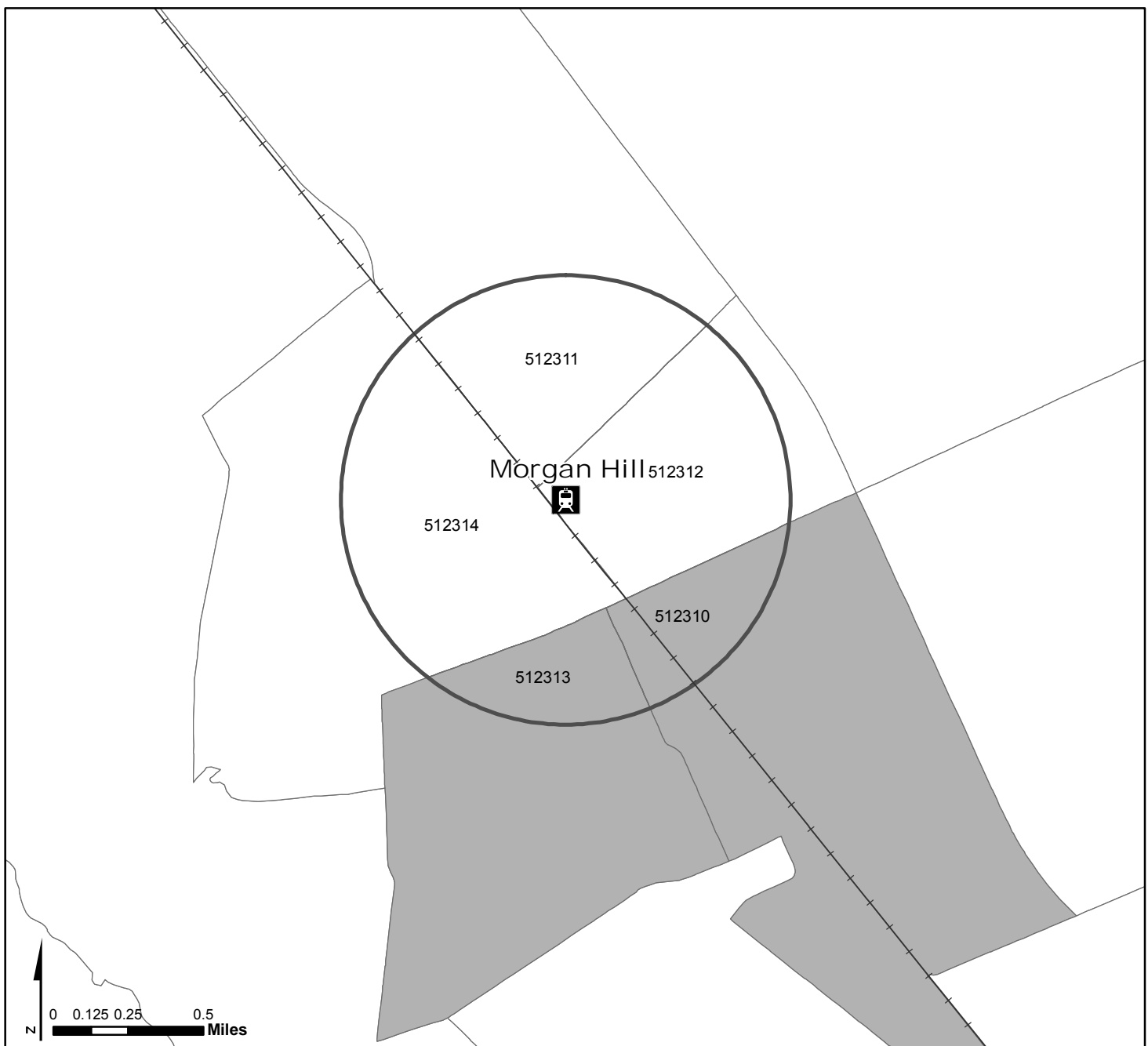
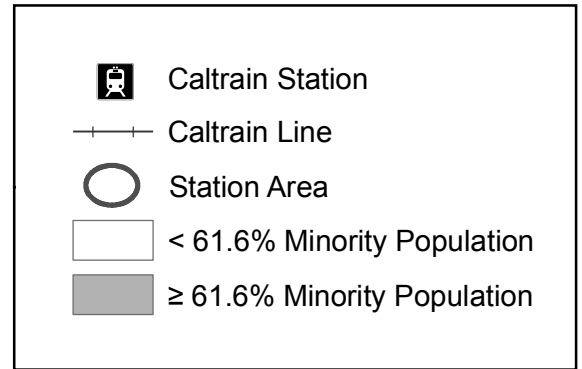
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Morgan Hill Caltrain Station Area

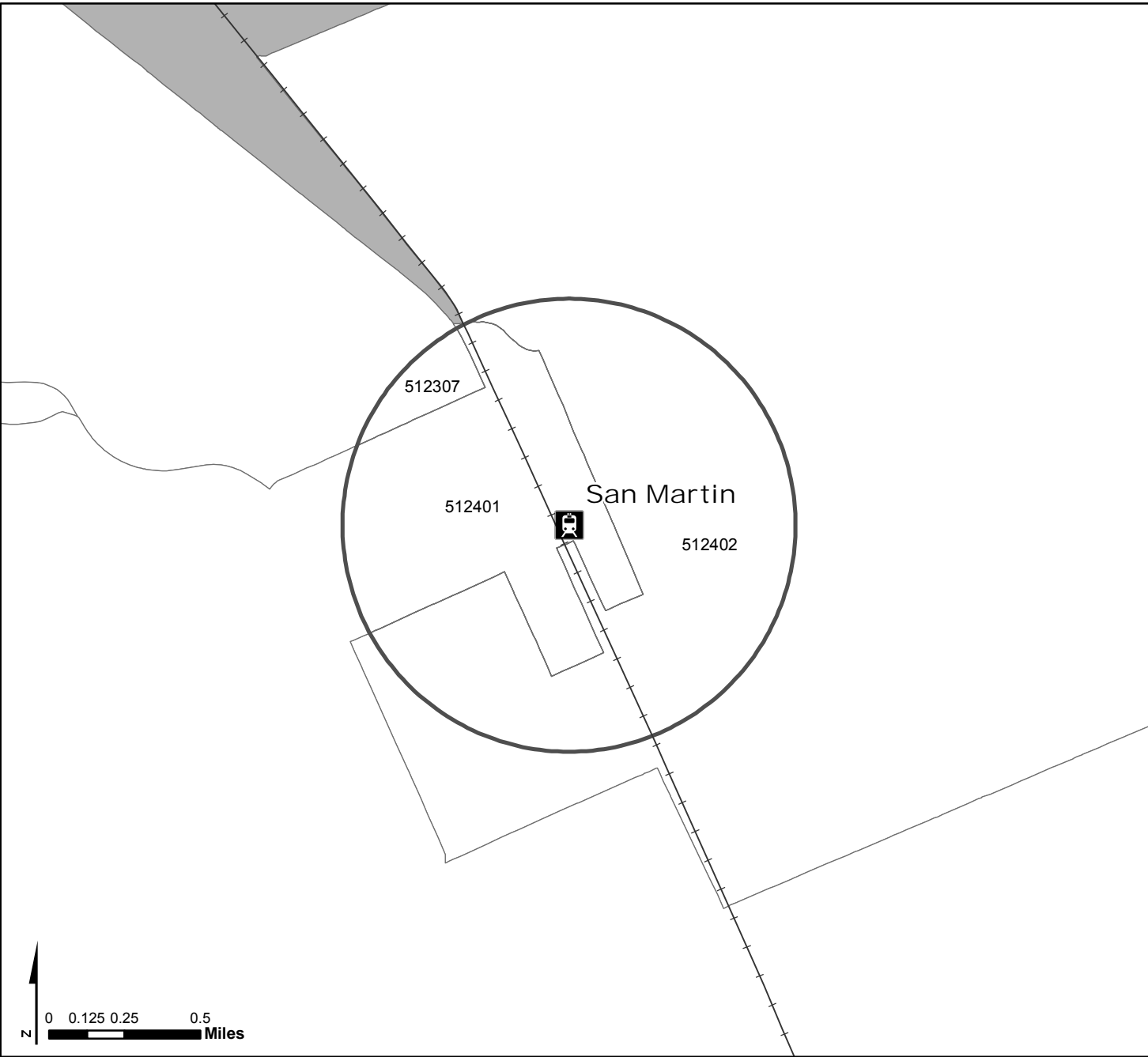
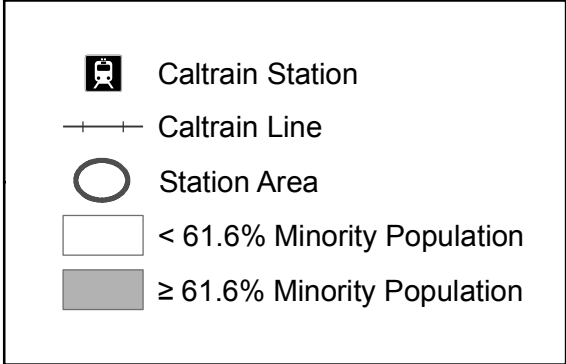
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

San Martin Caltrain Station Area

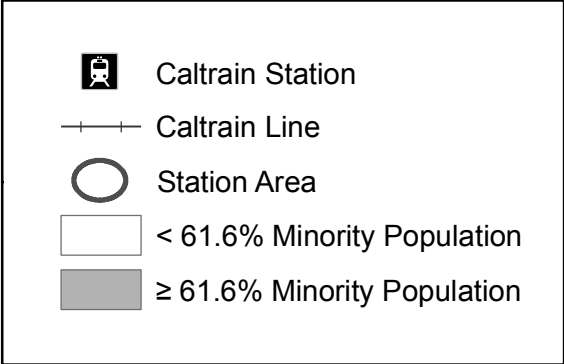
Data Source: 2010 Census Redistricting Data



Minority Population by U.S. Census Tract

Gilroy Caltrain Station Area

Data Source: 2010 Census Redistricting Data

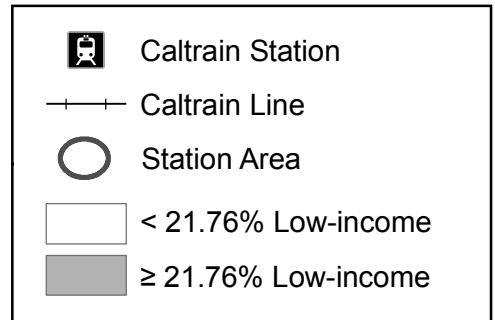


Low-income Population by U.S. Census Tract

San Francisco Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

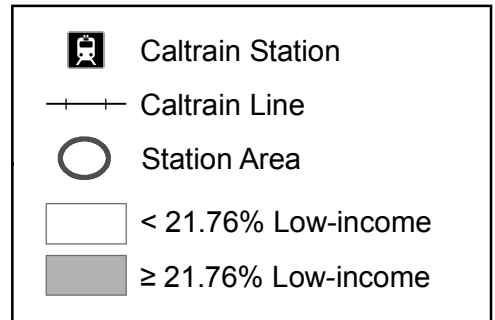


Low-income Population by U.S. Census Tract

22nd Street Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

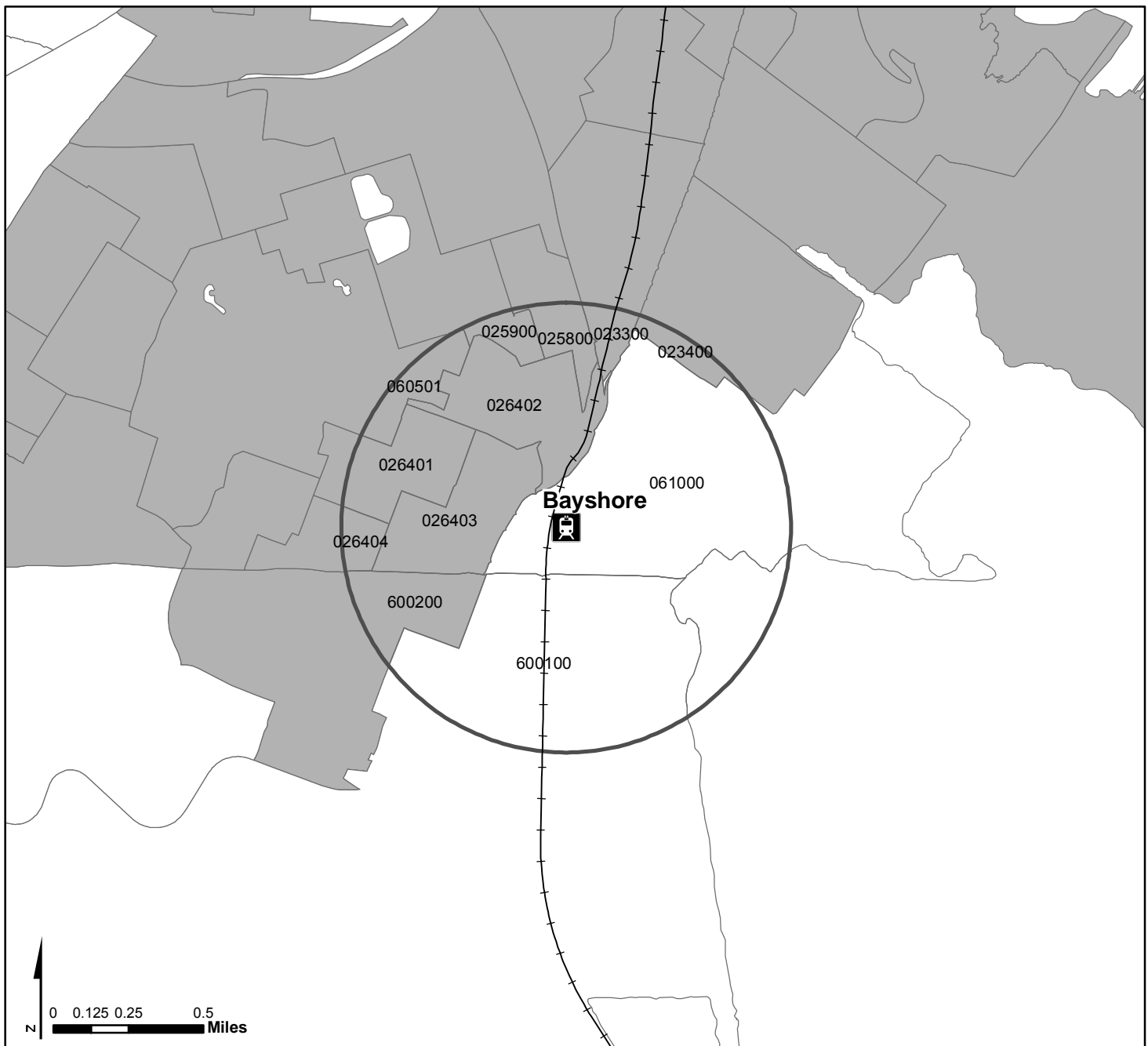
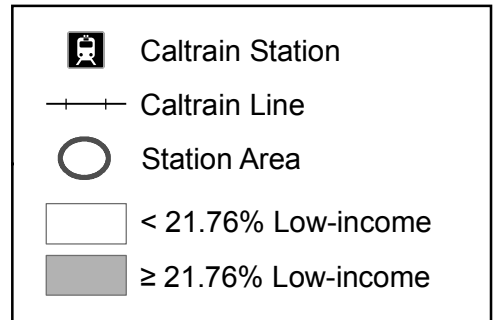


Low-income Population by U.S. Census Tract

Bayshore Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

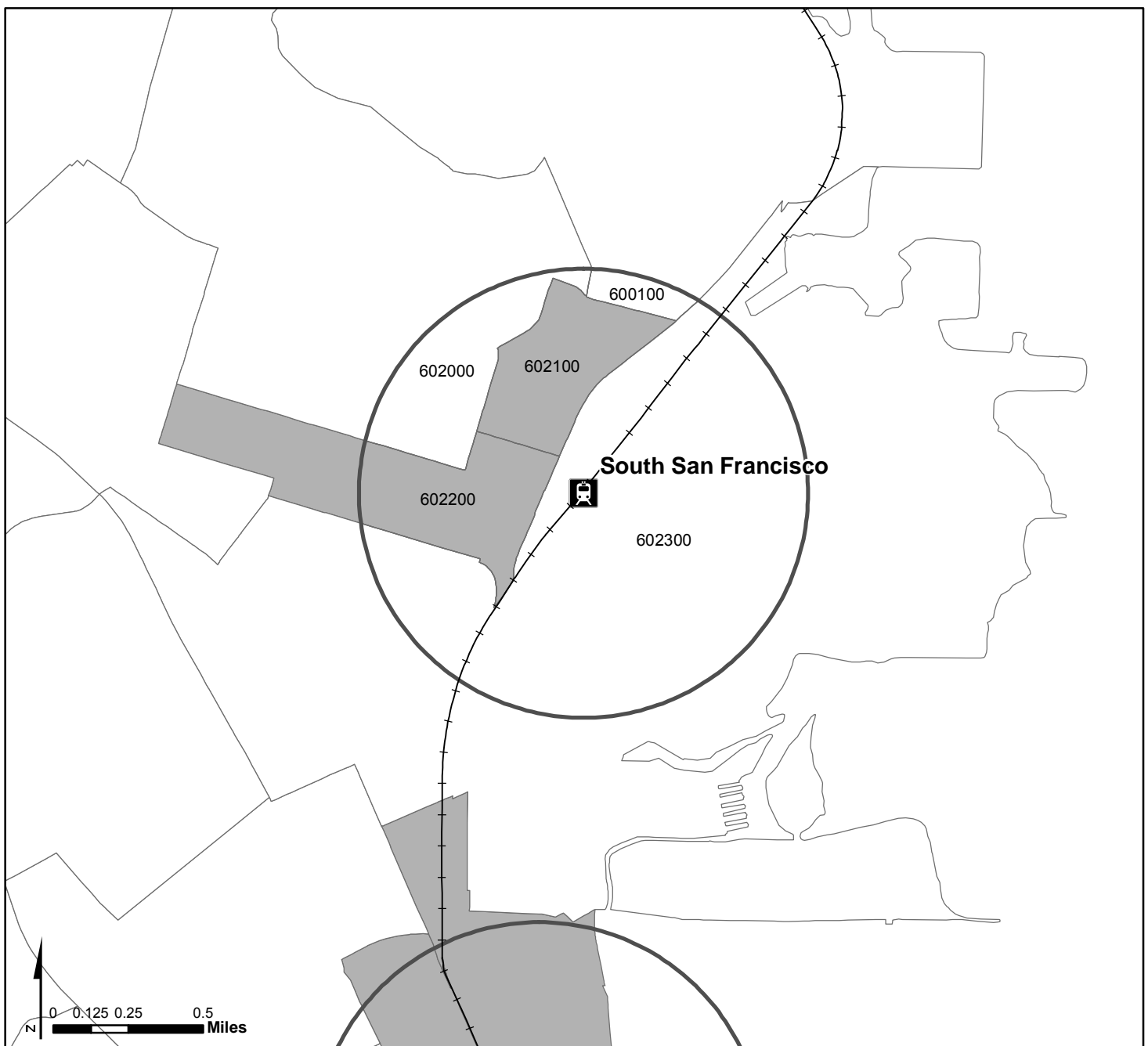
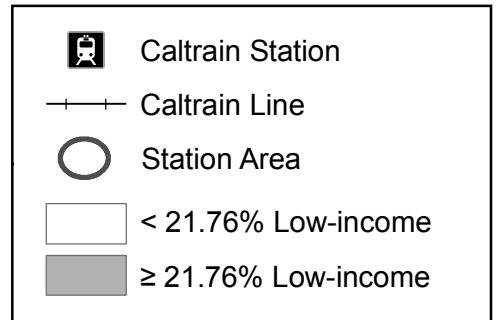


Low-income Population by U.S. Census Tract

South San Francisco Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

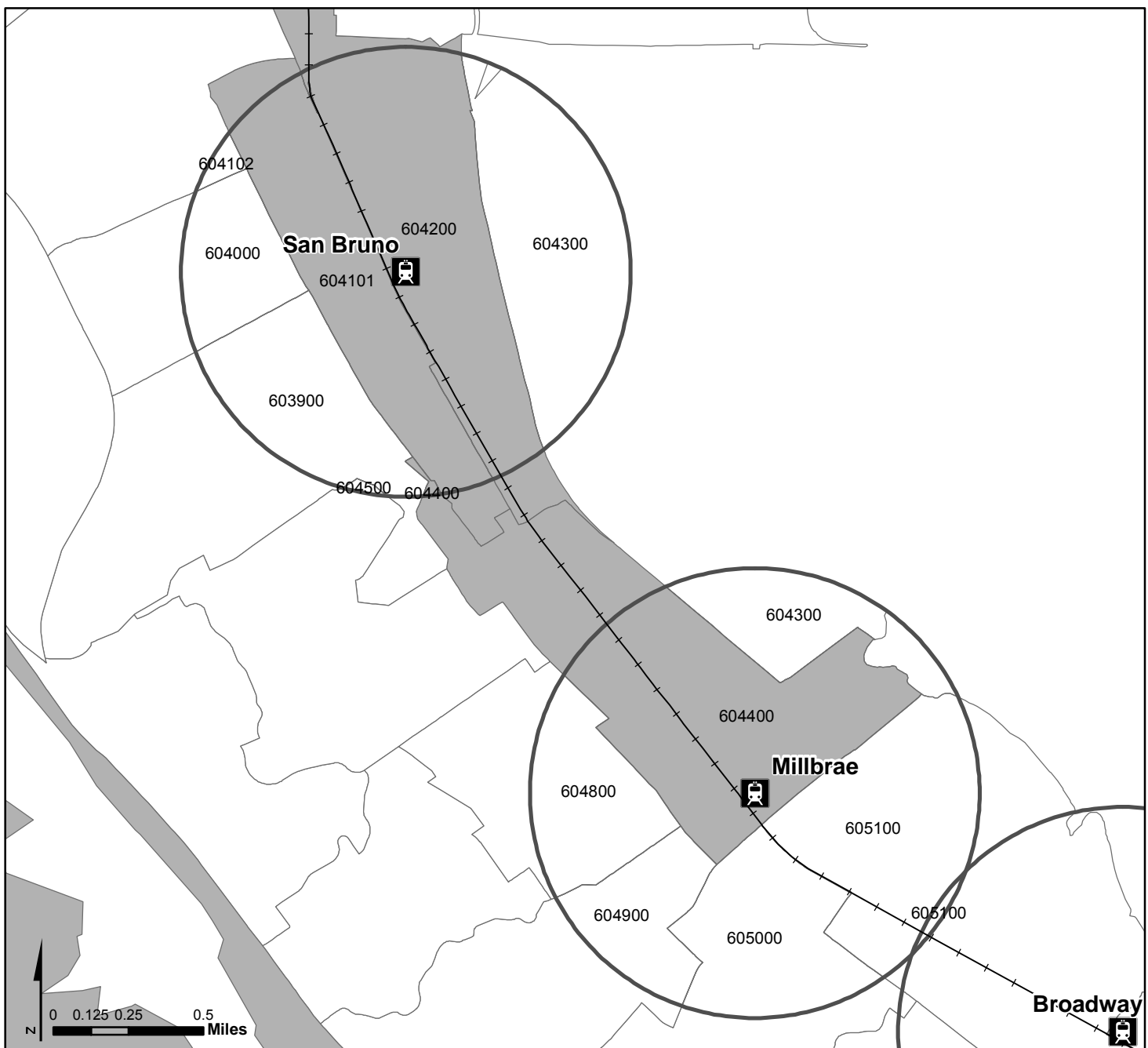
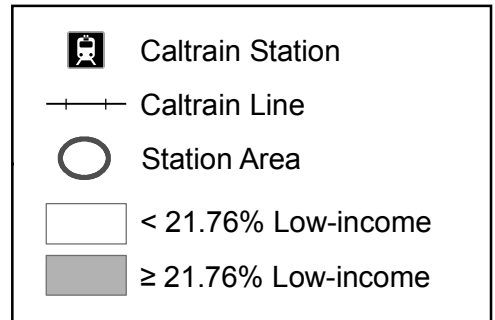
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract San Bruno & Millbrae Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

