



Local Policy Maker Group (LPMG) Meeting

This meeting of the LPMG will be In-Person Only and focus solely on the Caltrain Corridor Crossing Strategy. There is no remote participation option.

Public Comments: The Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting. Members of the public are encouraged to provide public comments in the following ways:

- **Email:** Comments may be submitted by emailing publiccomment@caltrain.com before each agenda item is presented. Please indicate in your email the agenda item to which your comment applies.
- **Auditory:** Members of the public also may participate in person at: City of Mountain View City Council Chambers (500 Castro St, Mountain View, CA 94041)

Thursday, November 30, 2023

4 p.m. – 6 p.m.

Mountain View City Council

Chambers

500 Castro St, Mountain View, CA, 94041

Agenda

1. Call to Order
2. Roll Call
3. Caltrain Corridor Crossing Strategy Work Session
4. Public Comments on items not on the agenda
5. Next Meeting
 - a. Thursday, December 28, 2023 at 5:30 p.m.

6. Adjourn

All items on this agenda are subject to action

**CalMod Local Policy Maker G group (LPMG)
DRAFT Summary Meeting Notes October 26, 2023**

Summary Notes

The purpose of these notes is to capture key discussion items and actions identified for subsequent meetings.

1. Call to Order

Chair Pat Burt called the virtual meeting to order at 5:31 p.m.

2. Roll Call

City / County	Representative or Alternate	Present	Representative or Alternate	Present
Atherton	D. Hawkins-Manuelian	X	S. Holland	
Belmont	T. McCune	X	D. Hurt	
Brisbane	T. O'Connell		C. Lentz	
Burlingame	E. Beach	X	A. Keighran	
Gilroy	M. Blankley	X	Z. Hilton	
Menlo Park	J. Wolosin	X	B. Nash	
Millbrae	G. Papan	X	M. Goodman	
Mountain View	M. Abe-Koga	X	A. Hicks	
Morgan Hill	M. Turner	X	M. Beltran	
Palo Alto	E. Lauing	X	V. Veenker	
Redwood City	E. Martinez Saballos	X	D. Howard	
San Bruno	M. Salazar	X	R. Medina	
San Carlos	R. Collins	X	P. Venkatesh	
San Francisco	A. Sweet			
San Jose	S. Jimenez		D. Davis	
San Mateo	A. Lee		R. Hedges	
Santa Clara	A. Becker		R. Chahal	
South San Francisco	E. Flores		J. Coleman	
Sunnyvale	A. Cisneros	X	R. Mehlinger	
San Francisco BOS	TBD		TBD	
San Mateo BOS	TBD		TBD	
Santa Clara BOS	TBD		TBD	
Chair	Pat Burt	X	Jeff Gee	
Vice Chair	Jen Wolosin	X		

VACANT SEATS: Santa Clara BOS, San Francisco BOS, San Mateo BOS.

Caltrain staff: Casey Fromson, Devon Ryan, Bella Conferti, Dora Seamans, Mike Meader, and Tasha Bartholomew, Dahlia Chazan. Kimley-Horn staff: Jill Gibson, Sam Zimbabwe.

3. Caltrain Staff Report (Oral Update and Memo)

Devon Ryan provided the report, which included the following:

- It was transit month and there was an electric train tour event in San Francisco, the CEO ride along, and a visit with MTC (Metropolitan Transportation Commission) and staff provided a tour
- Caltrain received a sustainable transportation planning grant award for a climate vulnerability study
- Completed the installation of every pole for the OCS (overhead catenary system) and upgraded the signal system as well as other important electrification milestones noted in the memo

Casey Fromson, Chief Communications Officer, shared the following:

- Expressed thanks to everyone who came to the San Francisco event and noted there will be one more event in San Mateo County that they are working on
- Caltrain is turning 160 years old in January 2024 and they will be celebrating that along with the having a new electrified system in place
- Current fare promotion to encourage ridership, help get the word out, ridership improvements, and marketing push

Chair Burt said the biggest takeaway from each of the recent Board meetings is having the electrification plan on schedule, on budget, and ramping up to full electrification by October 2024.