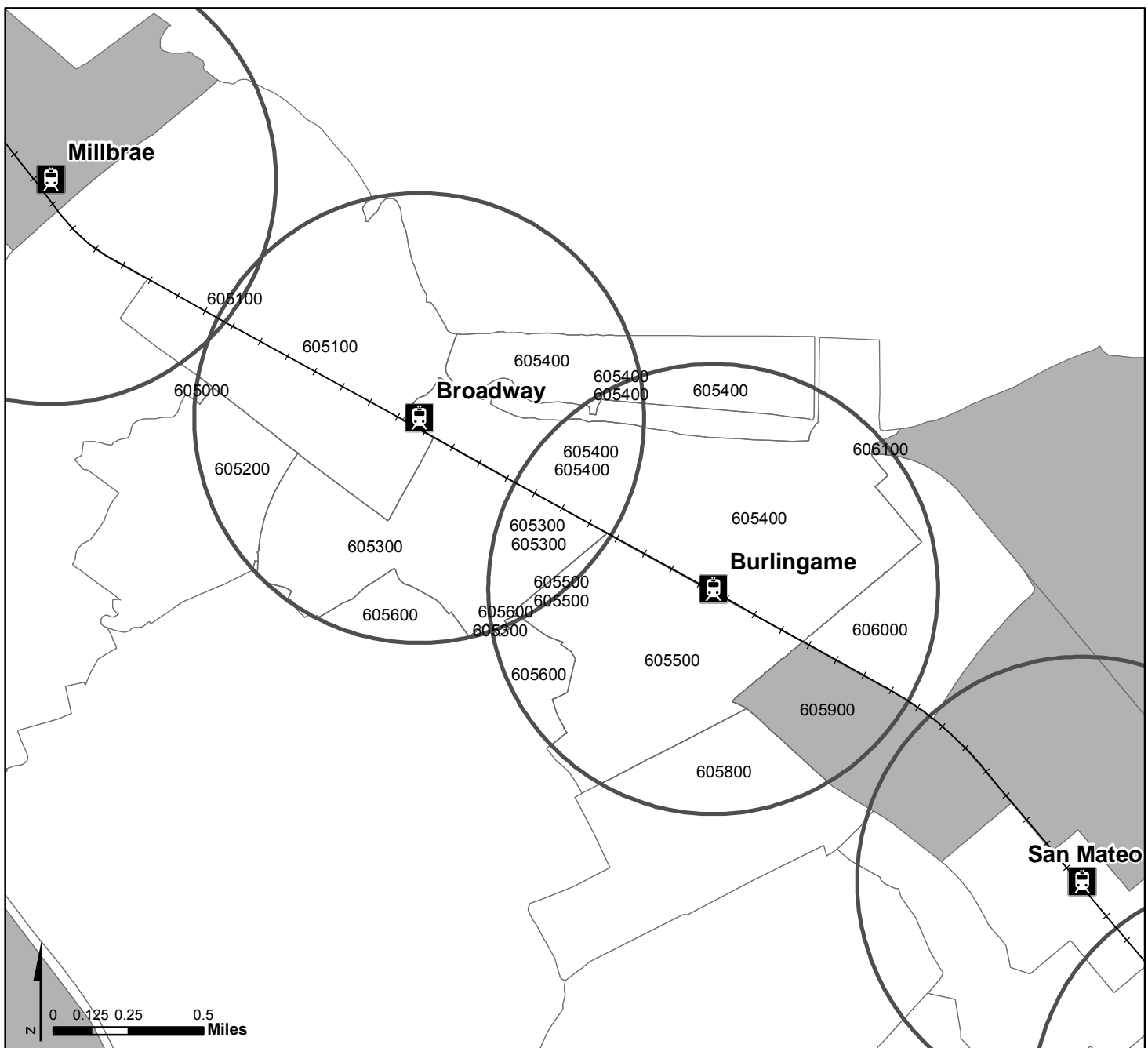
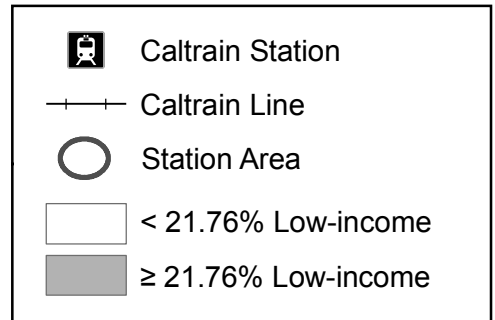
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Broadway & Burlingame Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

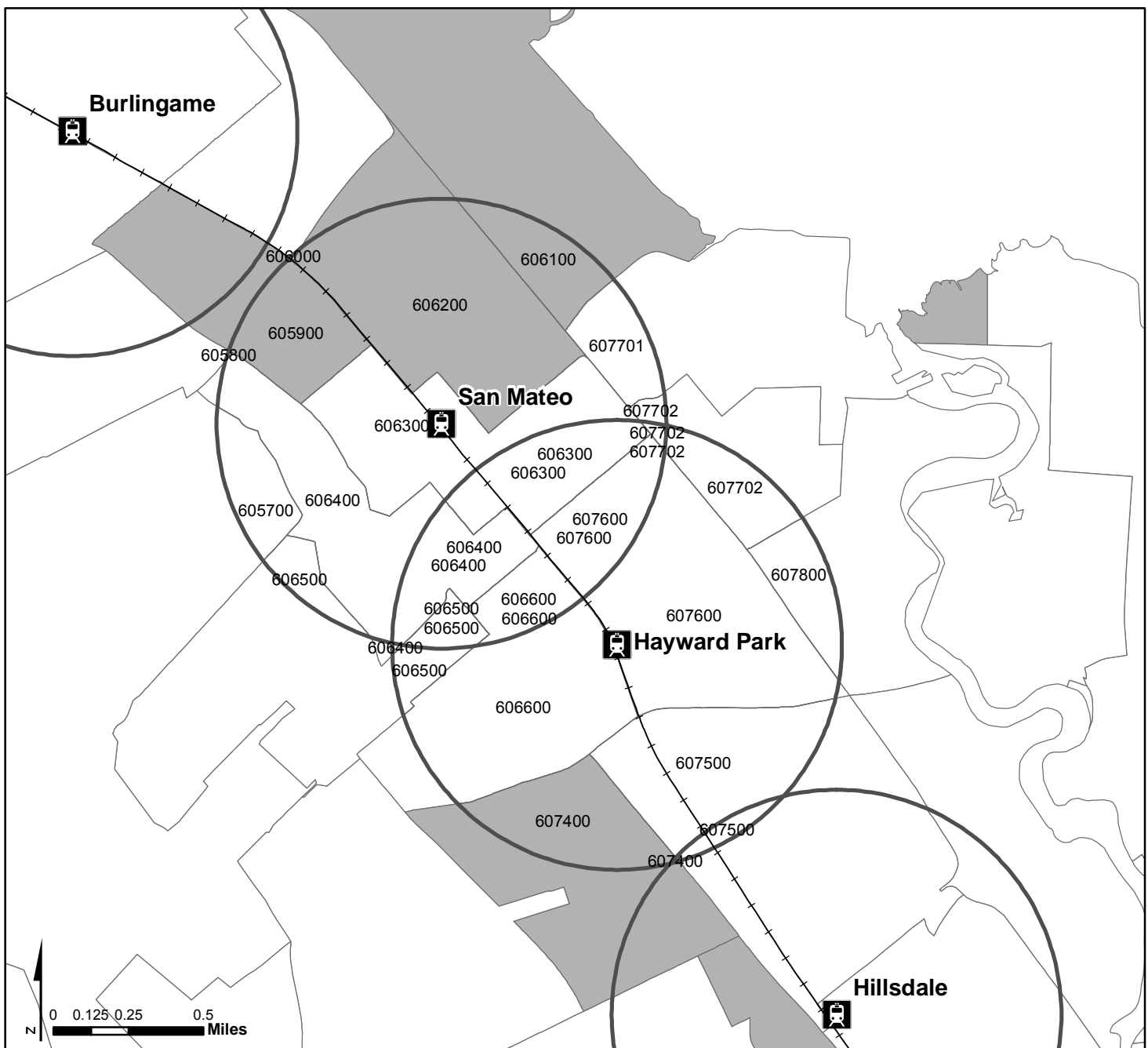
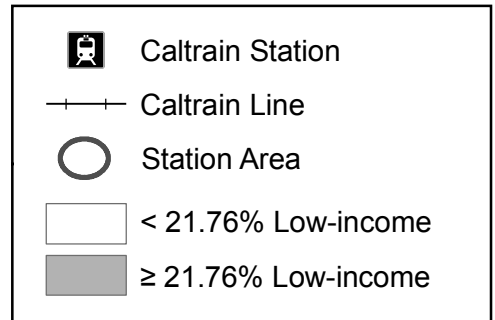
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract San Mateo & Hayward Park Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

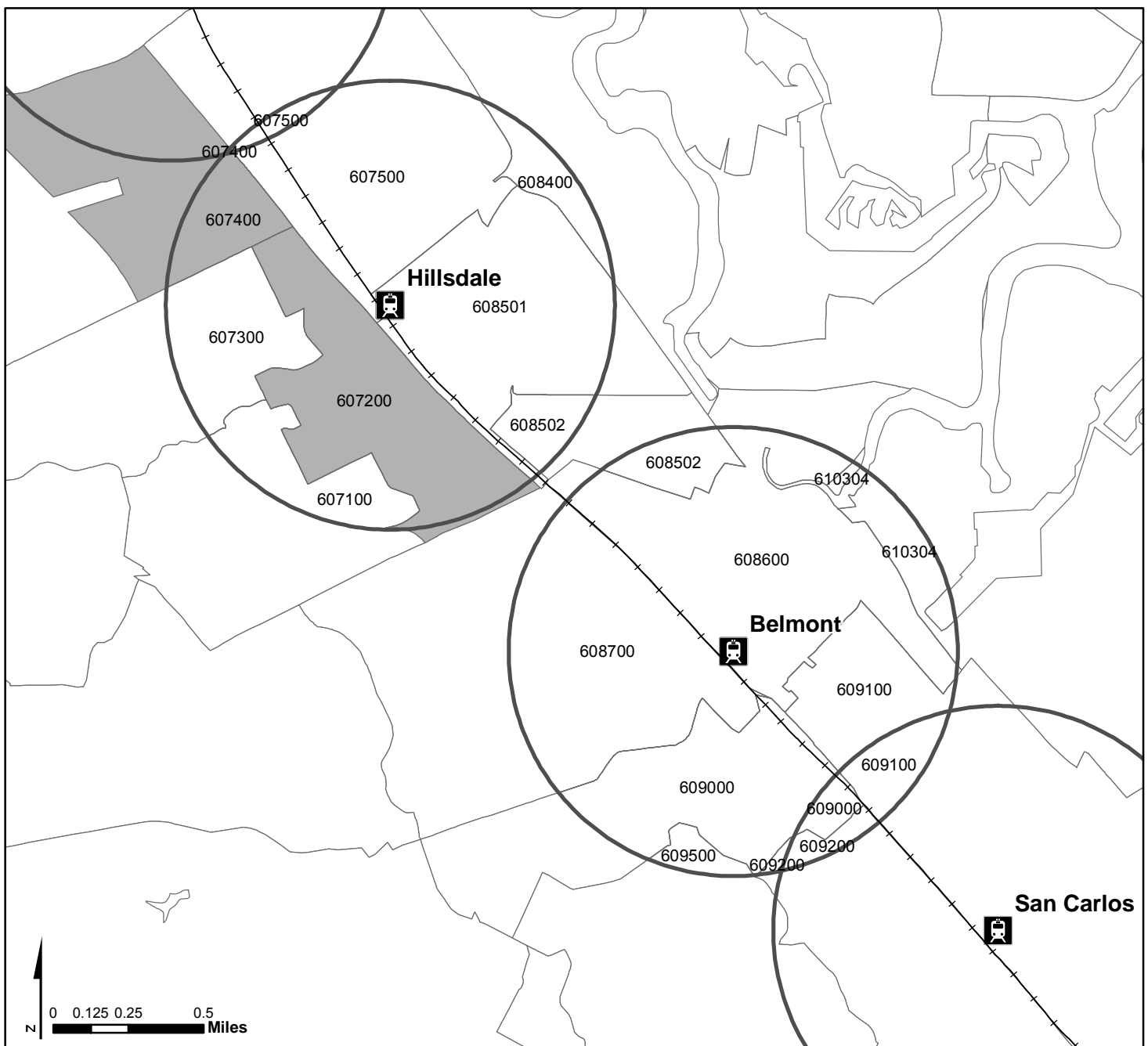
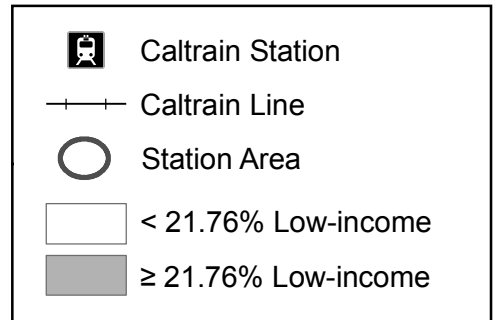
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Hillsdale & Belmont Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

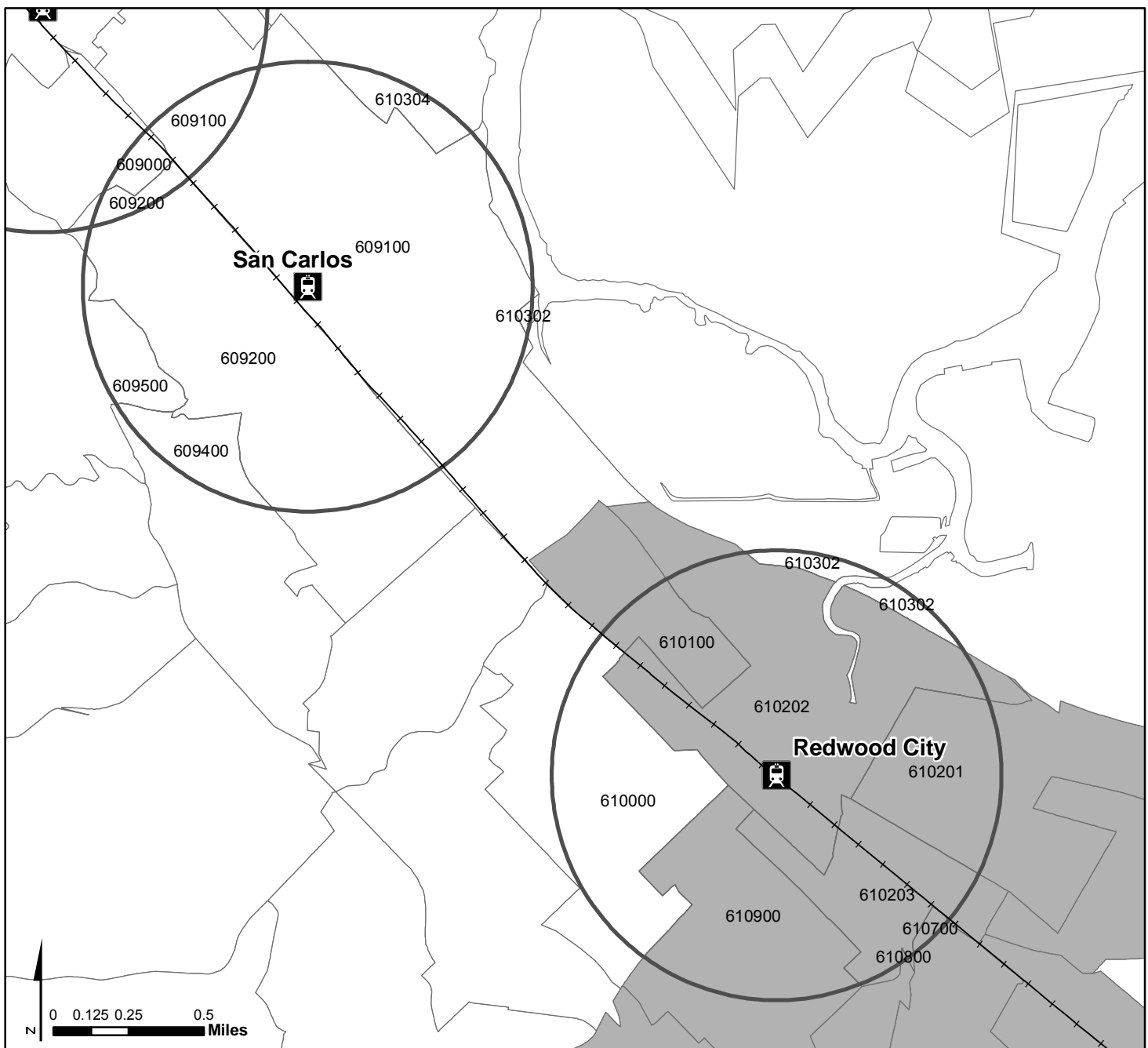
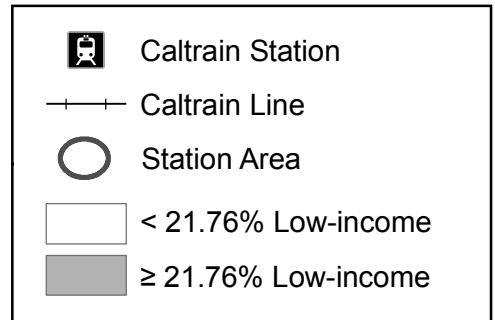
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract San Carlos & Redwood City Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

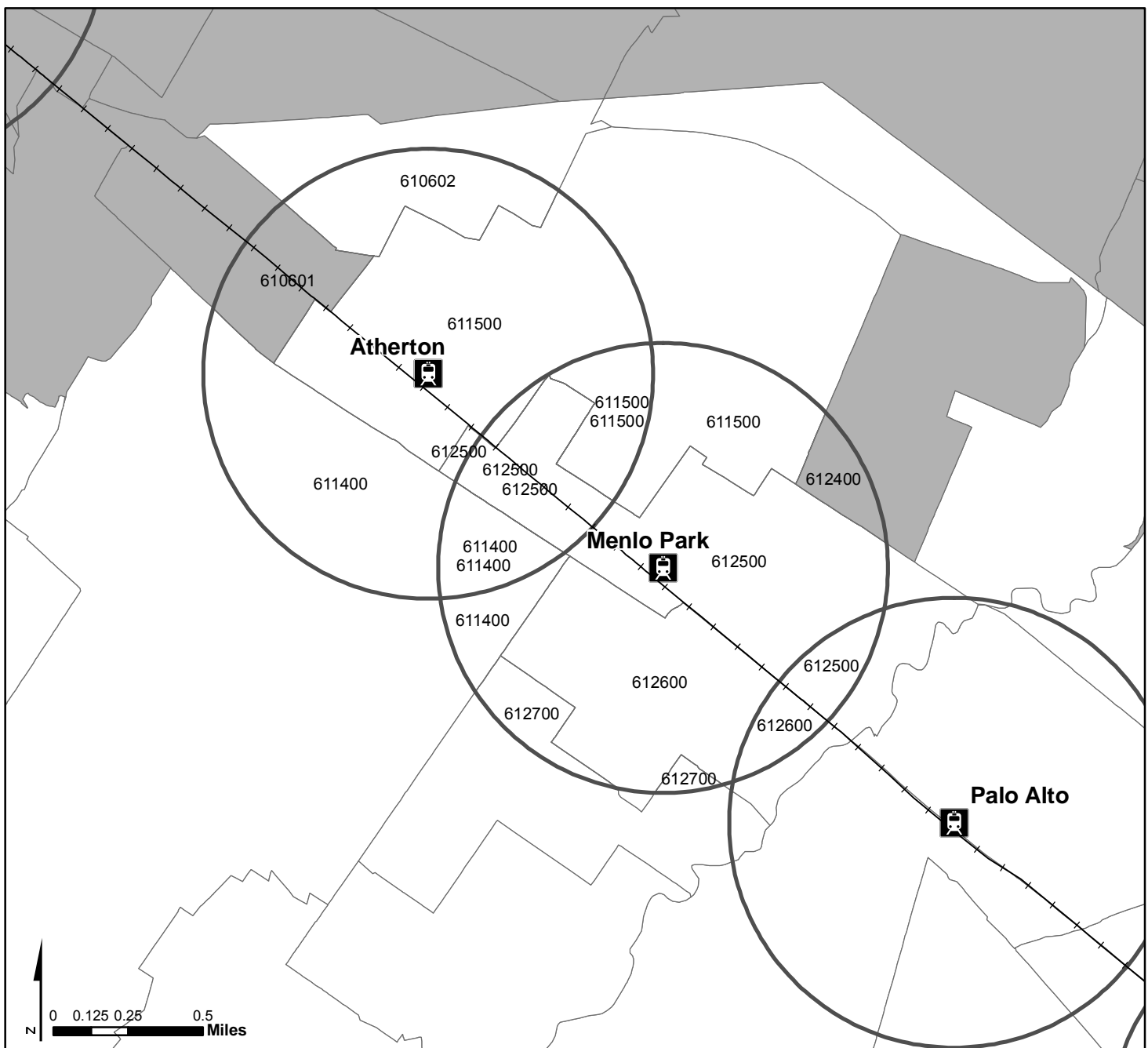
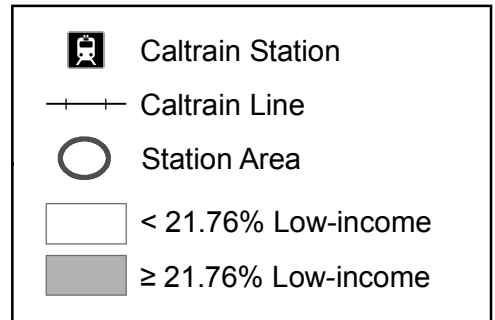
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Atherton & Menlo Park Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

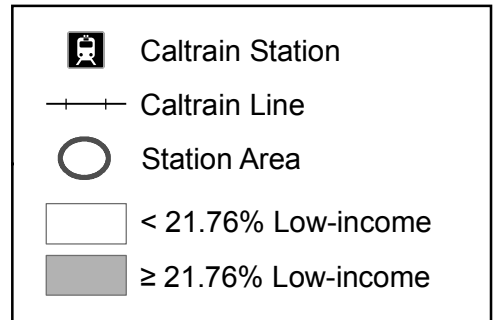
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Palo Alto & California Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

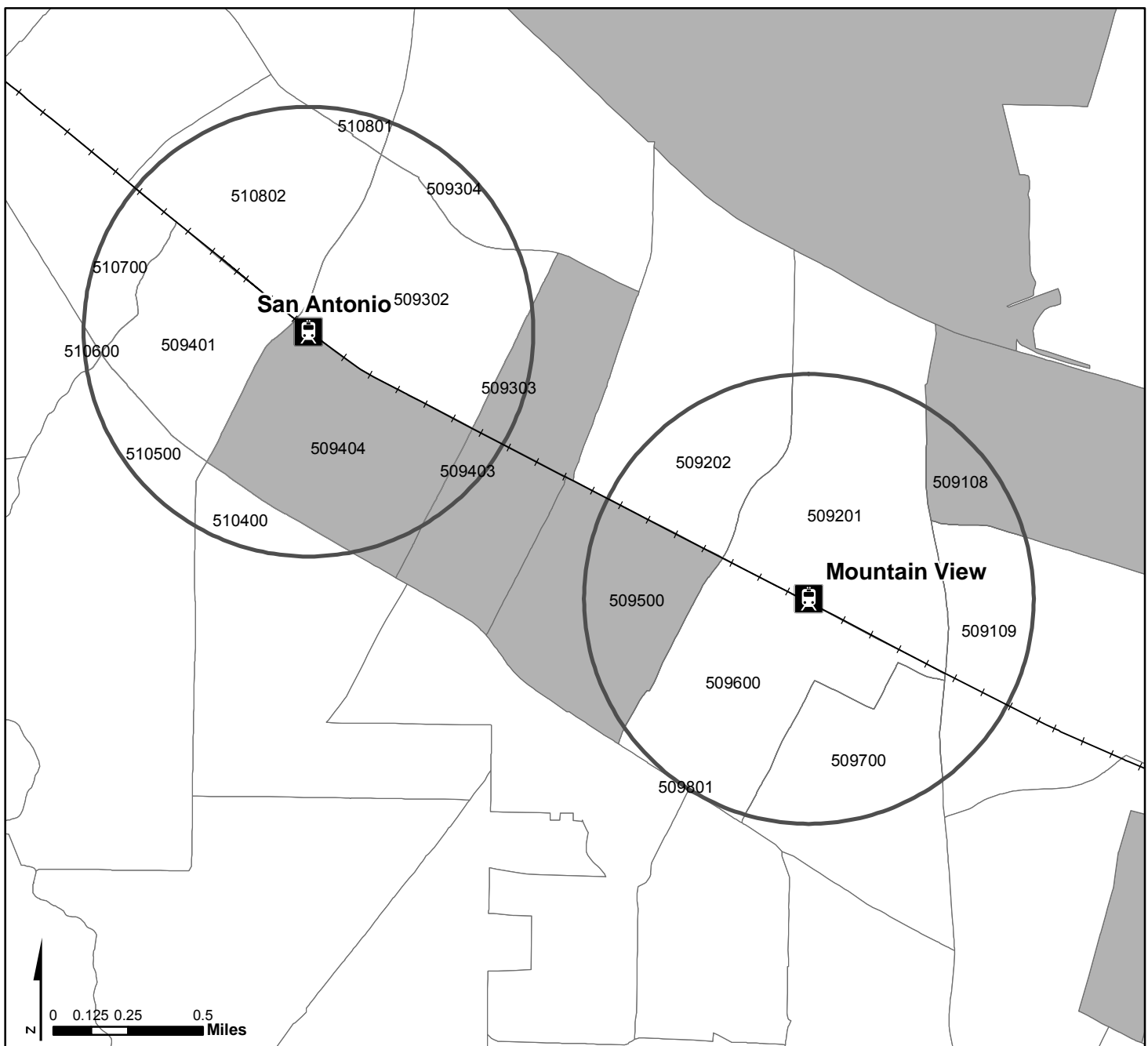
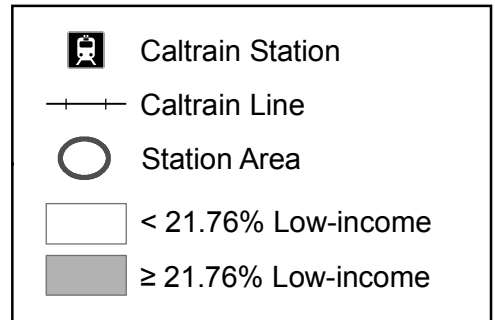
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract San Antonio & Mountain View Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

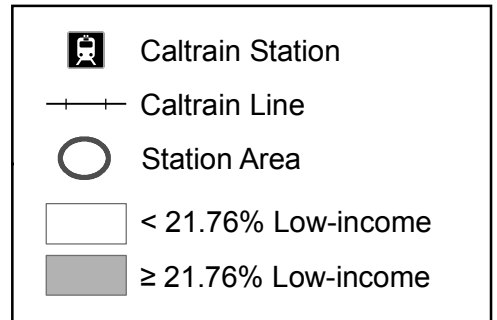
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Sunnyvale & Lawrence Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

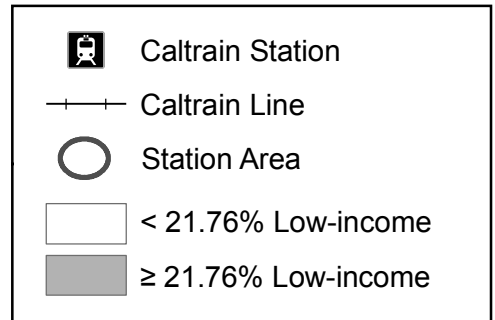
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Santa Clara & College Park Caltrain Station Areas

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

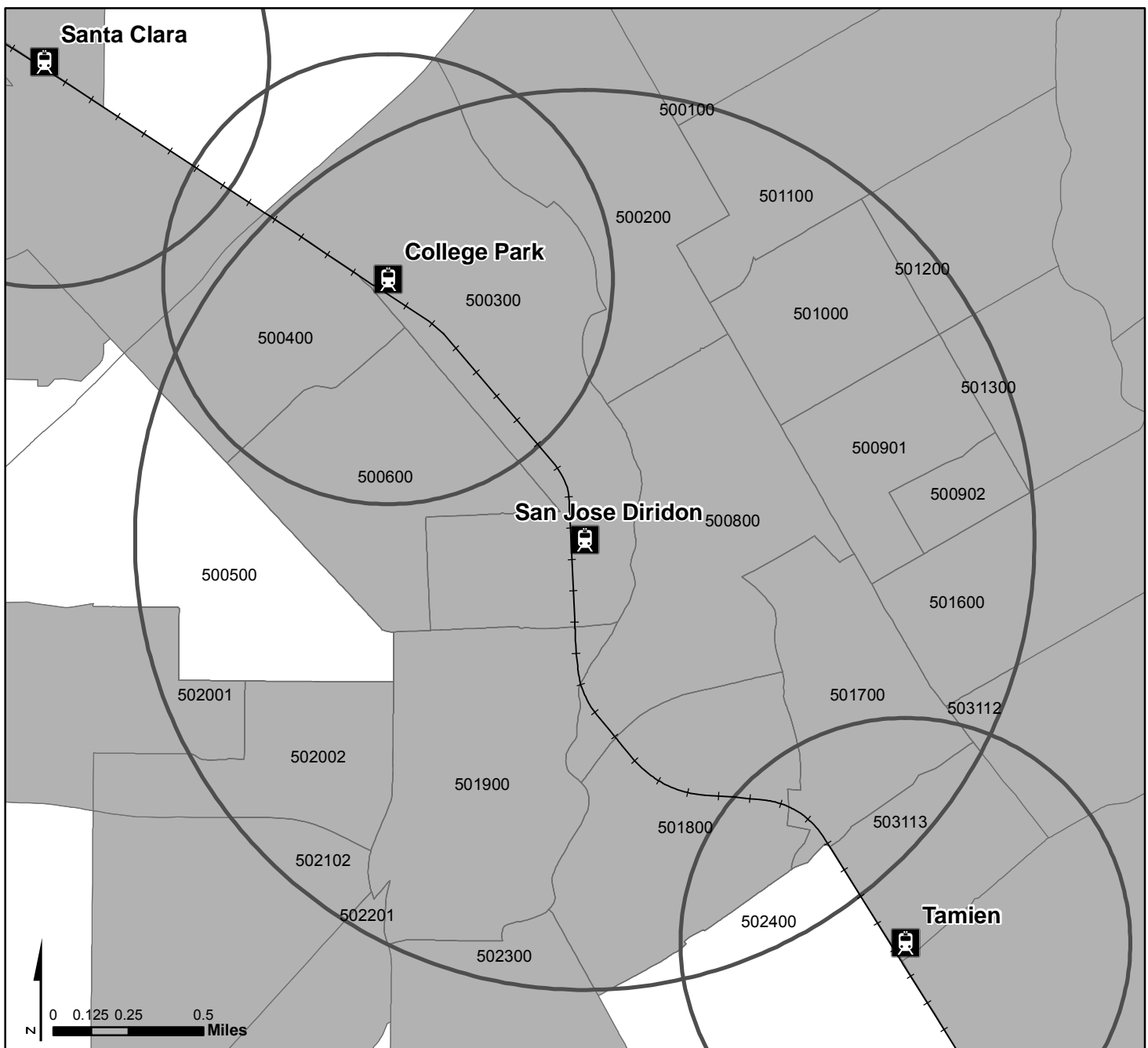
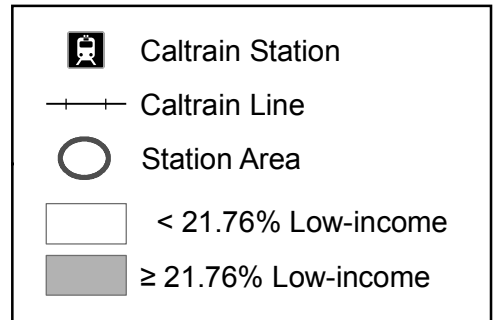


Low-income Population by U.S. Census Tract

San Jose Diridon Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

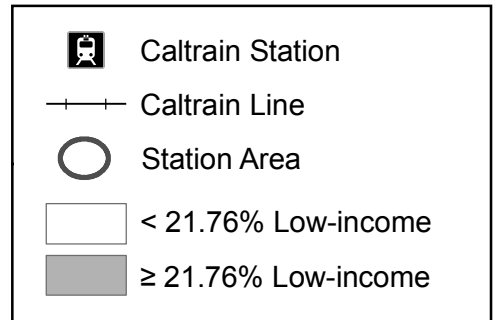


Low-income Population by U.S. Census Tract

Tamien Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

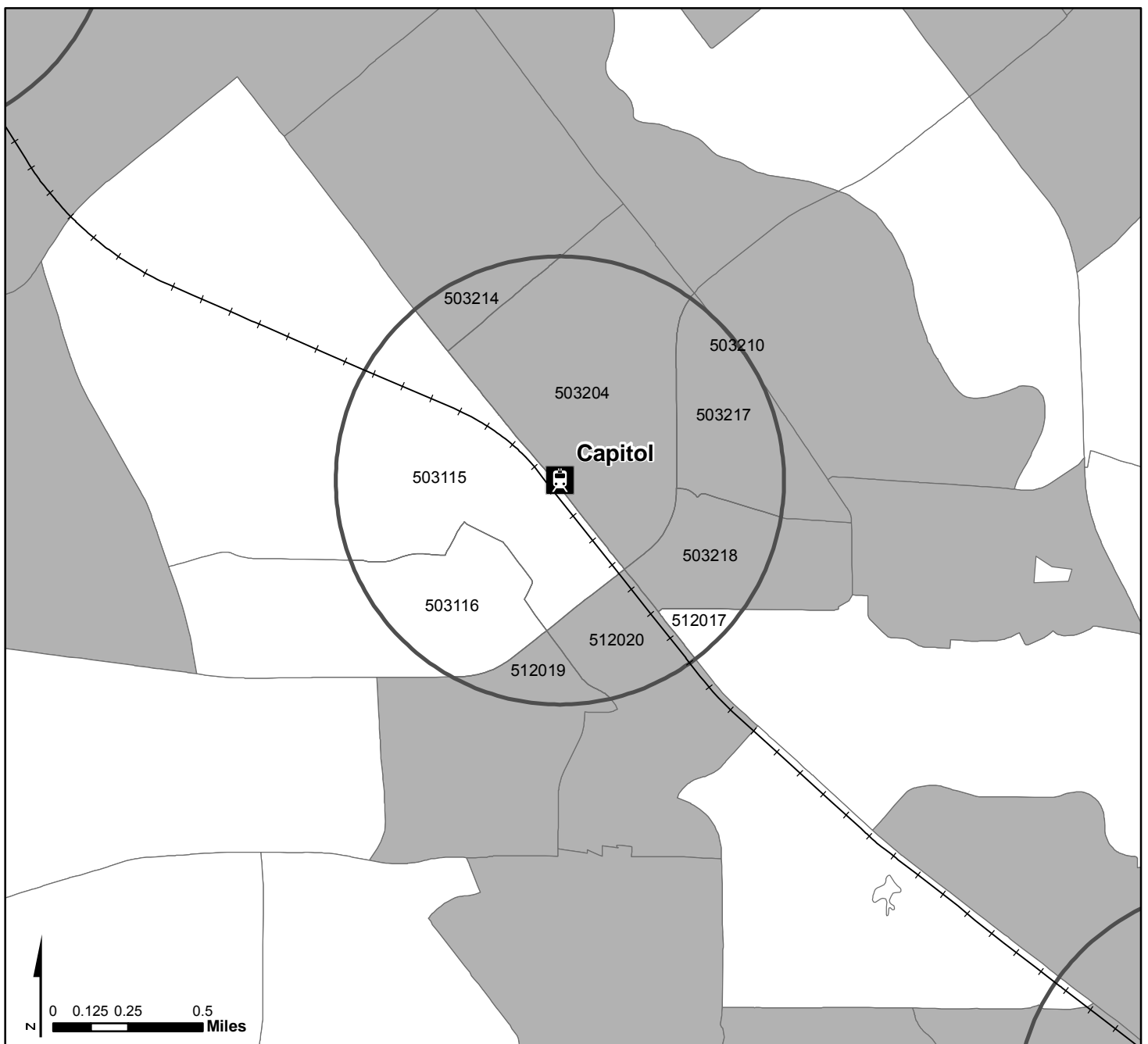
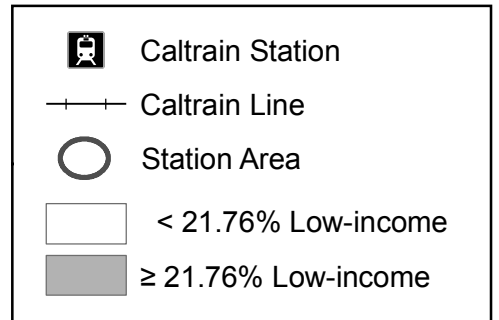
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Capitol Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

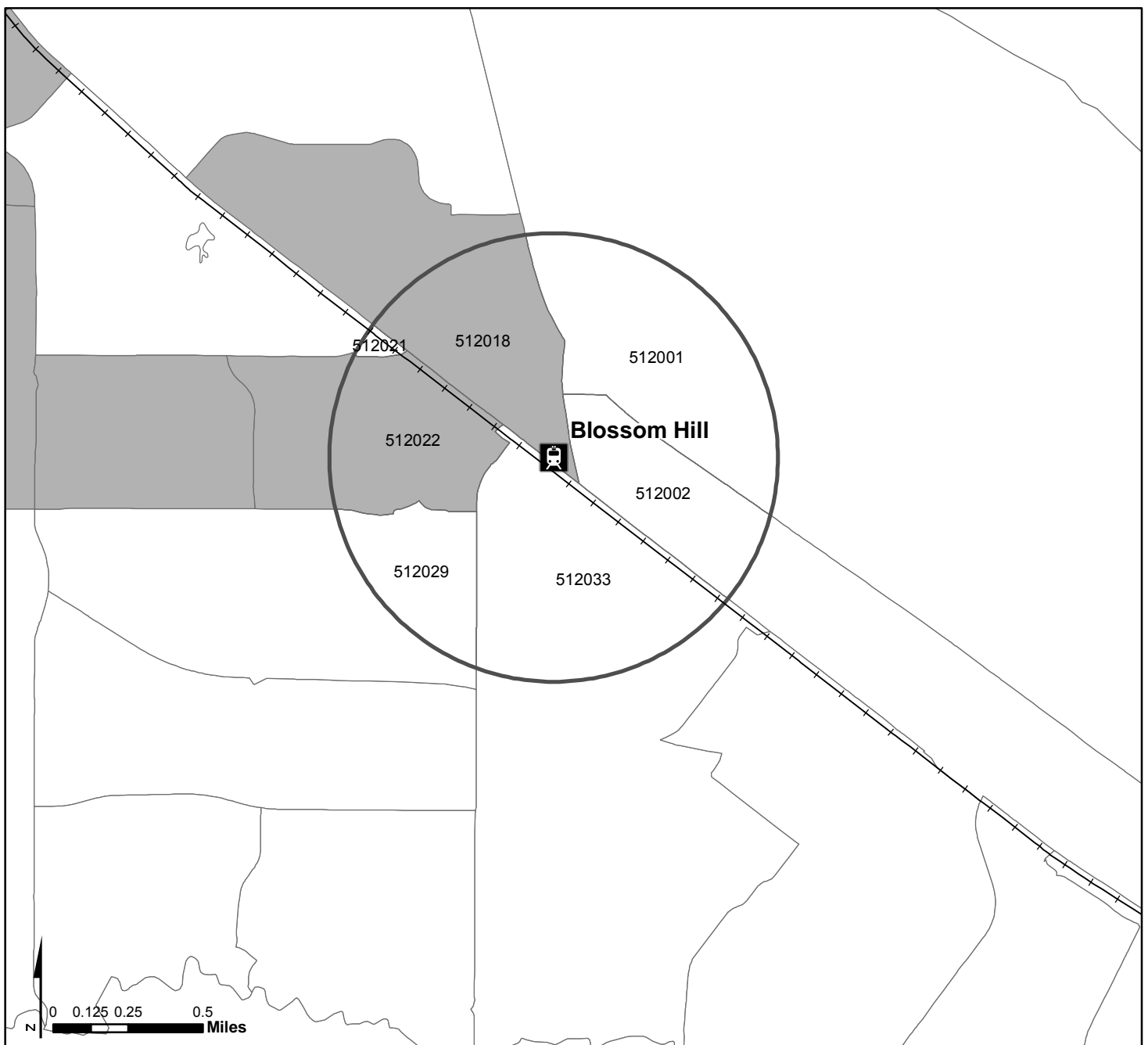
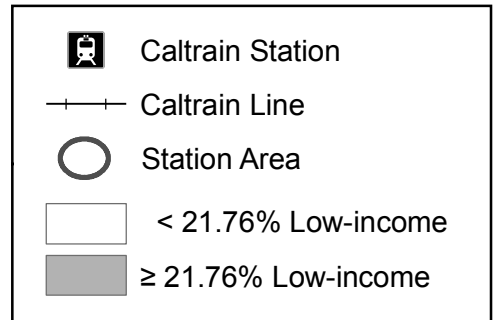


Low-income Population by U.S. Census Tract

Blossom Hill Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

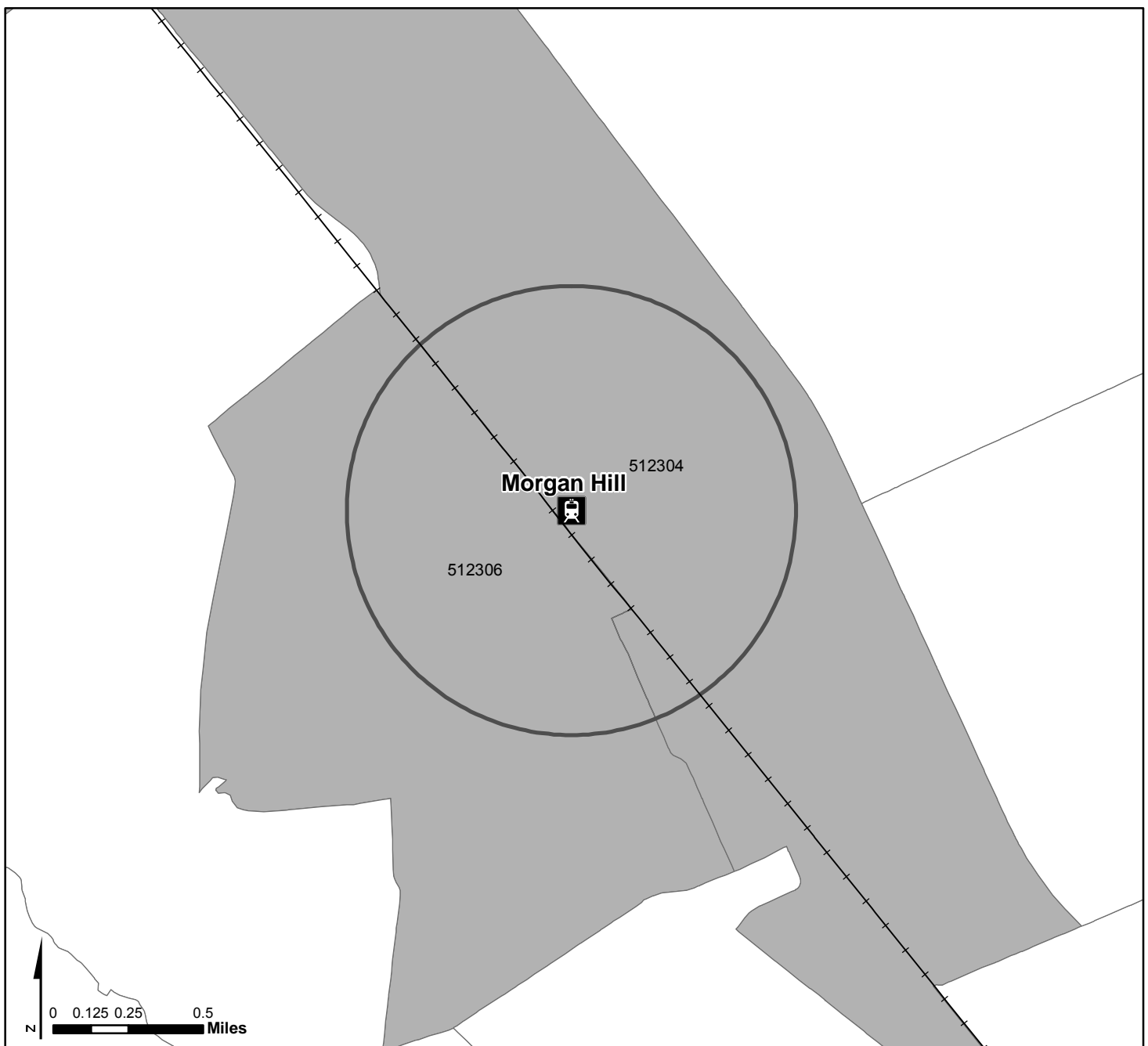
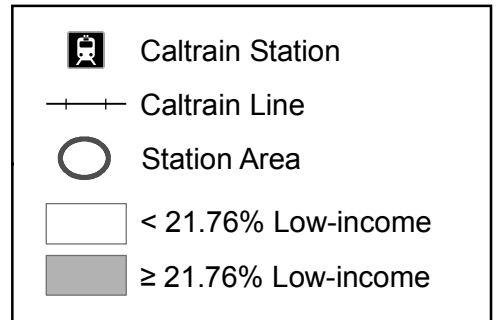


Low-income Population by U.S. Census Tract

Morgan Hill Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.

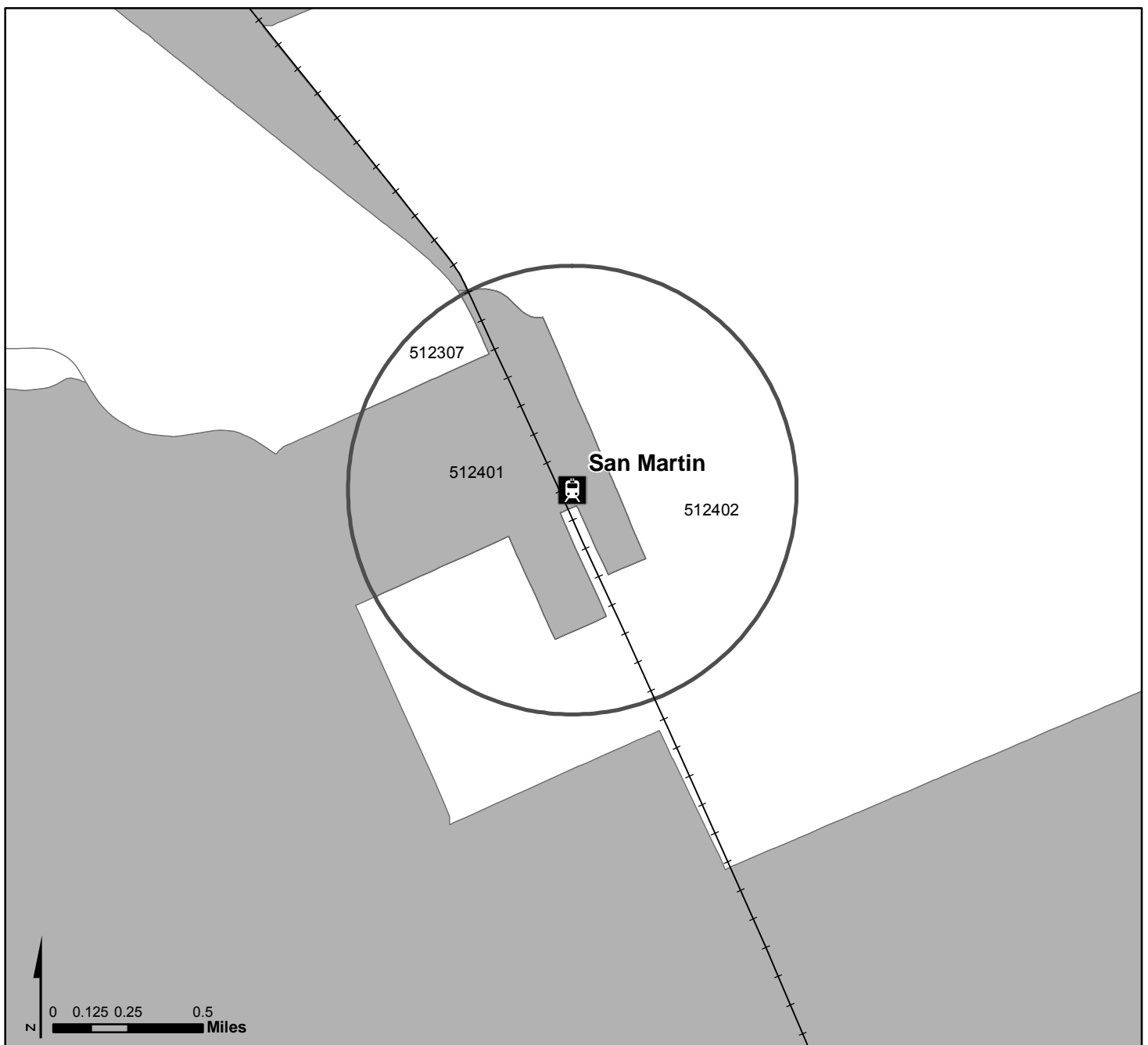
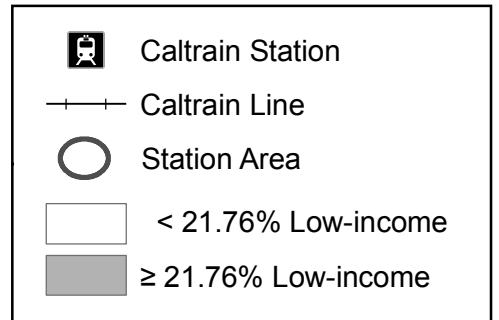


Low-income Population by U.S. Census Tract

San Martin Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

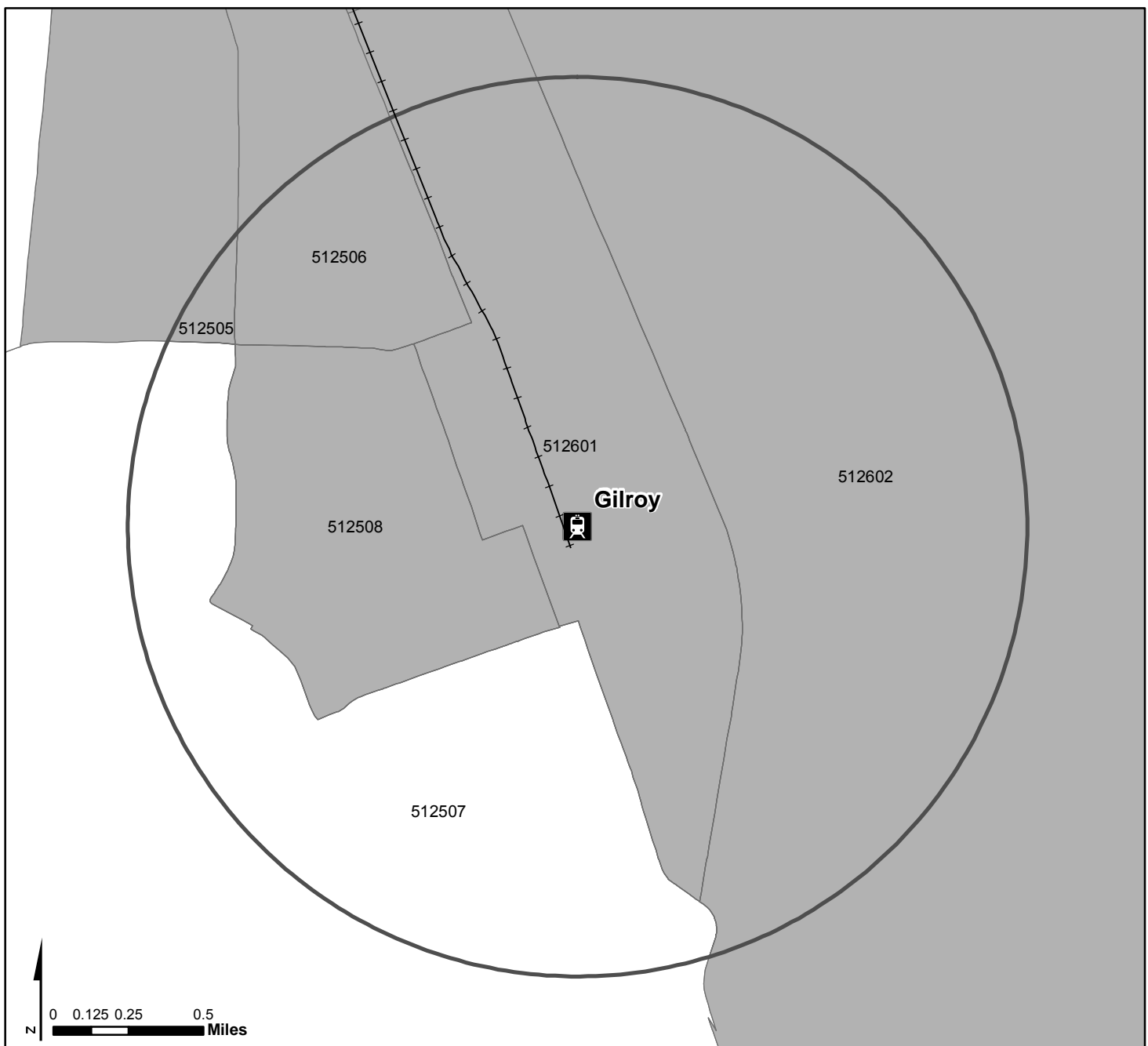
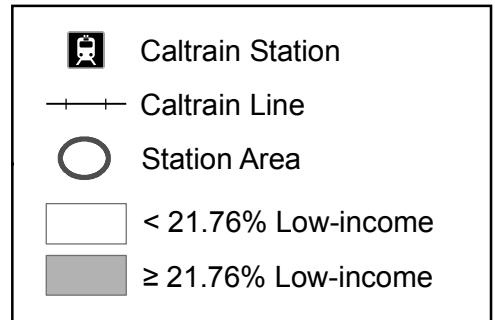
Low-income defined as less than 200% of the federal poverty level.