4. High-Speed Rail Sustainability Report

Boris Lipkin, Northern California Regional Director, and Margaret (Meg) Sideroth, Director of Planning and Sustainability, provided the two-part presentation which included the following:

- General update and project snapshot with 119 miles under construction in the Central Valley
- Final environmental document expected to be out late this year
- A lot of construction progress with seven different structures opened in over the course of the year
- Ongoing partnership with the Central Valley Training Center's no-cost program to prepare folks for jobs and construction in the trades; there has been over 10 cohorts with 150 students
- Federal partnerships, included attendance at the US High-Speed Rail Association conference, various meetings with members of Congress, and current pending applications
- Awarded two Federal grants: \$20 million towards Fresno historic rail station and plaza activation project and \$202 million to fund six grade separations in the City of Shafter
- Procurement of rolling stock, RFQ (request for qualifications) issued and RFP (request for proposals) anticipated next year, prototypes in 2028 and train sets by end of 2030; lookaheads for the 2024 business plan, take comment, finalize – updates every two years (what was done and path ahead)
- Sustainability policy for continuous improvement and assist the State of California with its climate goals and help achieve carbon-neutral objectives as soon as possible
- Reviewed sustainability benefits, projected emissions, activities already achieved, socio-economic indicators, paying attention to air pollution avoided; important to use the cleanest construction methods, reduce project emissions, and use renewable energy
- Benefitting disadvantaged communities – assured benefits and understand it granularly (jobs, labor, where coming from, such as small businesses providing food and services to project sites)
- Have cleaner construction projects with all-electric construction and 100 percent Tier 4 equipment (all electric) in all future contracts and 95 percent of waste diverted from landfills

LPMG members' and alternate members' key comments and clarifications with staff included the following:

- One Member asked if there was a glitch at the intermodal center, *staff said they would follow up*
- A Member asked about the amount of CO₂ (carbon dioxide) in concrete material generation, if it is the biggest GHG (greenhouse gases) generator, and is the project using low carbon concrete yet,

staff responded that they have been tracking concrete use, concrete mix design specifications; there is a variety of ways to define low carbon concrete; they have reduction of cementitious materials in the concrete used; they try to drive behaviors through the system design, construction, and materials specifications

5. Caltrain Safety Update

Mike Meader, Chief Safety Officer, and Tasha Bartholomew, Manager of Communications, provided the presentation together, which included the following:

- All safety functions centralized with a new mission, vision, and core values – safety first and always (above all else); they have bi-weekly safety messaging, moments, and safety champions
- Trespasser data included about 70 percent of all fatalities were due to suicides, within 1,000 feet of grade crossings, the majority were male and of low socioeconomic status, and there was no clear trend, except for a 10 percent higher increase at or near stations
- Transit police determines the cause of fatalities and they get about 50 plus trespasser calls a month
- Incursions when vehicles turn onto the tracks and get stuck seems mostly due to GPS (global position system) directing drivers to turn and the need for improved lighting and signage
- Reviewed improving safety measures through work on state of good repair, adding to constant ongoing work, maintain, and repair fencing, and minimize trespassing and incursions onto the tracks
- Goal to fence off the entire right-of-way, excluding grade crossings and stations, and currently about 60 percent of the corridor has a barrier of some sort at least along one side of the tracks
- Reviewed uses of technology, grade crossing design, lighting, CCTV (closed-circuit television), and a senate bill for updated pavement markings at grade crossings (with more cameras and sensors)
- Transit Police has special 40-hour crisis intervention training and similar training to be rolled out to the crews; about 80 percent of transit police service calls occur in San Mateo and Santa Clara counties; they have Psychiatric Emergency Response teams (PERT)
- Creation of a safety card that electrification can be dangerous, accelerates four to five times faster and are very quiet, and to only cross at designated crossings; Transit police has handouts with safety tips, resources for outreach, and the 988 text number for help
- Caltrain has partnered with Operation Lifesaver, a nonprofit for rail safety education, since the 1990s as well as other local and national partnerships with mental and behavioral health organizations
- Rail Safety month included posters at all the stations, safety pledges, and both in-person and virtual education programs for students and adults
- Other prevention activities included public service announcements, onboard and at grade crossing safety blitz, booths at public events, brochures, postcards, training, signage, and fund raising
- Reviewed next steps and priorities, including increasing knowledge and understanding, sharing the 1.877.SAF.RAIL number, and how reports immediately go directly to Transit police and all calls are tracked

Public Comment

Adrian Brandt commented most traffic incursions occur when it is dark, lighting should be improved to make the tracks obvious before people turn, incursions cause train delays and endangers all, fencing to help keep out vandals but is less effective in reducing track deaths.