Low-income Population by U.S. Census Tract Gilroy Caltrain Station Area

Data Source: American Community Survey 5-year Estimates 2005-2009

Low-income defined as less than 200% of the federal poverty level.



**ATTACHMENT 4 -
QUALITY OF SERVICE ANALYSIS
FOR FARE CHANGE
PROPOSAL**

**Caltrain Title VI Input - QUALITY OF SERVICE
 FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE**

Top Three Destinations
 Existing & Proposed - FY2013 - \$0.25 Base Fare Increase

<u>CRITERIA</u>	<u>Stations</u>	<u>San Francisco 4th & King</u>		<u>Palo Alto</u>		<u>San Jose- Diridon</u>		<u>AVERAGE</u>	
		<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>
TOTAL TIME PER TRIP (minutes)	Minority	102.06	102.06	106.04	106.04	102.15	102.15	103.42	103.42
	Non-Minority	93.43	93.43	66.08	66.08	81.90	81.90	80.47	80.47
	Average	97.75	97.75	86.06	86.06	92.03	92.03	91.94	91.94
TOTAL COST PER TRIP (in dollars)	Minority	6.60	6.80	6.75	7.00	6.88	7.10	6.74	6.97
	Non-Minority	6.19	6.41	3.71	3.91	6.06	6.31	5.32	5.55
	Average	6.39	6.61	5.23	5.46	6.47	6.71	6.03	6.26
COST PER MILE (in dollars)	Minority	0.22	0.23	0.30	0.31	0.25	0.26	0.26	0.27
	Non-Minority	0.23	0.24	0.36	0.38	0.27	0.28	0.28	0.30
	Average	0.22	0.23	0.33	0.34	0.26	0.27	0.27	0.28

*Assumes 25 Cent Base Fare Increase

COMPARISON Existing to Proposed Minority/Non	Total Time -	Min	0.0%	0.0%	0.0%	0.0%
		Non-	0.0%	0.0%	0.0%	0.0%
		Avg	0.0%	0.0%	0.0%	0.0%
	Total Cost	Min	3.0%	3.7%	3.3%	3.3%
		Non-	3.6%	5.4%	4.1%	4.2%
		Avg	3.3%	4.3%	3.7%	3.7%
	Cost Per Mile	Min	3.0%	3.7%	3.3%	3.4%
		Non-	3.6%	5.4%	4.1%	4.5%
		Avg	3.3%	4.6%	3.7%	4.0%

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Downtown San Francisco @ 4th & King												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	79.00	6.00	14.00	0.00	111.23	\$ 4.75	\$ 0.67
<u>San Mateo</u>														
	South San Francisco	6023	0.90		9.30	10.20	18.00	35.00		14.00	0.00	67.00	\$ 2.75	\$ 0.27
	Hillsdale	6084	1.30		20.30	21.60	26.00	17.50		26.00	0.00	69.50	\$ 4.75	\$ 0.22
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		34.10	34.50	8.00	52.50		52.00	0.00	112.50	\$ 6.75	\$ 0.20
	Sunnyvale	5088	0.80		38.80	39.60	16.00	23.33		49.00	0.00	88.33	\$ 6.75	\$ 0.17
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	29.00	5.00	57.00	0.00	105.00	\$ 10.75	\$ 0.22
	Capitol	5032.18	1.00		52.40	53.40	20.00	70.00		98.00	0.00	188.00	\$ 10.75	\$ 0.20
	Gilroy	5125.06	0.40	1.20	77.20	78.80	8.00	85.00	8.00	132.00	0.00	233.00	\$ 14.75	\$ 0.19
	Average:					29.79						102.06	\$ 6.60	\$ 0.22
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -
<u>San Mateo</u>														
	San Mateo	6057			17.60	19.80	0.00	23.33		23.00	5.28	46.33	\$ 5.87	\$ 0.30
	Hayward Park	6075	0.70		19.10	19.80	14.00	70.00		43.00	0.00	127.00	\$ 4.75	\$ 0.24
	Hayward Park	6066	0.80		19.10	19.90	16.00	70.00		43.00	0.00	129.00	\$ 4.75	\$ 0.24
	Menlo Park	6115	1.20		28.90	30.10	24.00	30.00		40.00	0.00	94.00	\$ 6.75	\$ 0.22
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	37.50	16.00	37.00	0.00	96.50	\$ 8.75	\$ 0.27
	Palo Alto	5130	1.10		30.10	31.20	22.00	17.50		37.00	0.00	76.50	\$ 6.75	\$ 0.22
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	64.50	11.00	52.00	0.00	147.50	\$ 8.75	\$ 0.24
	Mountain View	5092.02	1.10		36.10	37.20	22.00	17.50		45.00	0.00	84.50	\$ 6.75	\$ 0.18
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		77.00	0.00	127.00	\$ 8.75	\$ 0.19
	Average					27.26						93.43	\$ 6.19	\$ 0.23
	Combined Average					28.52						97.75	\$ 6.39	\$ 0.22

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE

Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Total	Per Miles
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	79.00	6.00	14.00	0.00	111.23	\$ 5.00	\$ 0.70	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	35.00		14.00	0.00	67.00	\$ 3.00	\$ 0.29	
	Hillsdale	6084	1.30		20.30	21.60	26.00	17.50		26.00	0.00	69.50	\$ 5.00	\$ 0.23	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	52.50		52.00	0.00	112.50	\$ 7.00	\$ 0.20	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	23.33		49.00	0.00	88.33	\$ 7.00	\$ 0.18	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	29.00	5.00	57.00	0.00	105.00	\$ 11.00	\$ 0.22	
	Capitol	5032.18	1.00		52.40	53.40	20.00	70.00		98.00	0.00	188.00	\$ 11.00	\$ 0.21	
	Gilroy	5125.06	0.40	1.20	77.20	78.80	8.00	85.00	8.00	132.00	0.00	233.00	\$ 15.00	\$ 0.19	
	Average:					29.79						102.06	\$ 6.80	\$ 0.23	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	19.80	0.00	23.33		23.00	5.28	46.33	\$ 6.12	\$ 0.31	
	Hayward Park	6075	0.70		19.10	19.80	14.00	70.00		43.00	0.00	127.00	\$ 5.00	\$ 0.25	
	Hayward Park	6066	0.80		19.10	19.90	16.00	70.00		43.00	0.00	129.00	\$ 5.00	\$ 0.25	
	Menlo Park	6115	1.20		28.90	30.10	24.00	30.00		40.00	0.00	94.00	\$ 7.00	\$ 0.23	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	37.50	16.00	37.00	0.00	96.50	\$ 9.00	\$ 0.28	
	Palo Alto	5130	1.10		30.10	31.20	22.00	17.50		37.00	0.00	76.50	\$ 7.00	\$ 0.22	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	64.50	11.00	52.00	0.00	147.50	\$ 9.00	\$ 0.25	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	17.50		45.00	0.00	84.50	\$ 7.00	\$ 0.19	
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		77.00	0.00	127.00	\$ 9.00	\$ 0.20	
	Average					27.26						93.43	\$ 6.41	\$ 0.24	
	Combined Average					28.52						97.75	\$ 6.61	\$ 0.23	

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Palo Alto Station																		
County	Census Tract	Miles					Time In Minutes					Cost								
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles						
Minority																				
<u>San Francisco</u>																				
	4th & King	117	0.30	1.25	30.10							31.65	6.00	26.50	8.00	37.00	0.00	77.50	\$ 8.75	\$ 0.28
	4th & King	176.01	0.50	0.80	30.10							31.40	10.00	22.50	8.00	37.00	0.00	77.50	\$ 8.75	\$ 0.28
	Bayshore	233	0.61	1.30	24.90							26.81	12.23	79.00	6.00	44.00	0.00	141.23	\$ 8.75	\$ 0.33
<u>San Mateo</u>																				
	South San Francisco	6023	0.90		20.80							21.70	18.00	52.50		38.00	0.00	108.50	\$ 6.75	\$ 0.31
	Hillsdale	6084	1.30		9.80							11.10	26.00	23.33		11.00	0.00	60.33	\$ 4.75	\$ 0.43
<u>Santa Clara</u>																				
	San Antonio	5094.04	0.40		4.00							4.40	8.00	52.50		9.00	0.00	69.50	\$ 2.75	\$ 0.63
	Sunnyvale	5088	0.80		8.70							9.50	16.00	23.33		10.00	0.00	49.33	\$ 2.75	\$ 0.29
	San Jose Diridon	5021.02	0.70	1.60	17.40							19.70	14.00	32.50	5.00	20.00	0.00	71.50	\$ 6.75	\$ 0.34
	Capitol	5032.18	1.00		22.30							23.30	20.00	105.00		55.00	0.00	180.00	\$ 6.75	\$ 0.29
	Gilroy	5125.06	0.40	1.20	47.10							48.70	8.00	120.00	8.00	89.00	0.00	225.00	\$ 10.75	\$ 0.22
	Average:											22.83						106.04	\$ 6.75	\$ 0.30
Non Minority																				
<u>San Francisco</u>																				
	4th & King	607	0.30		30.10							30.40	6.00	17.50		37.00	0.00	60.50	\$ 6.75	\$ 0.22
<u>San Mateo</u>																				
	San Mateo	6057			12.50	2.20	14.70	0.00	21.00			19.00	5.28	40.00		19.00	5.28	40.00	\$ 5.87	\$ 0.40
	Hayward Park	6075	0.70		11.00		11.70	14.00	52.50			20.00	0.00	86.50		20.00	0.00	86.50	\$ 4.75	\$ 0.41
	Hayward Park	6066	0.80		11.00		11.80	16.00	52.50			20.00	0.00	88.50		20.00	0.00	88.50	\$ 4.75	\$ 0.40
	Menlo Park	6115	1.20		1.20		2.40	24.00	30.00			3.00	0.00	57.00		3.00	0.00	57.00	\$ 2.75	\$ 1.15
							0.00	0.00	0.00			0.00	0.00							
<u>Santa Clara</u>																				
	Palo Alto	5116.08	0.30	1.70	0.00		2.00	6.00	20.00	16.00		0.00	0.00	42.00		0.00	0.00	42.00	\$ -	\$ -
	Palo Alto	5130	1.10		0.00		1.10	22.00	0.00			0.00	0.00	22.00		0.00	0.00	22.00	\$ -	\$ -
	San Antonio	5106	1.00	1.40	4.00		6.40	20.00	64.50	11.00		9.00	0.00	104.50		9.00	0.00	104.50	\$ 4.75	\$ 0.74
	Mountain View	5092.02	1.10		6.00		7.10	22.00	23.33			8.00	0.00	53.33		8.00	0.00	53.33	\$ 2.75	\$ 0.39
	Santa Clara	5057	1.00		14.60		15.60	20.00	52.50			34.00	0.00	106.50		34.00	0.00	106.50	\$ 4.75	\$ 0.30
	Average						10.32							66.08				66.08	\$ 3.71	\$ 0.36
	Combined Average						16.57							86.06				86.06	\$ 5.23	\$ 0.33

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Palo Alto Station														
County	Census Tract	Miles					Time In Minutes					Cost				
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles		
Minority																
<u>San Francisco</u>																
	4th & King	117	0.30	1.25	30.10											
	4th & King	176.01	0.50	0.80	30.10											
	Bayshore	233	0.61	1.30	24.90											
<u>San Mateo</u>																
	South San Francisco	6023	0.90		20.80											
	Hillsdale	6084	1.30		9.80											
<u>Santa Clara</u>																
	San Antonio	5094.04	0.40		4.00											
	Sunnyvale	5088	0.80		8.70											
	San Jose Diridon	5021.02	0.70	1.60	17.40											
	Capitol	5032.18	1.00		22.30											
	Gilroy	5125.06	0.40	1.20	47.10											
	Average:															
						22.83							106.04	\$ 7.00	\$ 0.31	
Non Minority																
<u>San Francisco</u>																
	4th & King	607	0.30		30.10											
<u>San Mateo</u>																
	San Mateo	6057			12.50	2.20										
	Hayward Park	6075	0.70		11.00											
	Hayward Park	6066	0.80		11.00											
	Menlo Park	6115	1.20		1.20											
<u>Santa Clara</u>																
	Palo Alto	5116.08	0.30	1.70	0.00											
	Palo Alto	5130	1.10		0.00											
	San Antonio	5106	1.00	1.40	4.00											
	Mountain View	5092.02	1.10		6.00											
	Santa Clara	5057	1.00		14.60											
	Average															
						10.32							66.08	\$ 3.91	\$ 0.38	
	Combined Average					16.57							86.06	\$ 5.46	\$ 0.34	

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: San Jose Diridon Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	47.50	49.05	6.00	23.00	8.00	59.00	0.00	96.00	\$ 10.75	\$ 0.22
	4th & King	176.01	0.50	0.80	47.50	48.80	10.00	19.00	8.00	59.00	0.00	96.00	\$ 10.75	\$ 0.22
	Bayshore	233	0.61	1.30	42.30	44.21	12.20	61.50	6.00	69.00	0.00	148.70	\$ 10.75	\$ 0.24
<u>San Mateo</u>														
	South San Francisco	6023	0.90		38.20	39.10	18.00	52.50		63.00	0.00	133.50	\$ 8.75	\$ 0.22
	Hillsdale	6084	1.30		27.20	28.50	26.00	23.33		33.00	0.00	82.33	\$ 6.75	\$ 0.24
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		13.40	13.80	8.00	52.50		27.00	0.00	87.50	\$ 4.75	\$ 0.34
	Sunnyvale	5088	0.80		8.70	9.50	16.00	52.50		18.00	0.00	86.50	\$ 4.75	\$ 0.50
	San Jose Diridon	5021.02	0.70	1.60	0.00	2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	1.00		4.90	5.90	20.00	70.00		16.00	0.00	106.00	\$ 2.75	\$ 0.47
	Gilroy	5125.06	0.40	1.20	29.70	31.30	8.00	85.00	8.00	50.00	0.00	151.00	\$ 6.75	\$ 0.22
	Average:					27.25						102.15	\$ 6.88	\$ 0.25
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		47.50	47.80	6.00	14.00		59.00	0.00	79.00	\$ 8.75	\$ 0.18
<u>San Mateo</u>														
	San Mateo	6057			29.60	31.80	0.00	21.00		48.00	5.28	69.00	\$ 7.87	\$ 0.25
	Hayward Park	6075	0.70		28.40	29.10	14.00	52.50		45.00	0.00	111.50	\$ 6.75	\$ 0.23
	Hayward Park	6066	0.80		28.40	29.20	16.00	52.50		45.00	0.00	113.50	\$ 6.75	\$ 0.23
	Menlo Park	6115	1.20		18.60	19.80	24.00	21.00		23.00	0.00	68.00	\$ 4.75	\$ 0.24
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	17.40	19.40	6.00	37.50	16.00	22.00	0.00	81.50	\$ 6.75	\$ 0.35
	Palo Alto	5130	1.10		17.40	18.50	22.00	17.50		22.00	0.00	61.50	\$ 4.75	\$ 0.26
	San Antonio	5106	1.00	1.40	13.40	15.80	20.00	64.50	11.00	27.00	0.00	122.50	\$ 6.75	\$ 0.43
	Mountain View	5092.02	1.10		11.40	12.50	22.00	17.50		14.00	0.00	53.50	\$ 4.75	\$ 0.38
	Santa Clara	5057	1.00		2.80	3.80	20.00	30.00		9.00	0.00	59.00	\$ 2.75	\$ 0.72
	Average					22.77						81.90	\$ 6.06	\$ 0.27
	Combined Average					25.01						92.03	\$ 6.47	\$ 0.26

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: San Jose Diridon Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	47.50	49.05	6.00	23.00	8.00	59.00	0.00	96.00	\$ 11.00	\$ 0.22
	4th & King	176.01	0.50	0.80	47.50	48.80	10.00	19.00	8.00	59.00	0.00	96.00	\$ 11.00	\$ 0.23
	Bayshore	233	0.61	1.30	42.30	44.21	12.20	61.50	6.00	69.00	0.00	148.70	\$ 11.00	\$ 0.25
<u>San Mateo</u>														
	South San Francisco	6023	0.90		38.20	39.10	18.00	52.50		63.00	0.00	133.50	\$ 9.00	\$ 0.23
	Hillsdale	6084	1.30		27.20	28.50	26.00	23.33		33.00	0.00	82.33	\$ 7.00	\$ 0.25
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		13.40	13.80	8.00	52.50		27.00	0.00	87.50	\$ 5.00	\$ 0.36
	Sunnyvale	5088	0.80		8.70	9.50	16.00	52.50		18.00	0.00	86.50	\$ 5.00	\$ 0.53
	San Jose Diridon	5021.02	0.70	1.60	0.00	2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	1.00		4.90	5.90	20.00	70.00		16.00	0.00	106.00	\$ 3.00	\$ 0.51
	Gilroy	5125.06	0.40	1.20	29.70	31.30	8.00	85.00	8.00	50.00	0.00	151.00	\$ 7.00	\$ 0.22
	Average:					27.25						102.15	\$ 7.10	\$ 0.26
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		47.50	47.80	6.00	14.00		59.00	0.00	79.00	\$ 9.00	\$ 0.19
<u>San Mateo</u>														
	San Mateo	6057			29.60	31.80	0.00	21.00		48.00	5.28	69.00	\$ 8.12	\$ 0.26
	Hayward Park	6075	0.70		28.40	29.10	14.00	52.50		45.00	0.00	111.50	\$ 7.00	\$ 0.24
	Hayward Park	6066	0.80		28.40	29.20	16.00	52.50		45.00	0.00	113.50	\$ 7.00	\$ 0.24
	Menlo Park	6115	1.20		18.60	19.80	24.00	21.00		23.00	0.00	68.00	\$ 5.00	\$ 0.25
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	17.40	19.40	6.00	37.50	16.00	22.00	0.00	81.50	\$ 7.00	\$ 0.36
	Palo Alto	5130	1.10		17.40	18.50	22.00	17.50		22.00	0.00	61.50	\$ 5.00	\$ 0.27
	San Antonio	5106	1.00	1.40	13.40	15.80	20.00	64.50	11.00	27.00	0.00	122.50	\$ 7.00	\$ 0.44
	Mountain View	5092.02	1.10		11.40	12.50	22.00	17.50		14.00	0.00	53.50	\$ 5.00	\$ 0.40
	Santa Clara	5057	1.00		2.80	3.80	20.00	30.00		9.00	0.00	59.00	\$ 3.00	\$ 0.79
	Average					22.77						81.90	\$ 6.31	\$ 0.28
	Combined Average					25.01						92.03	\$ 6.71	\$ 0.27

AM Peak Period: 5:30 am to 8:59 am

**Caltrain Title VI Input - QUALITY OF SERVICE
FY 2013 PROPOSED OPTION: AM PEAK PERIOD ZONE FARE INCREASE**

Top Three Destinations
Existing & Proposed - FY2013 - \$0.25 Zone Fare Increase

<u>CRITERIA</u>	<u>Stations</u>	<u>San Francisco 4th & King</u>		<u>Palo Alto</u>		<u>San Jose- Diridon</u>		<u>AVERAGE</u>	
		<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>
TOTAL TIME PER TRIP (minutes)	Minority	102.06	102.06	106.04	106.04	102.15	102.15	103.42	103.42
	Non-Minority	93.43	93.43	66.08	66.08	81.90	81.90	80.47	80.47
	Average	97.75	97.75	86.06	86.06	92.03	92.03	91.94	91.94
TOTAL COST PER TRIP (in dollars)	Minority	6.60	7.03	6.75	7.13	6.88	7.30	6.74	7.15
	Non-Minority	6.19	6.59	3.71	3.86	6.06	6.41	5.32	5.62
	Average	6.39	6.81	5.23	5.49	6.47	6.86	6.03	6.39
COST PER MILE (in dollars)	Minority	0.22	0.24	0.30	0.31	0.25	0.27	0.26	0.27
	Non-Minority	0.23	0.24	0.36	0.37	0.27	0.28	0.28	0.30
	Average	0.22	0.24	0.33	0.34	0.26	0.27	0.27	0.29

*Assumes 25 Cent Zone Fare Increase

COMPARISON Existing to Proposed Minority/Non	Total Time -	Min	0.0%	0.0%	0.0%	0.0%
		Non-	0.0%	0.0%	0.0%	0.0%
		Avg	0.0%	0.0%	0.0%	0.0%
	Total Cost	Min	6.4%	5.6%	6.2%	6.1%
		Non-	6.5%	4.0%	5.8%	5.6%
		Avg	6.5%	5.0%	6.0%	5.9%
	Cost Per Mile	Min	6.4%	5.6%	6.2%	6.0%
		Non-	6.5%	4.0%	5.8%	5.2%
		Avg	6.5%	4.7%	6.0%	5.6%

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD ZONE FARE INCREASE

Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Downtown San Francisco @ 4th & King												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	79.00	6.00	14.00	0.00	111.23	\$ 4.75	\$ 0.67
<u>San Mateo</u>														
	South San Francisco	6023	0.90		9.30	10.20	18.00	35.00		14.00	0.00	67.00	\$ 2.75	\$ 0.27
	Hillsdale	6084	1.30		20.30	21.60	26.00	17.50		26.00	0.00	69.50	\$ 4.75	\$ 0.22
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		34.10	34.50	8.00	52.50		52.00	0.00	112.50	\$ 6.75	\$ 0.20
	Sunnyvale	5088	0.80		38.80	39.60	16.00	23.33		49.00	0.00	88.33	\$ 6.75	\$ 0.17
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	29.00	5.00	57.00	0.00	105.00	\$ 10.75	\$ 0.22
	Capitol	5032.18	1.00		52.40	53.40	20.00	70.00		98.00	0.00	188.00	\$ 10.75	\$ 0.20
	Gilroy	5125.06	0.40	1.20	77.20	78.80	8.00	85.00	8.00	132.00	0.00	233.00	\$ 14.75	\$ 0.19
	Average:					29.79						102.06	\$ 6.60	\$ 0.22
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -
<u>San Mateo</u>														
	San Mateo	6057			17.60	19.80	0.00	23.33		23.00	5.28	46.33	\$ 5.87	\$ 0.30
	Hayward Park	6075	0.70		19.10	19.80	14.00	70.00		43.00	0.00	127.00	\$ 4.75	\$ 0.24
	Hayward Park	6066	0.80		19.10	19.90	16.00	70.00		43.00	0.00	129.00	\$ 4.75	\$ 0.24
	Menlo Park	6115	1.20		28.90	30.10	24.00	30.00		40.00	0.00	94.00	\$ 6.75	\$ 0.22
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	37.50	16.00	37.00	0.00	96.50	\$ 8.75	\$ 0.27
	Palo Alto	5130	1.10		30.10	31.20	22.00	17.50		37.00	0.00	76.50	\$ 6.75	\$ 0.22
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	64.50	11.00	52.00	0.00	147.50	\$ 8.75	\$ 0.24
	Mountain View	5092.02	1.10		36.10	37.20	22.00	17.50		45.00	0.00	84.50	\$ 6.75	\$ 0.18
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		77.00	0.00	127.00	\$ 8.75	\$ 0.19
	Average					27.26						93.43	\$ 6.19	\$ 0.23
	Combined Average					28.52						97.75	\$ 6.39	\$ 0.22

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Downtown San Francisco @ 4th & King												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	79.00	6.00	14.00	0.00	111.23	\$ 4.75	\$ 0.67
<u>San Mateo</u>														
	South San Francisco	6023	0.90		9.30	10.20	18.00	35.00		14.00	0.00	67.00	\$ 2.75	\$ 0.27
	Hillsdale	6084	1.30		20.30	21.60	26.00	17.50		26.00	0.00	69.50	\$ 5.00	\$ 0.23
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		34.10	34.50	8.00	52.50		52.00	0.00	112.50	\$ 7.25	\$ 0.21
	Sunnyvale	5088	0.80		38.80	39.60	16.00	23.33		49.00	0.00	88.33	\$ 7.25	\$ 0.18
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	29.00	5.00	57.00	0.00	105.00	\$ 11.50	\$ 0.23
	Capitol	5032.18	1.00		52.40	53.40	20.00	70.00		98.00	0.00	188.00	\$ 11.75	\$ 0.22
	Gilroy	5125.06	0.40	1.20	77.20	78.80	8.00	85.00	8.00	132.00	0.00	233.00	\$ 16.00	\$ 0.20
	Average:					29.79						102.06	\$ 7.03	\$ 0.24
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -
<u>San Mateo</u>														
	San Mateo	6057			17.60	2.20	19.80	0.00	23.33	23.00	5.28	46.33	\$ 6.12	\$ 0.31
	Hayward Park	6075	0.70		19.10	19.80	14.00	70.00		43.00	0.00	127.00	\$ 5.00	\$ 0.25
	Hayward Park	6066	0.80		19.10	19.90	16.00	70.00		43.00	0.00	129.00	\$ 5.00	\$ 0.25
	Menlo Park	6115	1.20		28.90	30.10	24.00	30.00		40.00	0.00	94.00	\$ 7.25	\$ 0.24
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	37.50	16.00	37.00	0.00	96.50	\$ 9.25	\$ 0.29
	Palo Alto	5130	1.10		30.10	31.20	22.00	17.50		37.00	0.00	76.50	\$ 7.25	\$ 0.23
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	64.50	11.00	52.00	0.00	147.50	\$ 9.25	\$ 0.25
	Mountain View	5092.02	1.10		36.10	37.20	22.00	17.50		45.00	0.00	84.50	\$ 7.25	\$ 0.19
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		77.00	0.00	127.00	\$ 9.50	\$ 0.21
	Average					27.26						93.43	\$ 6.59	\$ 0.24
	Combined Average					28.52						97.75	\$ 6.81	\$ 0.24