LPMG members' and alternate members' key comments and clarifications with staff included the following:

- A Member spoke in support of the speaker's comments for infrastructure improvements to prevent vehicle collisions and suicides and noted the role GPS/technology companies play and asked about

communications with technology companies on these issues. *Staff confirmed that they have communicated with technology companies, noted this is of interest to the Federal Railroad Administration (FRA) for making more progress; for example, having automatic grade crossing announcements and clarification that GPS users must select the audio option in their settings -some areas have the audio warning. Staff also noted that this is a priority for them as well as the FRA*

- *Another Member asked about the statistical data, especially after dark and staff noted that the majority are incursions on the tracks, not all were collisions, most were predominantly male, varied widely in age from 20s on up, and were mostly from low socio-economic backgrounds, some data they do not have due to lack of cameras everywhere and some places do not have any fencing and or the fencing was circumvented/cut*
- *A Member asked about improving safety at the crossings, ensuring people hear the quieter trains, and questioning safety with the poles, staff noted that everything, including the poles are grounded, but there are electrified wires 22 feet above the tracks and some bonds inside the tracks; each crossing has plenty of warning devices that includes lights, signage, and warning bells*
- *A Member asked about a recent signal malfunction at a grade crossing and needing automatic County alerts to help prevent people getting stuck in traffic, staff acknowledged the need for improvement, an automated system does not yet exist but that the new system will have real alerts with all segments working together, and their business plan work with the County of San Mateo*
- *Other general comments included grade separations being a priority but take a long time to build and are expensive, enforcement needed to prevent trespassing and speeding under guardrails, more lighting versus light pollution (dark sky ordinances), using more focused, low wattage LED lights, have resources to help prevent potential domestic violence situations at stations, and keep in mind all people of different abilities (disabilities) who may not be able to see or hear the tracks or warnings*
- *Staff noted that they are working with the Public Utilities Commission on upgrades to crossings that included pavement markings and other devices as they work towards separating all crossings*

6. Corridor Crossing Strategy Update

Jill Gibson and Sam Zimbabwe, consultants with Kimley-Horn, provided a recap of the May in-person workshop, feedback, and reminder of the overall purpose of the strategy as an outcome of the Caltrain business plan, which included the following:

- Systematic crossings approach to align stakeholders' ambitions with an implementable program (funding, organization, program delivery, priority setting, feedback, building, and next steps)
- The two paths for project delivery opportunities and program strategy development for a future guide and shared program vision and strategy
- Work through technical processes, goals set by the LPMG, stakeholder feedback, reviewed common takeaways, and sensitivity to local conditions to accelerate work on crossings
- Have a consolidated and coordinated program to accelerate the delivery of grade separation projects, strategically pursue funding, and have a consistent and transparent grade separation program that reflects the cities' role that are closest to the community vision
- Received a lot of input and the draft delivery crossings guide to be ready for review soon (includes design criteria, delivery and construction methods, and process details, roles, and responsibilities)
- Reviewed the coordinated program approach which included holistic methodology for delivering corridor crossings and working to leverage integrated planning and design
- Need to identify and come to consensus on priority projects in terms of those with the greatest positive impact on the corridor, how to get consensus and close project funding priority gaps, and what the future program could look like along corridor

- Future additional metrics data, review of meanings, and what they could look like in terms of identifying priorities, community benefits, proposed goals, and common funding applications
- Seeking efficiencies, reliable funding, and maximizing rail corridor utility and aligning the prioritization approach with state and federal funding criteria
- Reviewed some proposed metrics that included safety, existing multi-modal crossings, equity needs (such as school access) at crossings, grouping closely spaced crossings for efficiency, future planned four-track areas for additional future service, and thinking about how to rate these criteria and understand project readiness, as well as advancing those areas where folks have already made investments to provide the most value and benefit overall – the existing \$2.1 billion funding gap within the Caltrain-owned part of the corridor
- At the recent AASHTO (American Association of State Highway and Transportation Officials Council on Rail Transportation) conference, that the FRA also attends, there was discussion on different funding opportunities and staff noted the Rail Crossings Elimination Program (started in fiscal year 2022) are preparing for the upcoming application to be released soon and recommended only submitting applications for what you can demonstrate you are prepared for, communicate with each other to avoid multiple submissions from the same jurisdictions, and how they regard safety as supreme
- The funding gap may be addressed through federal and state programs that appear promising and then leveraging dedicated resources on the corridor and supporting a coordinated program for delivery efficiencies
- CSCG (Caltrain City and County Staff Coordinating group) in-person workshop on November 15, 10:00 am to 12:00 pm at Mountain View City Hall - to continue to play a strong role in vision setting
- LMPG Members in-person workshop on November 30, 4:00 pm – 6:00 pm at Mountain View City Hall – to dig deeper in identifying priority projects, overall funding strategy, and working through metrics results