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Palo Alto Station																
County	Census Tract	Miles					Time In Minutes					Cost						
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles				
Minority																		
<u>San Francisco</u>																		
	4th & King	117	0.30	1.25	30.10													
	4th & King	176.01	0.50	0.80	30.10													
	Bayshore	233	0.61	1.30	24.90													
<u>San Mateo</u>																		
	South San Francisco	6023	0.90		20.80													
	Hillsdale	6084	1.30		9.80													
<u>Santa Clara</u>																		
	San Antonio	5094.04	0.40		4.00													
	Sunnyvale	5088	0.80		8.70													
	San Jose Diridon	5021.02	0.70	1.60	17.40													
	Capitol	5032.18	1.00		22.30													
	Gilroy	5125.06	0.40	1.20	47.10													
	Average:															22.83		
																	106.04	\$ 6.75 \$ 0.30
Non Minority																		
<u>San Francisco</u>																		
	4th & King	607	0.30		30.10													
<u>San Mateo</u>																		
	San Mateo	6057			12.50	2.20	14.70	0.00	21.00									
	Hayward Park	6075	0.70		11.00		11.70	14.00	52.50									
	Hayward Park	6066	0.80		11.00		11.80	16.00	52.50									
	Menlo Park	6115	1.20		1.20		2.40	24.00	30.00									
<u>Santa Clara</u>																		
	Palo Alto	5116.08	0.30	1.70	0.00		2.00	6.00	20.00	16.00								
	Palo Alto	5130	1.10		0.00		1.10	22.00	0.00									
	San Antonio	5106	1.00	1.40	4.00		6.40	20.00	64.50	11.00								
	Mountain View	5092.02	1.10		6.00		7.10	22.00	23.33									
	Santa Clara	5057	1.00		14.60		15.60	20.00	52.50									
	Average																10.32	
	Combined Average																16.57	
																	66.08	\$ 3.71 \$ 0.36
																	86.06	\$ 5.23 \$ 0.33

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD ZONE FARE INCREASE

Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Palo Alto Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	30.10									
	4th & King	176.01	0.50	0.80	30.10									
	Bayshore	233	0.61	1.30	24.90									
<u>San Mateo</u>														
	South San Francisco	6023	0.90		20.80									
	Hillsdale	6084	1.30		9.80									
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		4.00									
	Sunnyvale	5088	0.80		8.70									
	San Jose Diridon	5021.02	0.70	1.60	17.40									
	Capitol	5032.18	1.00		22.30									
	Gilroy	5125.06	0.40	1.20	47.10									
	Average:													
						22.83						106.04	\$ 7.13	\$ 0.31
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		30.10									
<u>San Mateo</u>														
	San Mateo	6057			12.50	2.20								
	Hayward Park	6075	0.70		11.00									
	Hayward Park	6066	0.80		11.00									
	Menlo Park	6115	1.20		1.20									
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	0.00									
	Palo Alto	5130	1.10		0.00									
	San Antonio	5106	1.00	1.40	4.00									
	Mountain View	5092.02	1.10		6.00									
	Santa Clara	5057	1.00		14.60									
	Average													
						10.32						66.08	\$ 3.86	\$ 0.37
	Combined Average					16.57						86.06	\$ 5.49	\$ 0.34

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: San Jose Diridon Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	47.50	49.05	6.00	23.00	8.00	59.00	0.00	96.00	\$ 10.75	\$ 0.22
	4th & King	176.01	0.50	0.80	47.50	48.80	10.00	19.00	8.00	59.00	0.00	96.00	\$ 10.75	\$ 0.22
	Bayshore	233	0.61	1.30	42.30	44.21	12.20	61.50	6.00	69.00	0.00	148.70	\$ 10.75	\$ 0.24
<u>San Mateo</u>														
	South San Francisco	6023	0.90		38.20	39.10	18.00	52.50		63.00	0.00	133.50	\$ 8.75	\$ 0.22
	Hillsdale	6084	1.30		27.20	28.50	26.00	23.33		33.00	0.00	82.33	\$ 6.75	\$ 0.24
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		13.40	13.80	8.00	52.50		27.00	0.00	87.50	\$ 4.75	\$ 0.34
	Sunnyvale	5088	0.80		8.70	9.50	16.00	52.50		18.00	0.00	86.50	\$ 4.75	\$ 0.50
	San Jose Diridon	5021.02	0.70	1.60	0.00	2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	1.00		4.90	5.90	20.00	70.00		16.00	0.00	106.00	\$ 2.75	\$ 0.47
	Gilroy	5125.06	0.40	1.20	29.70	31.30	8.00	85.00	8.00	50.00	0.00	151.00	\$ 6.75	\$ 0.22
	Average:					27.25						102.15	\$ 6.88	\$ 0.25
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		47.50	47.80	6.00	14.00		59.00	0.00	79.00	\$ 8.75	\$ 0.18
<u>San Mateo</u>														
	San Mateo	6057			29.60	31.80	0.00	21.00		48.00	5.28	69.00	\$ 7.87	\$ 0.25
	Hayward Park	6075	0.70		28.40	29.10	14.00	52.50		45.00	0.00	111.50	\$ 6.75	\$ 0.23
	Hayward Park	6066	0.80		28.40	29.20	16.00	52.50		45.00	0.00	113.50	\$ 6.75	\$ 0.23
	Menlo Park	6115	1.20		18.60	19.80	24.00	21.00		23.00	0.00	68.00	\$ 4.75	\$ 0.24
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	17.40	19.40	6.00	37.50	16.00	22.00	0.00	81.50	\$ 6.75	\$ 0.35
	Palo Alto	5130	1.10		17.40	18.50	22.00	17.50		22.00	0.00	61.50	\$ 4.75	\$ 0.26
	San Antonio	5106	1.00	1.40	13.40	15.80	20.00	64.50	11.00	27.00	0.00	122.50	\$ 6.75	\$ 0.43
	Mountain View	5092.02	1.10		11.40	12.50	22.00	17.50		14.00	0.00	53.50	\$ 4.75	\$ 0.38
	Santa Clara	5057	1.00		2.80	3.80	20.00	30.00		9.00	0.00	59.00	\$ 2.75	\$ 0.72
	Average					22.77						81.90	\$ 6.06	\$ 0.27
	Combined Average					25.01						92.03	\$ 6.47	\$ 0.26

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: San Jose Diridon Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	47.50	49.05	6.00	23.00	8.00	59.00	0.00	96.00	\$ 11.50	\$ 0.23
	4th & King	176.01	0.50	0.80	47.50	48.80	10.00	19.00	8.00	59.00	0.00	96.00	\$ 11.50	\$ 0.24
	Bayshore	233	0.61	1.30	42.30	44.21	12.20	61.50	6.00	69.00	0.00	148.70	\$ 11.50	\$ 0.26
<u>San Mateo</u>														
	South San Francisco	6023	0.90		38.20	39.10	18.00	52.50		63.00	0.00	133.50	\$ 9.50	\$ 0.24
	Hillsdale	6084	1.30		27.20	28.50	26.00	23.33		33.00	0.00	82.33	\$ 7.25	\$ 0.25
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		13.40	13.80	8.00	52.50		27.00	0.00	87.50	\$ 5.00	\$ 0.36
	Sunnyvale	5088	0.80		8.70	9.50	16.00	52.50		18.00	0.00	86.50	\$ 5.00	\$ 0.53
	San Jose Diridon	5021.02	0.70	1.60	0.00	2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	1.00		4.90	5.90	20.00	70.00		16.00	0.00	106.00	\$ 2.75	\$ 0.47
	Gilroy	5125.06	0.40	1.20	29.70	31.30	8.00	85.00	8.00	50.00	0.00	151.00	\$ 7.00	\$ 0.22
	Average:					27.25						102.15	\$ 7.30	\$ 0.27
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		47.50	47.80	6.00	14.00		59.00	0.00	79.00	\$ 9.50	\$ 0.20
<u>San Mateo</u>														
	San Mateo	6057			29.60	31.80	0.00	21.00		48.00	5.28	69.00	\$ 8.37	\$ 0.26
	Hayward Park	6075	0.70		28.40	29.10	14.00	52.50		45.00	0.00	111.50	\$ 7.25	\$ 0.25
	Hayward Park	6066	0.80		28.40	29.20	16.00	52.50		45.00	0.00	113.50	\$ 7.25	\$ 0.25
	Menlo Park	6115	1.20		18.60	19.80	24.00	21.00		23.00	0.00	68.00	\$ 5.00	\$ 0.25
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	17.40	19.40	6.00	37.50	16.00	22.00	0.00	81.50	\$ 7.00	\$ 0.36
	Palo Alto	5130	1.10		17.40	18.50	22.00	17.50		22.00	0.00	61.50	\$ 5.00	\$ 0.27
	San Antonio	5106	1.00	1.40	13.40	15.80	20.00	64.50	11.00	27.00	0.00	122.50	\$ 7.00	\$ 0.44
	Mountain View	5092.02	1.10		11.40	12.50	22.00	17.50		14.00	0.00	53.50	\$ 5.00	\$ 0.40
	Santa Clara	5057	1.00		2.80	3.80	20.00	30.00		9.00	0.00	59.00	\$ 2.75	\$ 0.72
	Average					22.77						81.90	\$ 6.41	\$ 0.28
	Combined Average					25.01						92.03	\$ 6.86	\$ 0.27

AM Peak Period: 5:30 am to 8:59 am

Caltrain Title VI Input - QUALITY OF SERVICE
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Top Three Destinations
 Existing & Proposed - FY2013 - \$0.25 Base & \$0.25 Zone Fare Increase

<u>CRITERIA</u>	<u>Stations</u>	<u>San Francisco 4th & King</u>		<u>Palo Alto</u>		<u>San Jose- Diridon</u>		<u>AVERAGE</u>	
		<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>
TOTAL TIME PER TRIP (minutes)	Minority	102.06	102.06	106.04	106.04	102.15	102.15	103.42	103.42
	Non-Minority	93.43	93.43	66.08	66.08	81.90	81.90	80.47	80.47
	Average	97.75	97.75	86.06	86.06	92.03	92.03	91.94	91.94
TOTAL COST PER TRIP (in dollars)	Minority	6.60	7.23	6.75	7.38	6.88	7.53	6.74	7.38
	Non-Minority	6.19	6.81	3.71	4.06	6.06	6.66	5.32	5.85
	Average	6.39	7.02	5.23	5.72	6.47	7.09	6.03	6.61
COST PER MILE (in dollars)	Minority	0.22	0.24	0.30	0.32	0.25	0.28	0.26	0.28
	Non-Minority	0.23	0.25	0.36	0.39	0.27	0.29	0.28	0.31
	Average	0.22	0.25	0.33	0.36	0.26	0.28	0.27	0.30

*Assumes 25 Cent Base Fare and Zone Increase

COMPARISON Existing to Proposed Minority/Non	Total Time -	Min	0.0%	0.0%	0.0%	0.0%
		Non-	0.0%	0.0%	0.0%	0.0%
		Avg	0.0%	0.0%	0.0%	0.0%
	Total Cost	Min	9.5%	9.3%	9.5%	9.4%
		Non-	10.1%	9.4%	9.9%	9.9%
		Avg	9.8%	9.3%	9.7%	9.6%
	Cost Per Mile	Min	9.5%	9.3%	9.5%	9.4%
		Non-	10.1%	9.4%	9.9%	9.8%
		Avg	9.8%	9.4%	9.7%	9.6%

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	79.00	6.00	14.00	0.00	111.23	\$ 4.75	\$ 0.67	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	35.00		14.00	0.00	67.00	\$ 2.75	\$ 0.27	
	Hillsdale	6084	1.30		20.30	21.60	26.00	17.50		26.00	0.00	69.50	\$ 4.75	\$ 0.22	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	52.50		52.00	0.00	112.50	\$ 6.75	\$ 0.20	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	23.33		49.00	0.00	88.33	\$ 6.75	\$ 0.17	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	29.00	5.00	57.00	0.00	105.00	\$ 10.75	\$ 0.22	
	Capitol	5032.18	1.00		52.40	53.40	20.00	70.00		98.00	0.00	188.00	\$ 10.75	\$ 0.20	
	Gilroy	5125.06	0.40	1.20	77.20	78.80	8.00	85.00	8.00	132.00	0.00	233.00	\$ 14.75	\$ 0.19	
	Average:					29.79						102.06	\$ 6.60	\$ 0.22	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	2.20	19.80	0.00	23.33		23.00	5.28	46.33	\$ 5.87	\$ 0.30
	Hayward Park	6075	0.70		19.10	19.80	14.00	70.00		43.00	0.00	127.00	\$ 4.75	\$ 0.24	
	Hayward Park	6066	0.80		19.10	19.90	16.00	70.00		43.00	0.00	129.00	\$ 4.75	\$ 0.24	
	Menlo Park	6115	1.20		28.90	30.10	24.00	30.00		40.00	0.00	94.00	\$ 6.75	\$ 0.22	
						0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	37.50	16.00	37.00	0.00	96.50	\$ 8.75	\$ 0.27	
	Palo Alto	5130	1.10		30.10	31.20	22.00	17.50		37.00	0.00	76.50	\$ 6.75	\$ 0.22	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	64.50	11.00	52.00	0.00	147.50	\$ 8.75	\$ 0.24	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	17.50		45.00	0.00	84.50	\$ 6.75	\$ 0.18	
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		77.00	0.00	127.00	\$ 8.75	\$ 0.19	
	Average					27.26						93.43	\$ 6.19	\$ 0.23	
	Combined Average					28.52						97.75	\$ 6.39	\$ 0.22	

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	79.00	6.00	14.00	0.00	111.23	\$ 5.00	\$ 0.70	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	35.00		14.00	0.00	67.00	\$ 3.00	\$ 0.29	
	Hillsdale	6084	1.30		20.30	21.60	26.00	17.50		26.00	0.00	69.50	\$ 5.25	\$ 0.24	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	52.50		52.00	0.00	112.50	\$ 7.50	\$ 0.22	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	23.33		49.00	0.00	88.33	\$ 7.50	\$ 0.19	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	29.00	5.00	57.00	0.00	105.00	\$ 11.75	\$ 0.24	
	Capitol	5032.18	1.00		52.40	53.40	20.00	70.00		98.00	0.00	188.00	\$ 12.00	\$ 0.22	
	Gilroy	5125.06	0.40	1.20	77.20	78.80	8.00	85.00	8.00	132.00	0.00	233.00	\$ 16.25	\$ 0.21	
	Average:					29.79						102.06	\$ 7.23	\$ 0.24	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	2.20	19.80	0.00	23.33		23.00	5.28	46.33	\$ 6.37	\$ 0.32
	Hayward Park	6075	0.70		19.10	19.80	14.00	70.00		43.00	0.00	127.00	\$ 5.25	\$ 0.27	
	Hayward Park	6066	0.80		19.10	19.90	16.00	70.00		43.00	0.00	129.00	\$ 5.25	\$ 0.26	
	Menlo Park	6115	1.20		28.90	30.10	24.00	30.00		40.00	0.00	94.00	\$ 7.50	\$ 0.25	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	37.50	16.00	37.00	0.00	96.50	\$ 9.50	\$ 0.30	
	Palo Alto	5130	1.10		30.10	31.20	22.00	17.50		37.00	0.00	76.50	\$ 7.50	\$ 0.24	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	64.50	11.00	52.00	0.00	147.50	\$ 9.50	\$ 0.26	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	17.50		45.00	0.00	84.50	\$ 7.50	\$ 0.20	
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		77.00	0.00	127.00	\$ 9.75	\$ 0.21	
	Average					27.26						93.43	\$ 6.81	\$ 0.25	
	Combined Average					28.52						97.75	\$ 7.02	\$ 0.25	

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Palo Alto Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	30.10	31.65	6.00	26.50	8.00	37.00	0.00	77.50	\$ 8.75	\$ 0.28
	4th & King	176.01	0.50	0.80	30.10	31.40	10.00	22.50	8.00	37.00	0.00	77.50	\$ 8.75	\$ 0.28
	Bayshore	233	0.61	1.30	24.90	26.81	12.23	79.00	6.00	44.00	0.00	141.23	\$ 8.75	\$ 0.33
<u>San Mateo</u>														
	South San Francisco	6023	0.90		20.80	21.70	18.00	52.50		38.00	0.00	108.50	\$ 6.75	\$ 0.31
	Hillsdale	6084	1.30		9.80	11.10	26.00	23.33		11.00	0.00	60.33	\$ 4.75	\$ 0.43
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		4.00	4.40	8.00	52.50		9.00	0.00	69.50	\$ 2.75	\$ 0.63
	Sunnyvale	5088	0.80		8.70	9.50	16.00	23.33		10.00	0.00	49.33	\$ 2.75	\$ 0.29
	San Jose Diridon	5021.02	0.70	1.60	17.40	19.70	14.00	32.50	5.00	20.00	0.00	71.50	\$ 6.75	\$ 0.34
	Capitol	5032.18	1.00		22.30	23.30	20.00	105.00		55.00	0.00	180.00	\$ 6.75	\$ 0.29
	Gilroy	5125.06	0.40	1.20	47.10	48.70	8.00	120.00	8.00	89.00	0.00	225.00	\$ 10.75	\$ 0.22
	Average:					22.83						106.04	\$ 6.75	\$ 0.30
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		30.10	30.40	6.00	17.50		37.00	0.00	60.50	\$ 6.75	\$ 0.22
<u>San Mateo</u>														
	San Mateo	6057			12.50	14.70	0.00	21.00		19.00	5.28	40.00	\$ 5.87	\$ 0.40
	Hayward Park	6075	0.70		11.00	11.70	14.00	52.50		20.00	0.00	86.50	\$ 4.75	\$ 0.41
	Hayward Park	6066	0.80		11.00	11.80	16.00	52.50		20.00	0.00	88.50	\$ 4.75	\$ 0.40
	Menlo Park	6115	1.20		1.20	2.40	24.00	30.00		3.00	0.00	57.00	\$ 2.75	\$ 1.15
						0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	0.00	2.00	6.00	20.00	16.00	0.00	0.00	42.00	\$ -	\$ -
	Palo Alto	5130	1.10		0.00	1.10	22.00	0.00		0.00	0.00	22.00	\$ -	\$ -
	San Antonio	5106	1.00	1.40	4.00	6.40	20.00	64.50	11.00	9.00	0.00	104.50	\$ 4.75	\$ 0.74
	Mountain View	5092.02	1.10		6.00	7.10	22.00	23.33		8.00	0.00	53.33	\$ 2.75	\$ 0.39
	Santa Clara	5057	1.00		14.60	15.60	20.00	52.50		34.00	0.00	106.50	\$ 4.75	\$ 0.30
	Average					10.32						66.08	\$ 3.71	\$ 0.36
	Combined Average					16.57						86.06	\$ 5.23	\$ 0.33

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Palo Alto Station																		
County	Census Tract	Miles					Time In Minutes					Cost								
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles						
Minority																				
<u>San Francisco</u>																				
	4th & King	117	0.30	1.25	30.10							31.65	6.00	26.50	8.00	37.00	0.00	77.50	\$ 9.50	\$ 0.30
	4th & King	176.01	0.50	0.80	30.10							31.40	10.00	22.50	8.00	37.00	0.00	77.50	\$ 9.50	\$ 0.30
	Bayshore	233	0.61	1.30	24.90							26.81	12.23	79.00	6.00	44.00	0.00	141.23	\$ 9.50	\$ 0.35
<u>San Mateo</u>																				
	South San Francisco	6023	0.90		20.80							21.70	18.00	52.50		38.00	0.00	108.50	\$ 7.50	\$ 0.35
	Hillsdale	6084	1.30		9.80							11.10	26.00	23.33		11.00	0.00	60.33	\$ 5.25	\$ 0.47
<u>Santa Clara</u>																				
	San Antonio	5094.04	0.40		4.00							4.40	8.00	52.50		9.00	0.00	69.50	\$ 3.00	\$ 0.68
	Sunnyvale	5088	0.80		8.70							9.50	16.00	23.33		10.00	0.00	49.33	\$ 3.00	\$ 0.32
	San Jose Diridon	5021.02	0.70	1.60	17.40							19.70	14.00	32.50	5.00	20.00	0.00	71.50	\$ 7.25	\$ 0.37
	Capitol	5032.18	1.00		22.30							23.30	20.00	105.00		55.00	0.00	180.00	\$ 7.50	\$ 0.32
	Gilroy	5125.06	0.40	1.20	47.10							48.70	8.00	120.00	8.00	89.00	0.00	225.00	\$ 11.75	\$ 0.24
	Average:											22.83						106.04	\$ 7.38	\$ 0.32
Non Minority																				
<u>San Francisco</u>																				
	4th & King	607	0.30		30.10							30.40	6.00	17.50		37.00	0.00	60.50	\$ 7.50	\$ 0.25
<u>San Mateo</u>																				
	San Mateo	6057			12.50	2.20	14.70	0.00	21.00			19.00	5.28	40.00		19.00	5.28	40.00	\$ 6.37	\$ 0.43
	Hayward Park	6075	0.70		11.00		11.70	14.00	52.50			20.00	0.00	86.50		20.00	0.00	86.50	\$ 5.25	\$ 0.45
	Hayward Park	6066	0.80		11.00		11.80	16.00	52.50			20.00	0.00	88.50		20.00	0.00	88.50	\$ 5.25	\$ 0.44
	Menlo Park	6115	1.20		1.20		2.40	24.00	30.00			2.40	3.00	57.00		3.00	0.00	57.00	\$ 3.00	\$ 1.25
							0.00	0.00	0.00			0.00	0.00							
<u>Santa Clara</u>																				
	Palo Alto	5116.08	0.30	1.70	0.00		2.00	6.00	20.00	16.00		0.00	0.00	42.00		0.00	0.00	42.00	\$ -	\$ -
	Palo Alto	5130	1.10		0.00		1.10	22.00	0.00			1.10	22.00	0.00		0.00	0.00	22.00	\$ -	\$ -
	San Antonio	5106	1.00	1.40	4.00		6.40	20.00	64.50	11.00		9.00	0.00	104.50		9.00	0.00	104.50	\$ 5.00	\$ 0.78
	Mountain View	5092.02	1.10		6.00		7.10	22.00	23.33			7.10	22.00	23.33		8.00	0.00	53.33	\$ 3.00	\$ 0.42
	Santa Clara	5057	1.00		14.60		15.60	20.00	52.50			15.60	20.00	52.50		34.00	0.00	106.50	\$ 5.25	\$ 0.34
	Average						10.32							66.08				66.08	\$ 4.06	\$ 0.39
	Combined Average						16.57							86.06				86.06	\$ 5.72	\$ 0.36

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: San Jose Diridon Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	47.50	49.05	6.00	23.00	8.00	59.00	0.00	96.00	\$ 10.75	\$ 0.22
	4th & King	176.01	0.50	0.80	47.50	48.80	10.00	19.00	8.00	59.00	0.00	96.00	\$ 10.75	\$ 0.22
	Bayshore	233	0.61	1.30	42.30	44.21	12.20	61.50	6.00	69.00	0.00	148.70	\$ 10.75	\$ 0.24
<u>San Mateo</u>														
	South San Francisco	6023	0.90		38.20	39.10	18.00	52.50		63.00	0.00	133.50	\$ 8.75	\$ 0.22
	Hillsdale	6084	1.30		27.20	28.50	26.00	23.33		33.00	0.00	82.33	\$ 6.75	\$ 0.24
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		13.40	13.80	8.00	52.50		27.00	0.00	87.50	\$ 4.75	\$ 0.34
	Sunnyvale	5088	0.80		8.70	9.50	16.00	52.50		18.00	0.00	86.50	\$ 4.75	\$ 0.50
	San Jose Diridon	5021.02	0.70	1.60	0.00	2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	1.00		4.90	5.90	20.00	70.00		16.00	0.00	106.00	\$ 2.75	\$ 0.47
	Gilroy	5125.06	0.40	1.20	29.70	31.30	8.00	85.00	8.00	50.00	0.00	151.00	\$ 6.75	\$ 0.22
	Average:					27.25						102.15	\$ 6.88	\$ 0.25
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		47.50	47.80	6.00	14.00		59.00	0.00	79.00	\$ 8.75	\$ 0.18
<u>San Mateo</u>														
	San Mateo	6057			29.60	31.80	0.00	21.00		48.00	5.28	69.00	\$ 7.87	\$ 0.25
	Hayward Park	6075	0.70		28.40	29.10	14.00	52.50		45.00	0.00	111.50	\$ 6.75	\$ 0.23
	Hayward Park	6066	0.80		28.40	29.20	16.00	52.50		45.00	0.00	113.50	\$ 6.75	\$ 0.23
	Menlo Park	6115	1.20		18.60	19.80	24.00	21.00		23.00	0.00	68.00	\$ 4.75	\$ 0.24
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	17.40	19.40	6.00	37.50	16.00	22.00	0.00	81.50	\$ 6.75	\$ 0.35
	Palo Alto	5130	1.10		17.40	18.50	22.00	17.50		22.00	0.00	61.50	\$ 4.75	\$ 0.26
	San Antonio	5106	1.00	1.40	13.40	15.80	20.00	64.50	11.00	27.00	0.00	122.50	\$ 6.75	\$ 0.43
	Mountain View	5092.02	1.10		11.40	12.50	22.00	17.50		14.00	0.00	53.50	\$ 4.75	\$ 0.38
	Santa Clara	5057	1.00		2.80	3.80	20.00	30.00		9.00	0.00	59.00	\$ 2.75	\$ 0.72
	Average					22.77						81.90	\$ 6.06	\$ 0.27
	Combined Average					25.01						92.03	\$ 6.47	\$ 0.26

AM Peak Period: 5:30 am to 8:59 am

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: AM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: San Jose Diridon Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	47.50	49.05	6.00	23.00	8.00	59.00	0.00	96.00	\$ 11.75	\$ 0.24
	4th & King	176.01	0.50	0.80	47.50	48.80	10.00	19.00	8.00	59.00	0.00	96.00	\$ 11.75	\$ 0.24
	Bayshore	233	0.61	1.30	42.30	44.21	12.20	61.50	6.00	69.00	0.00	148.70	\$ 11.75	\$ 0.27
<u>San Mateo</u>														
	South San Francisco	6023	0.90		38.20	39.10	18.00	52.50		63.00	0.00	133.50	\$ 9.75	\$ 0.25
	Hillsdale	6084	1.30		27.20	28.50	26.00	23.33		33.00	0.00	82.33	\$ 7.50	\$ 0.26
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		13.40	13.80	8.00	52.50		27.00	0.00	87.50	\$ 5.25	\$ 0.38
	Sunnyvale	5088	0.80		8.70	9.50	16.00	52.50		18.00	0.00	86.50	\$ 5.25	\$ 0.55
	San Jose Diridon	5021.02	0.70	1.60	0.00	2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	1.00		4.90	5.90	20.00	70.00		16.00	0.00	106.00	\$ 3.00	\$ 0.51
	Gilroy	5125.06	0.40	1.20	29.70	31.30	8.00	85.00	8.00	50.00	0.00	151.00	\$ 7.25	\$ 0.23
	Average:					27.25						102.15	\$ 7.53	\$ 0.28
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		47.50	47.80	6.00	14.00		59.00	0.00	79.00	\$ 9.75	\$ 0.20
<u>San Mateo</u>														
	San Mateo	6057			29.60	31.80	0.00	21.00		48.00	5.28	69.00	\$ 8.62	\$ 0.27
	Hayward Park	6075	0.70		28.40	29.10	14.00	52.50		45.00	0.00	111.50	\$ 7.50	\$ 0.26
	Hayward Park	6066	0.80		28.40	29.20	16.00	52.50		45.00	0.00	113.50	\$ 7.50	\$ 0.26
	Menlo Park	6115	1.20		18.60	19.80	24.00	21.00		23.00	0.00	68.00	\$ 5.25	\$ 0.27
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	17.40	19.40	6.00	37.50	16.00	22.00	0.00	81.50	\$ 7.25	\$ 0.37
	Palo Alto	5130	1.10		17.40	18.50	22.00	17.50		22.00	0.00	61.50	\$ 5.25	\$ 0.28
	San Antonio	5106	1.00	1.40	13.40	15.80	20.00	64.50	11.00	27.00	0.00	122.50	\$ 7.25	\$ 0.46
	Mountain View	5092.02	1.10		11.40	12.50	22.00	17.50		14.00	0.00	53.50	\$ 5.25	\$ 0.42
	Santa Clara	5057	1.00		2.80	3.80	20.00	30.00		9.00	0.00	59.00	\$ 3.00	\$ 0.79
	Average					22.77						81.90	\$ 6.66	\$ 0.29
	Combined Average					25.01						92.03	\$ 7.09	\$ 0.28

AM Peak Period: 5:30 am to 8:59 am

Caltrain Title VI Input - QUALITY OF SERVICE
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Top Three Destinations
 Existing & Proposed - FY2013 - \$0.25 Base Fare Increase

<u>CRITERIA</u>	<u>Stations</u>	<u>San Francisco 4th & King</u>		<u>Palo Alto</u>		<u>San Jose- Diridon</u>		<u>AVERAGE</u>	
		<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>
TOTAL TIME PER TRIP (minutes)	Minority	64.89	64.89	64.36	64.36	71.65	71.65	66.97	66.97
	Non-Minority	87.60	87.60	64.85	64.85	82.84	82.84	78.43	78.43
	Average	76.25	76.25	64.60	64.60	77.24	77.24	72.70	72.70
TOTAL COST PER TRIP (in dollars)	Minority	4.05	4.20	5.00	5.20	5.93	6.10	4.99	5.17
	Non-Minority	6.19	6.41	3.71	3.91	6.06	6.31	5.32	5.55
	Average	5.12	5.31	4.36	4.56	5.99	6.21	5.16	5.36
COST PER MILE (in dollars)	Minority	0.24	0.25	0.32	0.33	0.25	0.26	0.27	0.28
	Non-Minority	0.23	0.24	0.36	0.38	0.27	0.28	0.28	0.30
	Average	0.24	0.24	0.34	0.36	0.26	0.27	0.28	0.29

*Assumes 25 Cent Base Fare Increase

COMPARISON Existing to Proposed Minority/Non	Total Time -	Min	0.0%	0.0%	0.0%	0.0%
		Non-	0.0%	0.0%	0.0%	0.0%
		Avg	0.0%	0.0%	0.0%	0.0%
	Total Cost	Min	3.7%	4.0%	3.0%	3.5%
		Non-	3.6%	5.4%	4.1%	4.2%
		Avg	3.7%	4.6%	3.5%	3.9%
	Cost Per Mile	Min	3.7%	4.0%	3.0%	3.6%
		Non-	3.6%	5.4%	4.1%	4.5%
		Avg	3.7%	4.7%	3.6%	4.1%

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	57.00	6.00	14.00	0.00	89.23	\$ 4.75	\$ 0.67	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	48.00		20.00	0.00	86.00	\$ 2.75	\$ 0.27	
	Hillsdale	6084	1.30		20.30	21.60	26.00	26.67		27.00	0.00	79.67	\$ 4.75	\$ 0.22	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	48.00		55.00	0.00	111.00	\$ 6.75	\$ 0.20	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	48.00		65.00	0.00	129.00	\$ 6.75	\$ 0.17	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	30.00	5.00	59.00	0.00	108.00	\$ 10.75	\$ 0.22	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					16.57						64.89	\$ 4.05	\$ 0.24	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	19.80	0.00	21.82		27.00	5.28	48.82	\$ 5.87	\$ 0.30	
	Hayward Park	6075	0.70		19.10	19.80	14.00	48.00		39.00	0.00	101.00	\$ 4.75	\$ 0.24	
	Hayward Park	6066	0.80		19.10	19.90	16.00	48.00		39.00	0.00	103.00	\$ 4.75	\$ 0.24	
	Menlo Park	6115	1.20		28.90	30.10	24.00	21.82		38.00	0.00	83.82	\$ 6.75	\$ 0.22	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	38.46	16.00	38.00	0.00	98.46	\$ 8.75	\$ 0.27	
	Palo Alto	5130	1.10		30.10	31.20	22.00	18.46		38.00	0.00	78.46	\$ 6.75	\$ 0.22	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	60.00	11.00	55.00	0.00	146.00	\$ 8.75	\$ 0.24	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	18.46		46.00	0.00	86.46	\$ 6.75	\$ 0.18	
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		74.00	0.00	124.00	\$ 8.75	\$ 0.19	
	Average					27.26						87.60	\$ 6.19	\$ 0.23	
	Combined Average					21.91						76.25	\$ 5.12	\$ 0.24	

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE

Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Downtown San Francisco @ 4th & King												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	57.00	6.00	14.00	0.00	89.23	\$ 5.00	\$ 0.70
<u>San Mateo</u>														
	South San Francisco	6023	0.90		9.30	10.20	18.00	48.00		20.00	0.00	86.00	\$ 3.00	\$ 0.29
	Hillsdale	6084	1.30		20.30	21.60	26.00	26.67		27.00	0.00	79.67	\$ 5.00	\$ 0.23
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		34.10	34.50	8.00	48.00		55.00	0.00	111.00	\$ 7.00	\$ 0.20
	Sunnyvale	5088	0.80		38.80	39.60	16.00	48.00		65.00	0.00	129.00	\$ 7.00	\$ 0.18
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	30.00	5.00	59.00	0.00	108.00	\$ 11.00	\$ 0.22
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-
	Average:					16.57						64.89	\$ 4.20	\$ 0.25
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -
<u>San Mateo</u>														
	San Mateo	6057			17.60	19.80	0.00	21.82		27.00	5.28	48.82	\$ 6.12	\$ 0.31
	Hayward Park	6075	0.70		19.10	19.80	14.00	48.00		39.00	0.00	101.00	\$ 5.00	\$ 0.25
	Hayward Park	6066	0.80		19.10	19.90	16.00	48.00		39.00	0.00	103.00	\$ 5.00	\$ 0.25
	Menlo Park	6115	1.20		28.90	30.10	24.00	21.82		38.00	0.00	83.82	\$ 7.00	\$ 0.23
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	38.46	16.00	38.00	0.00	98.46	\$ 9.00	\$ 0.28
	Palo Alto	5130	1.10		30.10	31.20	22.00	18.46		38.00	0.00	78.46	\$ 7.00	\$ 0.22
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	60.00	11.00	55.00	0.00	146.00	\$ 9.00	\$ 0.25
	Mountain View	5092.02	1.10		36.10	37.20	22.00	18.46		46.00	0.00	86.46	\$ 7.00	\$ 0.19
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		74.00	0.00	124.00	\$ 9.00	\$ 0.20
	Average					27.26						87.60	\$ 6.41	\$ 0.24
	Combined Average					21.91						76.25	\$ 5.31	\$ 0.24

PM Peak Period: 3:00 pm to 6:59 pm

Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Palo Alto Station													
County	Census Tract	Miles					Time In Minutes					Cost			
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	30.10										
	4th & King	176.01	0.50	0.80	30.10										
	Bayshore	233	0.61	1.30	24.90										
<u>San Mateo</u>															
	South San Francisco	6023	0.90		20.80										
	Hillsdale	6084	1.30		9.80										
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		4.00										
	Sunnyvale	5088	0.80		8.70										
	San Jose Diridon	5021.02	0.70	1.60	17.40										
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:					15.63							64.36	\$ 5.00	\$ 0.32
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		30.10										
<u>San Mateo</u>															
	San Mateo	6057			12.50	2.20									
	Hayward Park	6075	0.70		11.00										
	Hayward Park	6066	0.80		11.00										
	Menlo Park	6115	1.20		1.20										
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	0.00	2.00									
	Palo Alto	5130	1.10		0.00	1.10									
	San Antonio	5106	1.00	1.40	4.00	6.40									
	Mountain View	5092.02	1.10		6.00	7.10									
	Santa Clara	5057	1.00		14.60	15.60									
	Average					10.32							64.85	\$ 3.71	\$ 0.36
	Combined Average					12.97							64.60	\$ 4.36	\$ 0.34

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Palo Alto Station																	
County	Census Tract	Miles					Time In Minutes					Cost							
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles					
Minority																			
<u>San Francisco</u>																			
	4th & King	117	0.30	1.25	30.10						31.65	6.00	27.46	8.00	35.00	0.00	76.46	\$ 9.00	\$ 0.28
	4th & King	176.01	0.50	0.80	30.10						31.40	10.00	23.46	8.00	35.00	0.00	76.46	\$ 9.00	\$ 0.29
	Bayshore	233	0.61	1.30	24.90						26.81	12.23	69.00	6.00	46.00	0.00	133.23	\$ 9.00	\$ 0.34
<u>San Mateo</u>																			
	South San Francisco	6023	0.90		20.80						21.70	18.00	30.00		30.00	0.00	78.00	\$ 7.00	\$ 0.32
	Hillsdale	6084	1.30		9.80						11.10	26.00	24.00		11.00	0.00	61.00	\$ 5.00	\$ 0.45
<u>Santa Clara</u>																			
	San Antonio	5094.04	0.40		4.00						4.40	8.00	48.00		8.00	0.00	64.00	\$ 3.00	\$ 0.68
	Sunnyvale	5088	0.80		8.70						9.50	16.00	48.00		17.00	0.00	81.00	\$ 3.00	\$ 0.32
	San Jose Diridon	5021.02	0.70	1.60	17.40						19.70	14.00	33.46	5.00	21.00	0.00	73.46	\$ 7.00	\$ 0.36
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:										15.63						64.36	\$ 5.20	\$ 0.33
Non Minority																			
<u>San Francisco</u>																			
	4th & King	607	0.30		30.10						30.40	6.00	18.46		35.00	0.00	59.46	\$ 7.00	\$ 0.23
<u>San Mateo</u>																			
	San Mateo	6057			12.50	2.20					14.70	0.00	24.00		15.00	5.28	39.00	\$ 6.12	\$ 0.42
	Hayward Park	6075	0.70		11.00						11.70	14.00	60.00		22.00	0.00	96.00	\$ 5.00	\$ 0.43
	Hayward Park	6066	0.80		11.00						11.80	16.00	60.00		22.00	0.00	98.00	\$ 5.00	\$ 0.42
	Menlo Park	6115	1.20		1.20						2.40	24.00	48.00		3.00	0.00	75.00	\$ 3.00	\$ 1.25
											0.00	0.00	0.00						
<u>Santa Clara</u>																			
	Palo Alto	5116.08	0.30	1.70	0.00						2.00	6.00	20.00	16.00	0.00	0.00	42.00	\$ -	\$ -
	Palo Alto	5130	1.10		0.00						1.10	22.00	0.00		0.00	0.00	22.00	\$ -	\$ -
	San Antonio	5106	1.00	1.40	4.00						6.40	20.00	60.00	11.00	8.00	0.00	99.00	\$ 5.00	\$ 0.78
	Mountain View	5092.02	1.10		6.00						7.10	22.00	24.00		8.00	0.00	54.00	\$ 3.00	\$ 0.42
	Santa Clara	5057	1.00		14.60						15.60	20.00	30.00		14.00	0.00	64.00	\$ 5.00	\$ 0.32
	Average										10.32						64.85	\$ 3.91	\$ 0.38
	Combined Average										12.97						64.60	\$ 4.56	\$ 0.36

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: San Jose Diridon Station											Cost		
County	Census Tract	Miles					Time In Minutes					Total	Per Miles		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive			Total	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	47.50		49.05	6.00	24.00	8.00	57.00	0.00	95.00	\$ 10.75	\$ 0.22
	4th & King	176.01	0.50	0.80	47.50		48.80	10.00	20.00	8.00	57.00	0.00	95.00	\$ 10.75	\$ 0.22
	Bayshore	233	0.61	1.30	42.30		44.21	12.20	69.00	6.00	75.00	0.00	162.20	\$ 10.75	\$ 0.24
<u>San Mateo</u>															
	South San Francisco	6023	0.90		38.20		39.10	18.00	34.29		67.00	0.00	119.29	\$ 8.75	\$ 0.22
	Hillsdale	6084	1.30		27.20		28.50	26.00	20.00		33.00	0.00	79.00	\$ 6.75	\$ 0.24
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		13.40		13.80	8.00	48.00		28.00	0.00	84.00	\$ 4.75	\$ 0.34
	Sunnyvale	5088	0.80		8.70		9.50	16.00	24.00		8.00	0.00	48.00	\$ 4.75	\$ 0.50
	San Jose Diridon	5021.02	0.70	1.60	0.00		2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:						23.53						71.65	\$ 5.93	\$ 0.25
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		47.50		47.80	6.00	15.00		57.00	0.00	78.00	\$ 8.75	\$ 0.18
<u>San Mateo</u>															
	San Mateo	6057			29.60	2.20	31.80	0.00	24.00		35.00	5.28	59.00	\$ 7.87	\$ 0.25
	Hayward Park	6075	0.70		28.40		29.10	14.00	60.00		48.00	0.00	122.00	\$ 6.75	\$ 0.23
	Hayward Park	6066	0.80		28.40		29.20	16.00	60.00		48.00	0.00	124.00	\$ 6.75	\$ 0.23
	Menlo Park	6115	1.20		18.60		19.80	24.00	30.00		27.00	0.00	81.00	\$ 4.75	\$ 0.24
							0.00	0.00	0.00						
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	17.40		19.40	6.00	38.46	16.00	21.00	0.00	81.46	\$ 6.75	\$ 0.35
	Palo Alto	5130	1.10		17.40		18.50	22.00	18.46		21.00	0.00	61.46	\$ 4.75	\$ 0.26
	San Antonio	5106	1.00	1.40	13.40		15.80	20.00	60.00	11.00	28.00	0.00	119.00	\$ 6.75	\$ 0.43
	Mountain View	5092.02	1.10		11.40		12.50	22.00	18.46		12.00	0.00	52.46	\$ 4.75	\$ 0.38
	Santa Clara	5057	1.00		2.80		3.80	20.00	30.00		0.00	0.00	50.00	\$ 2.75	\$ 0.72
	Average						22.77						82.84	\$ 6.06	\$ 0.27
	Combined Average						23.15						77.24	\$ 5.99	\$ 0.26

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD BASE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: San Jose Diridon Station																	
County	Census Tract	Miles					Time In Minutes					Cost							
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles					
Minority																			
<u>San Francisco</u>																			
	4th & King	117	0.30	1.25	47.50						49.05	6.00	24.00	8.00	57.00	0.00	95.00	\$ 11.00	\$ 0.22
	4th & King	176.01	0.50	0.80	47.50						48.80	10.00	20.00	8.00	57.00	0.00	95.00	\$ 11.00	\$ 0.23
	Bayshore	233	0.61	1.30	42.30						44.21	12.20	69.00	6.00	75.00	0.00	162.20	\$ 11.00	\$ 0.25
<u>San Mateo</u>																			
	South San Francisco	6023	0.90		38.20						39.10	18.00	34.29		67.00	0.00	119.29	\$ 9.00	\$ 0.23
	Hillsdale	6084	1.30		27.20						28.50	26.00	20.00		33.00	0.00	79.00	\$ 7.00	\$ 0.25
<u>Santa Clara</u>																			
	San Antonio	5094.04	0.40		13.40						13.80	8.00	48.00		28.00	0.00	84.00	\$ 5.00	\$ 0.36
	Sunnyvale	5088	0.80		8.70						9.50	16.00	24.00		8.00	0.00	48.00	\$ 5.00	\$ 0.53
	San Jose Diridon	5021.02	0.70	1.60	0.00						2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:										23.53						71.65	\$ 6.10	\$ 0.26
Non Minority																			
<u>San Francisco</u>																			
	4th & King	607	0.30		47.50						47.80	6.00	15.00		57.00	0.00	78.00	\$ 9.00	\$ 0.19
<u>San Mateo</u>																			
	San Mateo	6057			29.60	2.20					31.80	0.00	24.00		35.00	5.28	59.00	\$ 8.12	\$ 0.26
	Hayward Park	6075	0.70		28.40						29.10	14.00	60.00		48.00	0.00	122.00	\$ 7.00	\$ 0.24
	Hayward Park	6066	0.80		28.40						29.20	16.00	60.00		48.00	0.00	124.00	\$ 7.00	\$ 0.24
	Menlo Park	6115	1.20		18.60						19.80	24.00	30.00		27.00	0.00	81.00	\$ 5.00	\$ 0.25
											0.00	0.00	0.00						
<u>Santa Clara</u>																			
	Palo Alto	5116.08	0.30	1.70	17.40						19.40	6.00	38.46	16.00	21.00	0.00	81.46	\$ 7.00	\$ 0.36
	Palo Alto	5130	1.10		17.40						18.50	22.00	18.46		21.00	0.00	61.46	\$ 5.00	\$ 0.27
	San Antonio	5106	1.00	1.40	13.40						15.80	20.00	60.00	11.00	28.00	0.00	119.00	\$ 7.00	\$ 0.44
	Mountain View	5092.02	1.10		11.40						12.50	22.00	18.46		12.00	0.00	52.46	\$ 5.00	\$ 0.40
	Santa Clara	5057	1.00		2.80						3.80	20.00	30.00		0.00	0.00	50.00	\$ 3.00	\$ 0.79
	Average										22.77						82.84	\$ 6.31	\$ 0.28
	Combined Average										23.15						77.24	\$ 6.21	\$ 0.27

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

**Caltrain Title VI Input - QUALITY OF SERVICE
 FY 2012 PROPOSED OPTION: PM PEAK PERIOD ZONE INCREASE**

Top Three Destinations

Existing & Proposed - FY2013 - \$0.25 Zone Fare Increase

<u>CRITERIA</u>	<u>Stations</u>	<u>San Francisco 4th & King</u>		<u>Palo Alto</u>		<u>San Jose- Diridon</u>		<u>AVERAGE</u>	
		<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>
TOTAL TIME PER TRIP (minutes)	Minority	64.89	64.89	64.36	64.36	71.65	71.65	66.97	66.97
	Non-Minority	87.60	87.60	64.85	64.85	82.84	82.84	78.43	78.43
	Average	76.25	76.25	64.60	64.60	77.24	77.24	72.70	72.70
TOTAL COST PER TRIP (in dollars)	Minority	4.05	4.25	5.00	5.25	5.93	6.33	4.99	5.28
	Non-Minority	6.19	6.59	3.71	3.86	6.06	6.41	5.32	5.62
	Average	5.12	5.42	4.36	4.56	5.99	6.37	5.16	5.45
COST PER MILE (in dollars)	Minority	0.24	0.26	0.32	0.34	0.25	0.27	0.27	0.29
	Non-Minority	0.23	0.24	0.36	0.37	0.27	0.28	0.28	0.30
	Average	0.24	0.25	0.34	0.36	0.26	0.28	0.28	0.29

*Assumes 25 Cent Zone Fare Increase

COMPARISON		San Francisco		Palo Alto		San Jose-Diridon		AVERAGE	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Existing to Proposed Minority/Non	Total Time - Min		0.0%		0.0%		0.0%		0.0%
	Non-Avg		0.0%		0.0%		0.0%		0.0%
	Avg		0.0%		0.0%		0.0%		0.0%
	Total Cost - Min		4.9%		5.0%		6.8%		5.7%
	Non-Avg		6.5%		4.0%		5.8%		5.6%
	Avg		5.9%		4.6%		6.3%		5.7%
	Cost Per Mile - Min		4.9%		5.0%		6.8%		5.5%
	Non-Avg		6.5%		4.0%		5.8%		5.2%
	Avg		5.7%		4.5%		6.2%		5.4%

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD ZONE INCREASE

Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Downtown San Francisco @ 4th & King												
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost	
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	57.00	6.00	14.00	0.00	89.23	\$ 4.75	\$ 0.67
<u>San Mateo</u>														
	South San Francisco	6023	0.90		9.30	10.20	18.00	48.00		20.00	0.00	86.00	\$ 2.75	\$ 0.27
	Hillsdale	6084	1.30		20.30	21.60	26.00	26.67		27.00	0.00	79.67	\$ 4.75	\$ 0.22
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		34.10	34.50	8.00	48.00		55.00	0.00	111.00	\$ 6.75	\$ 0.20
	Sunnyvale	5088	0.80		38.80	39.60	16.00	48.00		65.00	0.00	129.00	\$ 6.75	\$ 0.17
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	30.00	5.00	59.00	0.00	108.00	\$ 10.75	\$ 0.22
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-
	Average:					16.57						64.89	\$ 4.05	\$ 0.24
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -
<u>San Mateo</u>														
	San Mateo	6057			17.60	19.80	0.00	21.82		27.00	5.28	48.82	\$ 5.87	\$ 0.30
	Hayward Park	6075	0.70		19.10	19.80	14.00	48.00		39.00	0.00	101.00	\$ 4.75	\$ 0.24
	Hayward Park	6066	0.80		19.10	19.90	16.00	48.00		39.00	0.00	103.00	\$ 4.75	\$ 0.24
	Menlo Park	6115	1.20		28.90	30.10	24.00	21.82		38.00	0.00	83.82	\$ 6.75	\$ 0.22
					0.00	0.00	0.00	0.00						
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	38.46	16.00	38.00	0.00	98.46	\$ 8.75	\$ 0.27
	Palo Alto	5130	1.10		30.10	31.20	22.00	18.46		38.00	0.00	78.46	\$ 6.75	\$ 0.22
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	60.00	11.00	55.00	0.00	146.00	\$ 8.75	\$ 0.24
	Mountain View	5092.02	1.10		36.10	37.20	22.00	18.46		46.00	0.00	86.46	\$ 6.75	\$ 0.18
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		74.00	0.00	124.00	\$ 8.75	\$ 0.19
	Average					27.26						87.60	\$ 6.19	\$ 0.23
	Combined Average					21.91						76.25	\$ 5.12	\$ 0.24

PM Peak Period: 3:00 pm to 6:59 pm

Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD ZONE INCREASE

Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	57.00	6.00	14.00	0.00	89.23	\$ 4.75	\$ 0.67	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	48.00		20.00	0.00	86.00	\$ 2.75	\$ 0.27	
	Hillsdale	6084	1.30		20.30	21.60	26.00	26.67		27.00	0.00	79.67	\$ 5.00	\$ 0.23	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	48.00		55.00	0.00	111.00	\$ 7.25	\$ 0.21	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	48.00		65.00	0.00	129.00	\$ 7.25	\$ 0.18	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	30.00	5.00	59.00	0.00	108.00	\$ 11.50	\$ 0.23	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					16.57						64.89	\$ 4.25	\$ 0.26	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	2.20	19.80	0.00	21.82		27.00	5.28	48.82	\$ 6.12	\$ 0.31
	Hayward Park	6075	0.70		19.10	19.80	14.00	48.00		39.00	0.00	101.00	\$ 5.00	\$ 0.25	
	Hayward Park	6066	0.80		19.10	19.90	16.00	48.00		39.00	0.00	103.00	\$ 5.00	\$ 0.25	
	Menlo Park	6115	1.20		28.90	30.10	24.00	21.82		38.00	0.00	83.82	\$ 7.25	\$ 0.24	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	38.46	16.00	38.00	0.00	98.46	\$ 9.25	\$ 0.29	
	Palo Alto	5130	1.10		30.10	31.20	22.00	18.46		38.00	0.00	78.46	\$ 7.25	\$ 0.23	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	60.00	11.00	55.00	0.00	146.00	\$ 9.25	\$ 0.25	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	18.46		46.00	0.00	86.46	\$ 7.25	\$ 0.19	
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		74.00	0.00	124.00	\$ 9.50	\$ 0.21	
	Average					27.26						87.60	\$ 6.59	\$ 0.24	
	Combined Average					21.91						76.25	\$ 5.42	\$ 0.25	

PM Peak Period: 3:00 pm to 6:59 pm

Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD ZONE INCREASE

Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Palo Alto Station												
County	Census Tract	Miles					Time In Minutes					Cost		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles
Minority														
<u>San Francisco</u>														
	4th & King	117	0.30	1.25	30.10									
	4th & King	176.01	0.50	0.80	30.10									
	Bayshore	233	0.61	1.30	24.90									
<u>San Mateo</u>														
	South San Francisco	6023	0.90		20.80									
	Hillsdale	6084	1.30		9.80									
<u>Santa Clara</u>														
	San Antonio	5094.04	0.40		4.00									
	Sunnyvale	5088	0.80		8.70									
	San Jose Diridon	5021.02	0.70	1.60	17.40									
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-
	Average:					15.63						64.36	\$ 5.00	\$ 0.32
Non Minority														
<u>San Francisco</u>														
	4th & King	607	0.30		30.10									
<u>San Mateo</u>														
	San Mateo	6057			12.50	2.20								
	Hayward Park	6075	0.70		11.00									
	Hayward Park	6066	0.80		11.00									
	Menlo Park	6115	1.20		1.20									
<u>Santa Clara</u>														
	Palo Alto	5116.08	0.30	1.70	0.00	2.00								
	Palo Alto	5130	1.10		0.00	1.10								
	San Antonio	5106	1.00	1.40	4.00	6.40								
	Mountain View	5092.02	1.10		6.00	7.10								
	Santa Clara	5057	1.00		14.60	15.60								
	Average					10.32						64.85	\$ 3.71	\$ 0.36
	Combined Average					12.97						64.60	\$ 4.36	\$ 0.34

PM Peak Period: 3:00 pm to 6:59 pm

Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD ZONE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Palo Alto Station																				
County	Census Tract	Miles					Time In Minutes					Cost										
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles								
Minority																						
<u>San Francisco</u>																						
	4th & King	117	0.30	1.25	30.10								31.65	6.00	27.46	8.00	35.00	0.00	76.46	\$ 9.25	\$ 0.29	
	4th & King	176.01	0.50	0.80	30.10								31.40	10.00	23.46	8.00	35.00	0.00	76.46	\$ 9.25	\$ 0.29	
	Bayshore	233	0.61	1.30	24.90								26.81	12.23	69.00	6.00	46.00	0.00	133.23	\$ 9.25	\$ 0.34	
<u>San Mateo</u>																						
	South San Francisco	6023	0.90		20.80								21.70	18.00	30.00		30.00	0.00	78.00	\$ 7.25	\$ 0.33	
	Hillsdale	6084	1.30		9.80								11.10	26.00	24.00		11.00	0.00	61.00	\$ 5.00	\$ 0.45	
<u>Santa Clara</u>																						
	San Antonio	5094.04	0.40		4.00								4.40	8.00	48.00		8.00	0.00	64.00	\$ 2.75	\$ 0.63	
	Sunnyvale	5088	0.80		8.70								9.50	16.00	48.00		17.00	0.00	81.00	\$ 2.75	\$ 0.29	
	San Jose Diridon	5021.02	0.70	1.60	17.40								19.70	14.00	33.46	5.00	21.00	0.00	73.46	\$ 7.00	\$ 0.36	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:												15.63						64.36	\$ 5.25	\$ 0.34	
Non Minority																						
<u>San Francisco</u>																						
	4th & King	607	0.30		30.10								30.40	6.00	18.46		35.00	0.00	59.46	\$ 7.25	\$ 0.24	
<u>San Mateo</u>																						
	San Mateo	6057			12.50	2.20							14.70	0.00	24.00		15.00	5.28	39.00	\$ 6.12	\$ 0.42	
	Hayward Park	6075	0.70		11.00								11.70	14.00	60.00		22.00	0.00	96.00	\$ 5.00	\$ 0.43	
	Hayward Park	6066	0.80		11.00								11.80	16.00	60.00		22.00	0.00	98.00	\$ 5.00	\$ 0.42	
	Menlo Park	6115	1.20		1.20								2.40	24.00	48.00		3.00	0.00	75.00	\$ 2.75	\$ 1.15	
													0.00	0.00	0.00							
<u>Santa Clara</u>																						
	Palo Alto	5116.08	0.30	1.70	0.00								2.00	6.00	20.00	16.00	0.00	0.00	42.00	\$ -	\$ -	
	Palo Alto	5130	1.10		0.00								1.10	22.00	0.00		0.00	0.00	22.00	\$ -	\$ -	
	San Antonio	5106	1.00	1.40	4.00								6.40	20.00	60.00	11.00	8.00	0.00	99.00	\$ 4.75	\$ 0.74	
	Mountain View	5092.02	1.10		6.00								7.10	22.00	24.00		8.00	0.00	54.00	\$ 2.75	\$ 0.39	
	Santa Clara	5057	1.00		14.60								15.60	20.00	30.00		14.00	0.00	64.00	\$ 5.00	\$ 0.32	
	Average												10.32						64.85	\$ 3.86	\$ 0.37	
	Combined Average												12.97						64.60	\$ 4.56	\$ 0.36	

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD ZONE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: San Jose Diridon Station											Cost		
County	Census Tract	Miles					Time In Minutes					Total	Per Miles		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive			Total	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	47.50		49.05	6.00	24.00	8.00	57.00	0.00	95.00	\$ 10.75	\$ 0.22
	4th & King	176.01	0.50	0.80	47.50		48.80	10.00	20.00	8.00	57.00	0.00	95.00	\$ 10.75	\$ 0.22
	Bayshore	233	0.61	1.30	42.30		44.21	12.20	69.00	6.00	75.00	0.00	162.20	\$ 10.75	\$ 0.24
<u>San Mateo</u>															
	South San Francisco	6023	0.90		38.20		39.10	18.00	34.29		67.00	0.00	119.29	\$ 8.75	\$ 0.22
	Hillsdale	6084	1.30		27.20		28.50	26.00	20.00		33.00	0.00	79.00	\$ 6.75	\$ 0.24
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		13.40		13.80	8.00	48.00		28.00	0.00	84.00	\$ 4.75	\$ 0.34
	Sunnyvale	5088	0.80		8.70		9.50	16.00	24.00		8.00	0.00	48.00	\$ 4.75	\$ 0.50
	San Jose Diridon	5021.02	0.70	1.60	0.00		2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:						23.53						71.65	\$ 5.93	\$ 0.25
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		47.50		47.80	6.00	15.00		57.00	0.00	78.00	\$ 8.75	\$ 0.18
<u>San Mateo</u>															
	San Mateo	6057			29.60	2.20	31.80	0.00	24.00		35.00	5.28	59.00	\$ 7.87	\$ 0.25
	Hayward Park	6075	0.70		28.40		29.10	14.00	60.00		48.00	0.00	122.00	\$ 6.75	\$ 0.23
	Hayward Park	6066	0.80		28.40		29.20	16.00	60.00		48.00	0.00	124.00	\$ 6.75	\$ 0.23
	Menlo Park	6115	1.20		18.60		19.80	24.00	30.00		27.00	0.00	81.00	\$ 4.75	\$ 0.24
							0.00	0.00	0.00						
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	17.40		19.40	6.00	38.46	16.00	21.00	0.00	81.46	\$ 6.75	\$ 0.35
	Palo Alto	5130	1.10		17.40		18.50	22.00	18.46		21.00	0.00	61.46	\$ 4.75	\$ 0.26
	San Antonio	5106	1.00	1.40	13.40		15.80	20.00	60.00	11.00	28.00	0.00	119.00	\$ 6.75	\$ 0.43
	Mountain View	5092.02	1.10		11.40		12.50	22.00	18.46		12.00	0.00	52.46	\$ 4.75	\$ 0.38
	Santa Clara	5057	1.00		2.80		3.80	20.00	30.00		0.00	0.00	50.00	\$ 2.75	\$ 0.72
	Average						22.77						82.84	\$ 6.06	\$ 0.27
	Combined Average						23.15						77.24	\$ 5.99	\$ 0.26

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2012 PROPOSED OPTION: PM PEAK PERIOD ZONE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: San Jose Diridon Station																	
County	Census Tract	Miles					Time In Minutes					Cost							
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles					
Minority																			
<u>San Francisco</u>																			
	4th & King	117	0.30	1.25	47.50						49.05	6.00	24.00	8.00	57.00	0.00	95.00	\$ 11.50	\$ 0.23
	4th & King	176.01	0.50	0.80	47.50						48.80	10.00	20.00	8.00	57.00	0.00	95.00	\$ 11.50	\$ 0.24
	Bayshore	233	0.61	1.30	42.30						44.21	12.20	69.00	6.00	75.00	0.00	162.20	\$ 11.50	\$ 0.26
<u>San Mateo</u>																			
	South San Francisco	6023	0.90		38.20						39.10	18.00	34.29		67.00	0.00	119.29	\$ 9.50	\$ 0.24
	Hillsdale	6084	1.30		27.20						28.50	26.00	20.00		33.00	0.00	79.00	\$ 7.25	\$ 0.25
<u>Santa Clara</u>																			
	San Antonio	5094.04	0.40		13.40						13.80	8.00	48.00		28.00	0.00	84.00	\$ 5.00	\$ 0.36
	Sunnyvale	5088	0.80		8.70						9.50	16.00	24.00		8.00	0.00	48.00	\$ 5.00	\$ 0.53
	San Jose Diridon	5021.02	0.70	1.60	0.00						2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:										23.53						71.65	\$ 6.33	\$ 0.27
Non Minority																			
<u>San Francisco</u>																			
	4th & King	607	0.30		47.50						47.80	6.00	15.00		57.00	0.00	78.00	\$ 9.50	\$ 0.20
<u>San Mateo</u>																			
	San Mateo	6057			29.60	2.20					31.80	0.00	24.00		35.00	5.28	59.00	\$ 8.37	\$ 0.26
	Hayward Park	6075	0.70		28.40						29.10	14.00	60.00		48.00	0.00	122.00	\$ 7.25	\$ 0.25
	Hayward Park	6066	0.80		28.40						29.20	16.00	60.00		48.00	0.00	124.00	\$ 7.25	\$ 0.25
	Menlo Park	6115	1.20		18.60						19.80	24.00	30.00		27.00	0.00	81.00	\$ 5.00	\$ 0.25
											0.00	0.00	0.00						
<u>Santa Clara</u>																			
	Palo Alto	5116.08	0.30	1.70	17.40						19.40	6.00	38.46	16.00	21.00	0.00	81.46	\$ 7.00	\$ 0.36
	Palo Alto	5130	1.10		17.40						18.50	22.00	18.46		21.00	0.00	61.46	\$ 5.00	\$ 0.27
	San Antonio	5106	1.00	1.40	13.40						15.80	20.00	60.00	11.00	28.00	0.00	119.00	\$ 7.00	\$ 0.44
	Mountain View	5092.02	1.10		11.40						12.50	22.00	18.46		12.00	0.00	52.46	\$ 5.00	\$ 0.40
	Santa Clara	5057	1.00		2.80						3.80	20.00	30.00		0.00	0.00	50.00	\$ 2.75	\$ 0.72
	Average										22.77						82.84	\$ 6.41	\$ 0.28
	Combined Average										23.15						77.24	\$ 6.37	\$ 0.28

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain Title VI Input - QUALITY OF SERVICE
FY 2013 PROPOSED OPTION: PM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Top Three Destinations
 Existing & Proposed - FY2013 - \$0.25 Base & \$0.25 Zone Fare Increase

<u>CRITERIA</u>	<u>Stations</u>	<u>San Francisco 4th & King</u>		<u>Palo Alto</u>		<u>San Jose- Diridon</u>		<u>AVERAGE</u>	
		<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>	<i>Existing</i>	<i>Proposed*</i>
TOTAL TIME PER TRIP (minutes)	Minority	64.89	64.89	64.36	64.36	71.65	71.65	66.97	66.97
	Non-Minority	87.60	87.60	64.85	64.85	82.84	82.84	78.43	78.43
	Average	76.25	76.25	64.60	64.60	77.24	77.24	72.70	72.70
TOTAL COST PER TRIP (in dollars)	Minority	4.05	4.40	5.00	5.45	5.93	6.50	4.99	5.45
	Non-Minority	6.19	6.81	3.71	4.06	6.06	6.66	5.32	5.85
	Average	5.12	5.61	4.36	4.76	5.99	6.58	5.16	5.65
COST PER MILE (in dollars)	Minority	0.24	0.27	0.32	0.35	0.25	0.28	0.27	0.30
	Non-Minority	0.23	0.25	0.36	0.39	0.27	0.29	0.28	0.31
	Average	0.24	0.26	0.34	0.37	0.26	0.28	0.28	0.30

*Assumes 25 Cent Base and Zone Fare Increase

COMPARISON Existing to Proposed Minority/Non	Total Time -	Min	0.0%	0.0%	0.0%	0.0%
		Non-	0.0%	0.0%	0.0%	0.0%
		Avg	0.0%	0.0%	0.0%	0.0%
	Total Cost	Min	8.6%	9.0%	9.7%	9.2%
		Non-	10.1%	9.4%	9.9%	9.9%
		Avg	9.5%	9.2%	9.8%	9.5%
	Cost Per Mile	Min	8.6%	9.0%	9.7%	9.1%
		Non-	10.1%	9.4%	9.9%	9.8%
		Avg	9.3%	9.2%	9.8%	9.4%

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: PM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	57.00	6.00	14.00	0.00	89.23	\$ 4.75	\$ 0.67	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	48.00		20.00	0.00	86.00	\$ 2.75	\$ 0.27	
	Hillsdale	6084	1.30		20.30	21.60	26.00	26.67		27.00	0.00	79.67	\$ 4.75	\$ 0.22	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	48.00		55.00	0.00	111.00	\$ 6.75	\$ 0.20	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	48.00		65.00	0.00	129.00	\$ 6.75	\$ 0.17	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	30.00	5.00	59.00	0.00	108.00	\$ 10.75	\$ 0.22	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					16.57						64.89	\$ 4.05	\$ 0.24	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	2.20	19.80	0.00	21.82		27.00	5.28	48.82	\$ 5.87	\$ 0.30
	Hayward Park	6075	0.70		19.10	19.80	14.00	48.00		39.00	0.00	101.00	\$ 4.75	\$ 0.24	
	Hayward Park	6066	0.80		19.10	19.90	16.00	48.00		39.00	0.00	103.00	\$ 4.75	\$ 0.24	
	Menlo Park	6115	1.20		28.90	30.10	24.00	21.82		38.00	0.00	83.82	\$ 6.75	\$ 0.22	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	38.46	16.00	38.00	0.00	98.46	\$ 8.75	\$ 0.27	
	Palo Alto	5130	1.10		30.10	31.20	22.00	18.46		38.00	0.00	78.46	\$ 6.75	\$ 0.22	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	60.00	11.00	55.00	0.00	146.00	\$ 8.75	\$ 0.24	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	18.46		46.00	0.00	86.46	\$ 6.75	\$ 0.18	
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		74.00	0.00	124.00	\$ 8.75	\$ 0.19	
	Average					27.26						87.60	\$ 6.19	\$ 0.23	
	Combined Average					21.91						76.25	\$ 5.12	\$ 0.24	

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: PM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Downtown San Francisco @ 4th & King													
County	Census Tract	Miles				Total	Time In Minutes					Total	Cost		
		Walk	Bus/LRT	Train	Drive		Walk	Wait	Bus/LRT	Train	Drive		Total	Per Miles	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	0.00	1.55	6.00	9.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.29	
	4th & King	176.01	0.50	0.80	0.00	1.30	10.00	5.00	8.00	0.00	0.00	23.00	\$ 2.00	\$ 1.54	
	Bayshore	233	0.61	1.30	5.20	7.11	12.23	57.00	6.00	14.00	0.00	89.23	\$ 5.00	\$ 0.70	
<u>San Mateo</u>															
	South San Francisco	6023	0.90		9.30	10.20	18.00	48.00		20.00	0.00	86.00	\$ 3.00	\$ 0.29	
	Hillsdale	6084	1.30		20.30	21.60	26.00	26.67		27.00	0.00	79.67	\$ 5.25	\$ 0.24	
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		34.10	34.50	8.00	48.00		55.00	0.00	111.00	\$ 7.50	\$ 0.22	
	Sunnyvale	5088	0.80		38.80	39.60	16.00	48.00		65.00	0.00	129.00	\$ 7.50	\$ 0.19	
	San Jose Diridon	5021.02	0.70	1.60	47.50	49.80	14.00	30.00	5.00	59.00	0.00	108.00	\$ 11.75	\$ 0.24	
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	
	Average:					16.57						64.89	\$ 4.40	\$ 0.27	
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		0.00	0.30	6.00	0.00		0.00	0.00	6.00	\$ -	\$ -	
<u>San Mateo</u>															
	San Mateo	6057			17.60	19.80	0.00	21.82		27.00	5.28	48.82	\$ 6.37	\$ 0.32	
	Hayward Park	6075	0.70		19.10	19.80	14.00	48.00		39.00	0.00	101.00	\$ 5.25	\$ 0.27	
	Hayward Park	6066	0.80		19.10	19.90	16.00	48.00		39.00	0.00	103.00	\$ 5.25	\$ 0.26	
	Menlo Park	6115	1.20		28.90	30.10	24.00	21.82		38.00	0.00	83.82	\$ 7.50	\$ 0.25	
					0.00	0.00	0.00	0.00							
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	30.10	32.10	6.00	38.46	16.00	38.00	0.00	98.46	\$ 9.50	\$ 0.30	
	Palo Alto	5130	1.10		30.10	31.20	22.00	18.46		38.00	0.00	78.46	\$ 7.50	\$ 0.24	
	San Antonio	5106	1.00	1.40	34.10	36.50	20.00	60.00	11.00	55.00	0.00	146.00	\$ 9.50	\$ 0.26	
	Mountain View	5092.02	1.10		36.10	37.20	22.00	18.46		46.00	0.00	86.46	\$ 7.50	\$ 0.20	
	Santa Clara	5057	1.00		44.70	45.70	20.00	30.00		74.00	0.00	124.00	\$ 9.75	\$ 0.21	
	Average					27.26						87.60	\$ 6.81	\$ 0.25	
	Combined Average					21.91						76.25	\$ 5.61	\$ 0.26	

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: PM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: Palo Alto Station												Cost							
County	Census Tract	Miles					Time In Minutes					Total	Per Miles								
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive			Total							
Minority																					
<u>San Francisco</u>																					
	4th & King	117	0.30	1.25	30.10								31.65	6.00	27.46	8.00	35.00	0.00	76.46	\$ 8.75	\$ 0.28
	4th & King	176.01	0.50	0.80	30.10								31.40	10.00	23.46	8.00	35.00	0.00	76.46	\$ 8.75	\$ 0.28
	Bayshore	233	0.61	1.30	24.90								26.81	12.23	69.00	6.00	46.00	0.00	133.23	\$ 8.75	\$ 0.33
<u>San Mateo</u>																					
	South San Francisco	6023	0.90		20.80								21.70	18.00	30.00		30.00	0.00	78.00	\$ 6.75	\$ 0.31
	Hillsdale	6084	1.30		9.80								11.10	26.00	24.00		11.00	0.00	61.00	\$ 4.75	\$ 0.43
<u>Santa Clara</u>																					
	San Antonio	5094.04	0.40		4.00								4.40	8.00	48.00		8.00	0.00	64.00	\$ 2.75	\$ 0.63
	Sunnyvale	5088	0.80		8.70								9.50	16.00	48.00		17.00	0.00	81.00	\$ 2.75	\$ 0.29
	San Jose Diridon	5021.02	0.70	1.60	17.40								19.70	14.00	33.46	5.00	21.00	0.00	73.46	\$ 6.75	\$ 0.34
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:												15.63						64.36	\$ 5.00	\$ 0.32
Non Minority																					
<u>San Francisco</u>																					
	4th & King	607	0.30		30.10								30.40	6.00	18.46		35.00	0.00	59.46	\$ 6.75	\$ 0.22
<u>San Mateo</u>																					
	San Mateo	6057			12.50	2.20							14.70	0.00	24.00		15.00	5.28	39.00	\$ 5.87	\$ 0.40
	Hayward Park	6075	0.70		11.00								11.70	14.00	60.00		22.00	0.00	96.00	\$ 4.75	\$ 0.41
	Hayward Park	6066	0.80		11.00								11.80	16.00	60.00		22.00	0.00	98.00	\$ 4.75	\$ 0.40
	Menlo Park	6115	1.20		1.20								2.40	24.00	48.00		3.00	0.00	75.00	\$ 2.75	\$ 1.15
													0.00	0.00	0.00						
<u>Santa Clara</u>																					
	Palo Alto	5116.08	0.30	1.70	0.00								2.00	6.00	20.00	16.00	0.00	0.00	42.00	\$ -	\$ -
	Palo Alto	5130	1.10		0.00								1.10	22.00	0.00		0.00	0.00	22.00	\$ -	\$ -
	San Antonio	5106	1.00	1.40	4.00								6.40	20.00	60.00	11.00	8.00	0.00	99.00	\$ 4.75	\$ 0.74
	Mountain View	5092.02	1.10		6.00								7.10	22.00	24.00		8.00	0.00	54.00	\$ 2.75	\$ 0.39
	Santa Clara	5057	1.00		14.60								15.60	20.00	30.00		14.00	0.00	64.00	\$ 4.75	\$ 0.30
	Average												10.32						64.85	\$ 3.71	\$ 0.36
	Combined Average												12.97						64.60	\$ 4.36	\$ 0.34

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: PM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: Palo Alto Station																		
County	Census Tract	Miles					Time In Minutes					Cost								
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles						
Minority																				
<u>San Francisco</u>																				
	4th & King	117	0.30	1.25	30.10							31.65	6.00	27.46	8.00	35.00	0.00	76.46	\$ 9.50	\$ 0.30
	4th & King	176.01	0.50	0.80	30.10							31.40	10.00	23.46	8.00	35.00	0.00	76.46	\$ 9.50	\$ 0.30
	Bayshore	233	0.61	1.30	24.90							26.81	12.23	69.00	6.00	46.00	0.00	133.23	\$ 9.50	\$ 0.35
<u>San Mateo</u>																				
	South San Francisco	6023	0.90		20.80							21.70	18.00	30.00		30.00	0.00	78.00	\$ 7.50	\$ 0.35
	Hillsdale	6084	1.30		9.80							11.10	26.00	24.00		11.00	0.00	61.00	\$ 5.25	\$ 0.47
<u>Santa Clara</u>																				
	San Antonio	5094.04	0.40		4.00							4.40	8.00	48.00		8.00	0.00	64.00	\$ 3.00	\$ 0.68
	Sunnyvale	5088	0.80		8.70							9.50	16.00	48.00		17.00	0.00	81.00	\$ 3.00	\$ 0.32
	San Jose Diridon	5021.02	0.70	1.60	17.40							19.70	14.00	33.46	5.00	21.00	0.00	73.46	\$ 7.25	\$ 0.37
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:											15.63						64.36	\$ 5.45	\$ 0.35
Non Minority																				
<u>San Francisco</u>																				
	4th & King	607	0.30		30.10							30.40	6.00	18.46		35.00	0.00	59.46	\$ 7.50	\$ 0.25
<u>San Mateo</u>																				
	San Mateo	6057			12.50	2.20	14.70	0.00	24.00			14.70				15.00	5.28	39.00	\$ 6.37	\$ 0.43
	Hayward Park	6075	0.70		11.00		11.70	14.00	60.00			11.70	14.00	60.00		22.00	0.00	96.00	\$ 5.25	\$ 0.45
	Hayward Park	6066	0.80		11.00		11.80	16.00	60.00			11.80	16.00	60.00		22.00	0.00	98.00	\$ 5.25	\$ 0.44
	Menlo Park	6115	1.20		1.20		2.40	24.00	48.00			2.40	24.00	48.00		3.00	0.00	75.00	\$ 3.00	\$ 1.25
							0.00	0.00	0.00			0.00	0.00	0.00						
<u>Santa Clara</u>																				
	Palo Alto	5116.08	0.30	1.70	0.00		2.00	6.00	20.00	16.00		2.00	6.00	20.00	16.00	0.00	0.00	42.00	\$ -	\$ -
	Palo Alto	5130	1.10		0.00		1.10	22.00	0.00			1.10	22.00	0.00		0.00	0.00	22.00	\$ -	\$ -
	San Antonio	5106	1.00	1.40	4.00		6.40	20.00	60.00	11.00		6.40	20.00	60.00	11.00	8.00	0.00	99.00	\$ 5.00	\$ 0.78
	Mountain View	5092.02	1.10		6.00		7.10	22.00	24.00			7.10	22.00	24.00		8.00	0.00	54.00	\$ 3.00	\$ 0.42
	Santa Clara	5057	1.00		14.60		15.60	20.00	30.00			15.60	20.00	30.00		14.00	0.00	64.00	\$ 5.25	\$ 0.34
	Average						10.32											64.85	\$ 4.06	\$ 0.39
	Combined Average						12.97											64.60	\$ 4.76	\$ 0.37

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: PM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

EXISTING

Origin		Destination: San Jose Diridon Station											Cost		
County	Census Tract	Miles					Time In Minutes					Total	Per Miles		
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive			Total	
Minority															
<u>San Francisco</u>															
	4th & King	117	0.30	1.25	47.50		49.05	6.00	24.00	8.00	57.00	0.00	95.00	\$ 10.75	\$ 0.22
	4th & King	176.01	0.50	0.80	47.50		48.80	10.00	20.00	8.00	57.00	0.00	95.00	\$ 10.75	\$ 0.22
	Bayshore	233	0.61	1.30	42.30		44.21	12.20	69.00	6.00	75.00	0.00	162.20	\$ 10.75	\$ 0.24
<u>San Mateo</u>															
	South San Francisco	6023	0.90		38.20		39.10	18.00	34.29		67.00	0.00	119.29	\$ 8.75	\$ 0.22
	Hillsdale	6084	1.30		27.20		28.50	26.00	20.00		33.00	0.00	79.00	\$ 6.75	\$ 0.24
<u>Santa Clara</u>															
	San Antonio	5094.04	0.40		13.40		13.80	8.00	48.00		28.00	0.00	84.00	\$ 4.75	\$ 0.34
	Sunnyvale	5088	0.80		8.70		9.50	16.00	24.00		8.00	0.00	48.00	\$ 4.75	\$ 0.50
	San Jose Diridon	5021.02	0.70	1.60	0.00		2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-
	Average:						23.53						71.65	\$ 5.93	\$ 0.25
Non Minority															
<u>San Francisco</u>															
	4th & King	607	0.30		47.50		47.80	6.00	15.00		57.00	0.00	78.00	\$ 8.75	\$ 0.18
<u>San Mateo</u>															
	San Mateo	6057			29.60	2.20	31.80	0.00	24.00		35.00	5.28	59.00	\$ 7.87	\$ 0.25
	Hayward Park	6075	0.70		28.40		29.10	14.00	60.00		48.00	0.00	122.00	\$ 6.75	\$ 0.23
	Hayward Park	6066	0.80		28.40		29.20	16.00	60.00		48.00	0.00	124.00	\$ 6.75	\$ 0.23
	Menlo Park	6115	1.20		18.60		19.80	24.00	30.00		27.00	0.00	81.00	\$ 4.75	\$ 0.24
							0.00	0.00	0.00						
<u>Santa Clara</u>															
	Palo Alto	5116.08	0.30	1.70	17.40		19.40	6.00	38.46	16.00	21.00	0.00	81.46	\$ 6.75	\$ 0.35
	Palo Alto	5130	1.10		17.40		18.50	22.00	18.46		21.00	0.00	61.46	\$ 4.75	\$ 0.26
	San Antonio	5106	1.00	1.40	13.40		15.80	20.00	60.00	11.00	28.00	0.00	119.00	\$ 6.75	\$ 0.43
	Mountain View	5092.02	1.10		11.40		12.50	22.00	18.46		12.00	0.00	52.46	\$ 4.75	\$ 0.38
	Santa Clara	5057	1.00		2.80		3.80	20.00	30.00		0.00	0.00	50.00	\$ 2.75	\$ 0.72
	Average						22.77						82.84	\$ 6.06	\$ 0.27
	Combined Average						23.15						77.24	\$ 5.99	\$ 0.26

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

Caltrain - Quality of Service
FY 2013 PROPOSED OPTION: PM PEAK PERIOD BASE AND ZONE FARE INCREASE
 Comparison of Minority and Non Minority
 Census Tracts to the Top Three Destinations

PROPOSED

Origin		Destination: San Jose Diridon Station																		
County	Census Tract	Miles					Time In Minutes					Cost								
		Walk	Bus/LRT	Train	Drive	Total	Walk	Wait	Bus/LRT	Train	Drive	Total	Total	Per Miles						
Minority																				
<u>San Francisco</u>																				
	4th & King	117	0.30	1.25	47.50							49.05	6.00	24.00	8.00	57.00	0.00	95.00	\$ 11.75	\$ 0.24
	4th & King	176.01	0.50	0.80	47.50							48.80	10.00	20.00	8.00	57.00	0.00	95.00	\$ 11.75	\$ 0.24
	Bayshore	233	0.61	1.30	42.30							44.21	12.20	69.00	6.00	75.00	0.00	162.20	\$ 11.75	\$ 0.27
<u>San Mateo</u>																				
	South San Francisco	6023	0.90		38.20							39.10	18.00	34.29		67.00	0.00	119.29	\$ 9.75	\$ 0.25
	Hillsdale	6084	1.30		27.20							28.50	26.00	20.00		33.00	0.00	79.00	\$ 7.50	\$ 0.26
<u>Santa Clara</u>																				
	San Antonio	5094.04	0.40		13.40							13.80	8.00	48.00		28.00	0.00	84.00	\$ 5.25	\$ 0.38
	Sunnyvale	5088	0.80		8.70							9.50	16.00	24.00		8.00	0.00	48.00	\$ 5.25	\$ 0.55
	San Jose Diridon	5021.02	0.70	1.60	0.00							2.30	14.00	15.00	5.00	0.00	0.00	34.00	\$ 2.00	\$ 0.87
	Capitol	5032.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Gilroy	5125.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Average:												23.53						71.65	\$ 6.50	\$ 0.28
Non Minority																				
<u>San Francisco</u>																				
	4th & King	607	0.30		47.50							47.80	6.00	15.00		57.00	0.00	78.00	\$ 9.75	\$ 0.20
<u>San Mateo</u>																				
	San Mateo	6057			29.60	2.20						31.80	0.00	24.00		35.00	5.28	59.00	\$ 8.62	\$ 0.27
	Hayward Park	6075	0.70		28.40							29.10	14.00	60.00		48.00	0.00	122.00	\$ 7.50	\$ 0.26
	Hayward Park	6066	0.80		28.40							29.20	16.00	60.00		48.00	0.00	124.00	\$ 7.50	\$ 0.26
	Menlo Park	6115	1.20		18.60							19.80	24.00	30.00		27.00	0.00	81.00	\$ 5.25	\$ 0.27
												0.00	0.00	0.00						
<u>Santa Clara</u>																				
	Palo Alto	5116.08	0.30	1.70	17.40							19.40	6.00	38.46	16.00	21.00	0.00	81.46	\$ 7.25	\$ 0.37
	Palo Alto	5130	1.10		17.40							18.50	22.00	18.46		21.00	0.00	61.46	\$ 5.25	\$ 0.28
	San Antonio	5106	1.00	1.40	13.40							15.80	20.00	60.00	11.00	28.00	0.00	119.00	\$ 7.25	\$ 0.46
	Mountain View	5092.02	1.10		11.40							12.50	22.00	18.46		12.00	0.00	52.46	\$ 5.25	\$ 0.42
	Santa Clara	5057	1.00		2.80							3.80	20.00	30.00		0.00	0.00	50.00	\$ 3.00	\$ 0.79
Average												22.77						82.84	\$ 6.66	\$ 0.29
Combined Average												23.15						77.24	\$ 6.58	\$ 0.28

PM Peak Period: 3:00 pm to 6:59 pm
 Analysis for Capitol and Gilroy not included as Caltrain does not provide northbound peak service.

ATTACHMENT 5 -

**NOTICE OF PUBLIC HEARING AND PUBLIC MEETING:
NEWSPAPER AND WEB**

Caltrain Public hearing & Meetings Notices

Notice Description	Ad Description	Publication dates
Newspaper Name DISPATCH		
NOTICE OF HEARING	CALTRAIN CMTY MEETINGS & HEARING (ENGLISH)	01/13/12, 01/17/12
Newspaper Name EL REPORTERO NEWSPAPER		
NOTICE OF HEARING	CALTRAIN CMTY MEETINGS & HEARING (SPANISH)	01/11/12, 01/18/12
Newspaper Name SAN FRANCISCO DAILY JOURNAL		
NOTICE OF HEARING	CALTRAIN CMTY MEETINGS & HEARING (ENGLISH)	01/11/12, 01/17/12
Newspaper Name SAN JOSE POST-RECORD		
NOTICE OF HEARING	CALTRAIN CMTY MEETINGS & HEARING (ENGLISH)	01/11/12, 01/17/12
Newspaper Name SAN MATEO DAILY JOURNAL		
NOTICE OF HEARING	CALTRAIN CMTY MEETINGS & HEARING (ENGLISH)	01/11/12, 01/17/12

**CALTRAIN
PUBLIC HEARING & MEETINGS NOTICE**

Proposed Changes to Codified Tariff

Public Hearing

The Peninsula Corridor Joint Powers Board will hold a public hearing and take public comment on proposed adjustments to its Codified Tariff effective July 1, 2012.

Proposals to be considered include:

- A. Additional Regional Clipper® Implementation Measures
 - Increasing the cost of paper One-way and Zone Upgrade tickets by up to 25 cents per zone and Day passes by up to 50 cents per zone. **Note:** The cost of a One-way ride will remain the same for those using a Clipper card. Monthly Pass prices will remain the same.
 - Elimination of the 8-ride Ticket.
- B. Go Pass
 - Increasing the cost of the Go Pass by \$10 to \$165, and setting the minimum level at \$13,750.
- C. Sales Period
 - Lengthening the sales period for monthly transportation passes and parking permits from the 9th of the month to the 15th of the month.

The public hearing will be held:

Thursday, Feb. 2, 2012 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

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

Public Meetings

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

Gilroy – Jan. 24 at 6 p.m.
Gilroy Senior Center, 7371 Hanna St.

San Francisco – Jan. 24 at 6 p.m.
San Francisco Tennis Club, 645 Fifth St.

Mountain View – Jan. 25 at 6 p.m.
City Council Chambers, 500 Castro St.

San Carlos – Jan. 25 at 6 p.m.
Caltrain Administrative Office, 1250 San Carlos Ave.

The proposed fare chart will be available by Jan. 16 at www.caltrain.com or by calling 1.800.660.4287 (TTY only 650.508.6448).

Para servicio de traducción en Español, llame a Caltrain al 650.508.6242 por lo menos tres días antes de las audiencias.

CALTRAIN
AUDIENCIA PÚBLICA & NOTIFICACIONES DE REUNIONES

Cambios propuestos para las tarifas de Caltrain

Audiencia Pública

The Peninsula Corridor Joint Powers Board llevará a cabo una audiencia pública y recibirá los comentarios públicos sobre los ajustes propuestos de algunas tarifas de Caltrain a hacerse efectivas el 1 de julio de 2012.

La propuesta en consideración incluyen:

- A. Medidas adicionales de Implementación Clipper®
 - El aumento en el precio de los boletos de papel: One-way y Zone Upgrade de hasta 25 centavos por zona y Pases diarios hasta 50 centavos por zona. **Nota:** El precio del viaje One-way permanecerá igual para aquellos que utilicen la tarjeta Clipper. Los precios del pase mensual seguirá siendo el mismo.
 - La eliminación del boleto de 8 viajes.
- B. Go Pass
 - El aumento de \$10 en el precio del Go Pass llevándolo a \$165, y estableciendo el nivel mínimo en \$13,750.
- C. Período de Ventas
 - Alargar el periodo de ventas por pases de transportes mensuales y permisos de estacionamiento desde el día 9 al 15 del mes.

La audiencia pública se llevará a cabo el:

Jueves, el 2 de Febrero de 2012 a las 10 a.m.

Oficinas administrativas de Caltrain
1250 San Carlos Ave., San Carlos

*Pueden enviarse los comentarios antes de la audiencia vía correo postal o electrónico o por teléfono a:
Peninsula Corridor Joint Powers Board, JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
changes@caltrain.com • 1.800.660.4287*

Reuniones públicas

Caltrain llevará a cabo cuatro reuniones públicas para presentar las propuestas y recibir los comentarios. Las reuniones tendrán lugar en:

Gilroy – 24 de enero a las 6 p.m.
Gilroy Senior Center, 7371 Hanna St.

San Francisco – 24 de enero a las 6 p.m.
San Francisco Tennis Club, 645 Fifth St.

Mountain View – 25 de enero a las 6 p.m.
City Council Chambers, 500 Castro St.

San Carlos – 25 de enero a las 6 p.m.
Caltrain Administrative Office, 1250 San Carlos Ave.

La tabla de tarifas propuesta estará disponible a partir del 16 de enero en www.caltrain.com o llamando al 1.800.660.4287 (TTY solo 650.508.6448).

Para servicio de traducción en Español, llame a Caltrain al 650.508.6242 por lo menos tres días antes de las audiencias.

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> caltrain.com > Rider Information > Newsletter & Notices > Notices > Proposed Changes to Codified Tariff (fares)

Proposed Changes to Codified Tariff (fares)

January 10, 2012

Public Hearing & Meetings Notice: Proposed Changes to Codified Tariff

Public Hearing

The Peninsula Corridor Joint Powers Board will hold a public hearing and take public comment on proposed adjustments to its Codified Tariff effective July 1, 2012.

Proposals to be considered include:

Additional Regional Clipper® Implementation Measures

- Increasing the cost of paper One-way and Zone Upgrade tickets by up to 25 cents per zone and Day passes by up to 50 cents per zone. Note: The cost of a One-way ride will remain the same for those using a Clipper card. Monthly Pass prices will remain the same. For proposed fare chart, click [HERE](#) (PDF, 15K).

- Elimination of the 8-ride Ticket.

Go Pass

- Increasing the cost of the Go Pass by \$10 to \$165, and setting the minimum level at \$13,750.

Sales Period

- Lengthening the sales period for monthly transportation passes and parking permits from the 9th of the month to the 15th of the month.

The public hearing will be held:
Thursday, Feb. 2, 2012 at 10 a.m.
Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

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

Peninsula Corridor Joint Powers Board, JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306
changes@caltrain.com - 1.800.660.4287

Public Meetings

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

Gilroy – Jan. 24 at 6 p.m.
Gilroy Senior Center, 7371 Hanna St.

San Francisco – Jan. 24 at 6 p.m.
San Francisco Tennis Club, 645 Fifth St.

Mountain View – Jan. 25 at 6 p.m.
City Council Chambers, 500 Castro St.

San Carlos – Jan. 25 at 6 p.m.
Caltrain Administrative Office, 1250 San Carlos Ave.

The proposed fare chart will be available by Jan. 16 at www.caltrain.com or by calling 1.800.660.4287 (TTY only 650.508.6448).

Para servicio de traducción en Español, llame a Caltrain al 650.508.6242 por lo menos tres días antes de las audiencias.

1/10/12 - rph

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Highlights

- ➔ Weekday Timetable
- ➔ Weekend Timetable
- ➔ Special Events
- ➔ Mobile Device Schedules
- ➔ Caltrain Modernization

Social



**ATTACHMENT 6 -
NOTICE OF PUBLIC HEARING AND PUBLIC MEETING:
NEWS RELEASES**



Jan. 17, 2012

Media Contact: Christine Dunn, 650.508.6238

Caltrain Holds Meetings About Proposed Changes to Codified Tariff

Caltrain will hold four public meetings and a public hearing where staff will present proposed changes to some Caltrain fares that would become effective July 1, 2012.

Proposals to be considered include:

- **Additional Regional Clipper[®] Implementation Measures**
Increasing the cost of paper One-way and Zone Upgrade tickets by up to 25 cents per zone and Day passes by up to 50 cents per zone. Note: The cost of a One-way ride will remain the same for those using a Clipper card. Monthly Pass prices will remain the same. For proposed fare chart, click [HERE](#) (PDF, 15K).

Elimination of the 8-ride Ticket

- **Go Pass**
Increasing the cost of the Go Pass, an employer-sponsored pass, by \$10 to \$165, and setting the minimum level at \$13,750.
- **Sales Period**
Lengthening the sales period for monthly transportation passes and parking permits from the 9th of the month to the 15th of the month.

The meetings will take place:

- **Jan. 24 at 6 p.m.**
Gilroy Senior Center, 7371 Hanna St., Gilroy
- **Jan. 24 at 6 p.m.**
San Francisco Tennis Club, 645 Fifth St., San Francisco
- **Jan. 25 at 6 p.m.**
City Council Chambers, 500 Castro St., Mountain View
- **Jan. 25 at 6 p.m.**
Caltrain Administrative Office, 1250 San Carlos Ave., San Carlos

The public hearing will be held:

- **Thursday, Feb. 2, 2012 at 10 a.m.**
Caltrain Administrative Office, 1250 San Carlos Ave., San Carlos

Comments also can be e-mailed to changes@caltrain.com; sent by regular mail to District Secretary, Caltrain, P.O. Box 3006, San Carlos, CA 94070; or telephoned to 1.800.660.4287 (TDD for hearing impaired only 650.508.6448).

#



> caltrain.com > About Caltrain > News > Caltrain Modifies Fare Change Proposal

Caltrain Modifies Fare Change Proposal

February 24, 2012

After seeking public comment and holding a public hearing, Caltrain staff is modifying some of the [proposed changes](#) to the rail agency's codified tariff, the document that sets its fare policy, effective July 1, 2012.

Staff is recommending that the agency retain the 8-ride Ticket, which was slated for elimination, but cut its validity period and discount in half. Under the revised proposal, the ticket would be valid for 30 days and would offer customers a 7.5 percent discount off the cost of eight one-way cash fares.

The modified proposal also recommends increasing the cost of paper One-way and Zone Upgrade tickets by 25 cents on the base fare and Day passes by 50 cents on the base fare, with the understanding that the cost of a One-way ride will remain unchanged for those using a Clipper[®] card. Day passes are not available on Clipper. Monthly Pass prices will remain unchanged.

However, staff also is recommending that the Board authorize an increase to the cost of the paper One-way and Zone Upgrade tickets by 25 cents on the zone fare and Day passes by 50 cents on the zone fare effective no sooner than July 1, 2013 if a significant movement from paper tickets to Clipper has not occurred by March 1, 2013. A "significant movement" means at least 50 percent of passenger trips using One-way tickets in a single month are paid for with Clipper e-cash.

The proposal includes two items that weren't modified:

- Increase the cost of the Go Pass by \$10 to \$165, and increase the minimum level for employer participation at \$13,750 per calendar year.
- Lengthen the sales period for monthly transportation passes and parking permits by six days so that the sales period will end on the 15th of each month.

The recommendations will be presented to the Caltrain Board of Directors at its monthly meeting March 1 at 10 a.m.

Staff developed the proposed changes to meet the responsibilities placed on Caltrain by Metropolitan Transportation Commission Resolution 3866 and upon consideration of customer comments and analysis of customers' fare media usage. The proposed changes to paper ticket prices are intended to incentivize use of the Clipper fare payment system, which has been the focus of significant regional investment over the past several years.

Nearly 185 people provided comments prior to and at the public hearing. All comments were taken into consideration as staff developed the final proposal.

###

Media Contact: Christine Dunn, 650.508.6238

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ATTACHMENT 7 -

**NOTICE OF PUBLIC HEARING AND PUBLIC MEETING:
TAKE ONE**



Cambios propuestos para las tarifas de Caltrain

The Peninsula Corridor Joint Powers Board llevará a cabo una audiencia pública y recibirá los comentarios públicos sobre los ajustes propuestos de algunas tarifas de Caltrain a hacerse efectivas el 1 de julio de 2012.

La propuesta en consideración incluyen:

A. Medidas adicionales de Implementación Clipper®

- El aumento en el precio de los boletos de papel: One-way y Zone Upgrade de hasta 25 centavos por zona y Pases diarios hasta 50 centavos por zona: **Nota:** El precio del viaje One-way permanecerá igual para aquellos que utilicen la tarjeta Clipper. Los precios del pase mensual seguirá siendo el mismo.
- La eliminación del boleto de 8 viajes.

B. Go Pass

- El aumento de \$10 en el precio del Go Pass llevándolo a \$165, y estableciendo el nivel mínimo en \$13,750.

C. Período de Ventas

- Alargar el periodo de ventas por pases de transportes mensuales y permisos de estacionamiento desde el día 9 al 15 del mes.

continúa en la página siguiente

La audiencia pública se llevará a cabo el:

**Jueves, el 2 de Febrero de 2012
a las 10 a.m.**

Oficinas administrativas de Caltrain
1250 San Carlos Ave., San Carlos

Pueden enviarse los comentarios antes de la audiencia vía correo postal o electrónico o por teléfono a:

Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006
San Carlos, CA 94070-1306
changes@caltrain.com
1.800.660.4287

Reuniones públicas

Caltrain llevará a cabo cuatro reuniones públicas para presentar las propuestas y recibir los comentarios. Las reuniones tendrán lugar en:

Gilroy -24 de enero a las 6 p.m.

Gilroy Senior Center
7371 Hanna St.

San Francisco - 24 de enero a las 6 p.m.

San Francisco Tennis Club, (Member Lounge)
645 Fifth St.

Mountain View - 25 de enero a las 6 p.m.

City Council Chambers
500 Castro St.

San Carlos - 25 de enero a las 6 p.m.

Caltrain Administrative Office
2nd Floor, Auditorium
1250 San Carlos Ave.

La tabla de tarifas propuesta estará disponible a partir del 16 de enero en **www.caltrain.com** o llamando al 1.800.660.4287 (TTY solo 650.508.6448).

Para servicio de traducción en español, llame a Caltrain al 650.508.6242 por lo menos tres días antes de las audiencias.



Proposed Changes to Caltrain Codified Tariff

The Peninsula Corridor Joint Powers Board will hold a public hearing and take public comment on proposed adjustments to some Caltrain fares to become effective July 1, 2012.

Proposals to be considered include:

A. Additional Regional Clipper® Implementation Measures

- Increasing the cost of paper One-way and Zone Upgrade tickets by up to 25 cents per zone and Day passes by up to 50 cents per zone.

Note: The cost of a One-way ride will remain the same for those using a Clipper card. Monthly Pass prices will remain the same.

- Elimination of the 8-ride Ticket.

B. Go Pass

- Increasing the cost of the Go Pass by \$10 to \$165, and setting the minimum level at \$13,750.

C. Sales Period

- Lengthening the sales period for monthly transportation passes and parking permits from the 9th of the month to the 15th of the month.

continued on inside

1/3/12

The public hearing will be held:

Thursday, Feb. 2, 2012 at 10 a.m.

Caltrain Administrative Office
1250 San Carlos Ave., San Carlos

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

Peninsula Corridor Joint Powers Board
JPB Secretary
P.O. Box 3006
San Carlos, CA 94070-1306
changes@caltrain.com
1.800.660.4287

Public Meetings

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

Gilroy – Jan. 24 at 6 p.m.

Gilroy Senior Center, 7371 Hanna St.

San Francisco – Jan. 24 at 6 p.m.

San Francisco Tennis Club
(Member Lounge), 645 Fifth St.

Mountain View – Jan. 25 at 6 p.m.

City Council Chambers
500 Castro St.

San Carlos – Jan. 25 at 6 p.m.

Caltrain Administrative Office
2nd Floor, Auditorium
1250 San Carlos Ave.

The proposed fare chart will be available by Jan. 16 at www.caltrain.com or by calling 1.800.660.4287 (TTY only 650.508.6448).

ATTACHMENT 8 -

**NOTICE OF PUBLIC HEARING AND PUBLIC MEETING:
STATION FLYER**

Proposed Changes to Caltrain Codified Tariff

The Peninsula Corridor Joint Powers Board will hold a public hearing and take public comment on proposed adjustments to some Caltrain fares to become effective July 1, 2012.

Proposals to be considered include:

A. Additional Regional Clipper® Implementation Measures

- Increasing the cost of paper One-way and Zone Upgrade tickets by up to 25 cents per zone and Day passes by up to 50 cents per zone. **Note:** The cost of a One-way ride will remain the same for those using a Clipper card. Monthly Pass prices will remain the same.
- Elimination of the 8-ride Ticket.

B. Go Pass

- Increasing the cost of the Go Pass by \$10 to \$165, and setting the minimum level at \$13,750.

C. Sales Period

- Lengthening the sales period for monthly transportation passes and parking permits from the 9th of the month to the 15th of the month.

The public hearing will be held:

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Caltrain Administrative Office
2nd Floor, Auditorium
1250 San Carlos Ave., San Carlos

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Mountain View – Jan. 25 at 6 p.m.

City Council Chambers
500 Castro St.

San Carlos – Jan. 25 at 6 p.m.

Caltrain Administrative Office,
2nd Floor, Auditorium
1250 San Carlos Ave.

The proposed fare chart will be available by Jan. 16 at www.caltrain.com or by calling 1.800.660.4287 (TYY only 650.508.6448).



**ATTACHMENT 9 -
SUMMARY OF PUBLIC COMMENTS**

FY 2013 CHANGES TO CODIFIED TARIFF

SUMMARY OF COMMENTS THROUGH FEBRUARY 9 (Closure of Mailbox)

Increase Fare and/or Fees				Other Ticket Changes			
Paper Increase		GO Pass to \$165		Eliminate 8-ride		Extend Sales Period	
For	Against	For	Against	For	Against	For	Against
6	36	2	2	4	126	4	0
3.0%	18.1%	1.0%	1.0%	2.0%	63.3%	2.0%	0.0%

Total Comments:	199
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54 (27%) commentors said they would ride less or stop riding Caltrain

Caltrain Public Comments Regarding FY2013 Changes to the Codified Tariff

Email, Written and Phone Comments:

No. Date Last First

Increase Fare and/or Fees										Add DP to Clipper	Add Zn Up 2Clipp	Hurts Poor Disadv	Cod. Tariff Comm.	Less/ Stop Riding
Paper Increase		GO Pass \$165		Eliminate 8-ride			Ext. Sales Period		Rev					
For	Agnst	For	Agnst	For	Agnst	WTPM	For	Agnst	Idea					

Comments

E-mail, Written and Phone Comments

1	10-Jan	Names Redacted																				
2	10-Jan		X					X	X													
3	11-Jan	X				X												X				Wait for more Clipper penetration
4	12-Jan																					"changes look okay to me"
5	13-Jan																					Add Zone Upgrade to Clipper, use 30-day passes
6	14-Jan																					Hurts poor, disadvantaged
7	14-Jan																					
8	15-Jan																					X
9	16-Jan																					
10	17-Jan																					
11	17-Jan																					
12	17-Jan																					X
13	17-Jan																					X
14	17-Jan																					X
15	17-Jan																					X
16	17-Jan																					X
17	17-Jan																					
18	17-Jan																					X
19	18-Jan																					X
20	18-Jan																					X
21	18-Jan																					X
22	18-Jan																					X
23	19-Jan																					X
24	19-Jan																					X
25	19-Jan																					X
26	19-Jan																					X
27	19-Jan																					X
28	19-Jan																					X
29	19-Jan																					X
30	19-Jan																					X
31	21-Jan																					
32	21-Jan																					
33	23-Jan																					
34	23-Jan																					
35	23-Jan																					
36	23-Jan																					
37	23-Jan																					
38	24-Jan																					
39	24-Jan																					
40	24-Jan																					
41	24-Jan																					
42	24-Jan																					
43	24-Jan																					
44	24-Jan																					
45	24-Jan																					
46	24-Jan																					
Through 24-Jan Sub-total		46	1	9	0	1	2	31	1	3	0	1	1	2	1	6	14					21

Community Meeting Comments

Gilroy	Names Redacted																						
1	24-Jan																						
2	24-Jan																						

X
Wide ranging comments
Did not voice an opinion on the proposals

Caltrain Public Comments Regarding FY2013 Changes to the Codified Tariff

Email, Written and Phone Comments:				Increase Fare and/or Fees							Add DP to	Add Zn Up	Hurts Poor	Cod. Tariff	Less/ Stop	Comments				
No.	Date	Last	First	Paper Increase		GO Pass \$165		Eliminate 8-ride			Ext. Sales Period	Rev	Clipper	2Clipp	Disadv		Comm.	Riding		
				For	Agnst	For	Agnst	For	Agnst	WTPM	For	Agnst	Idea							
175	9-Feb	Names Redacted								X										
176	9-Feb										X									
177	9-Feb										X								X	
Total Public Hearing to February 9				31							0	0					8		4	
Tabulated Points of Contact				199																
TOTALS				6	36	2	2	4	126	2	4	0	3	4	2	2	10	54	68	
Total Subjects Commented On				257																

Note - not all comments are counted in this Total as it adds up only the categorized subjects

WTPM - Willing to pay more

**ATTACHMENT 10 -
PUBLIC COMMENT CARDS**



Proposed Codified Tariff Changes Comment Card

Caltrain is considering the following fare changes: increasing the cost of tickets purchased from the ticket vending machines, eliminating the 8-ride Ticket, increasing the cost of the Go Pass and extending the sales periods that Monthly passes can be loaded to Clipper cards.

All comments from the public will be taken into consideration before a final proposal is presented to the Caltrain Board of Directors.

Name (optional) _____

Comments _____

Use back, if needed