LPMG members' and alternate members' key comments and clarifications with staff included the following:

- A Member spoke in support of collaboration, noted MTC trying to focus on a megaproject and how they only have one chance for getting federal funding, and what analysis has been done on grade separations amongst jurisdictions, *staff mentioned economies of scale, how the project delivery guide will help, and bringing back data in November*
- A Member asked about getting any new technology and reducing costs, *staff noted making the process clear through the crossing delivery guide, time as the biggest cost, and working to deliver projects as quickly as possible*
- One Member opined that not all jurisdictions understand who is responsible for the costs
- Chair Burt expressed interest in prioritization criteria, how cities may be able to have a deeper discussion with them, and there are two sets of criteria: crossings as the highest priority and design (or selection) criteria that they need to weigh in on and provide some kind of objective ranking for members, *staff responded that the delivery guide draft will be distributed to the cities in December for comments, suggestions, and questions and in that they also talk about evaluation of crossing treatments*

7. Public Comments on items not on the agenda

Adrian Brandt, commented on grade crossing gate down times, the prior crossing circuit grade system was replaced with the dual or two-speed check system that has ghost activation incidences, and impacts to traffic lights with the increased gate down times. He said he has seen complaints along the corridor

on social media. He stated that staff is to install an improved Wireless Grade Crossing Optimization System and opined that staff should provide a future presentation on when it will be installed and fix the problems.

7. LPMG Member Comments/Requests - there were no requests.

8. Next Meeting

Chair Burt noted that the next LPMG meeting would be in-person at Mountain View City Hall on Thursday, November 30, 2023 starting at 4:00 pm (with informal social gathering at 3:30 pm). He encouraged Members and or their alternates to attend as well as any Council Member colleagues, activists, and the general public.

9. Adjournment

The meeting was adjourned at 7:15 pm



Memorandum

Date: November 27, 2023
To: Caltrain Local Policy Maker Group (LPMG)
From: Devon Ryan, Government and Community Affairs Officer
Re: Caltrain E-Updates



Caltrain Electrification Milestones

Electrification continues to move forward with the arrival of two new electric train sets earlier this

month. Each train set is delivered over 800 miles from the Stadler manufacturing center in Salt Lake City before arriving to their new home in the Bay Area.

Alongside this exciting update, other recent milestones include the successful installation of every pole for the Overhead Contact System (OCS), upgraded the signal system that allows electric trains to operate along the Caltrain corridor and successfully tested the new electric trains at maximum track speed of 79 mph.

Caltrain Set to Receive \$25M in Operations Funding in FY 2026

The Metropolitan Transportation Commission (MTC) approved a distribution framework for state budget funds from SB 125 as well as regionally controlled funds to transit operators to support ongoing regional coordination efforts and provide gap funding for transit operations. Under this framework, Caltrain is set to receive \$25M to address its \$33M shortfall in FY 2026.

“We are grateful to our state leaders for securing these funds and to MTC for the proposed FY26 allocation to Caltrain that will allow us to continue working with our regional partners to coordinate an easy and integrated experience for Bay Area transit riders,” said Caltrain Executive Director Michelle Bouchard.

For more details, see the [MTC presentation](#).



Holiday Train

Join Caltrain in celebrating the holiday season aboard the festive Holiday Train on December 2nd and 3rd! Santa will kick off his journey in San Francisco, winding his way down the Peninsula and heralding

the start of joyful festivities. Delight in lively performances by local artists and meet your favorite holiday characters along the route.

This cherished tradition also offers attendees an opportunity to donate new toys or books to local children whose families are struggling to make ends meet. Caltrain is proud to once again partner with the U.S. Marine Corps Reserve Toys for Tots program and The Salvation Army to help make the season brighter for everyone.

You can find additional details [here](#).



Caltrain Seeks Representatives for the Bicycle & Active Transportation Advisory Committee (BATAC)

Caltrain is on the lookout for two dedicated riders to join its Bicycle & Active Transportation Advisory Committee (BATAC). We're seeking a member of the public from Santa Clara County and a representative from a bicycle advocacy group in San Mateo County. This committee serves as the primary venue to integrate the views and interests of customers who rely on active transportation—like cycling, walking, and related modes—to access Caltrain. It's an exciting opportunity to shape our planning processes!

Applications are due by Thursday, November 30, and are available at www.caltrain.com/batac or by calling 650.508.6391.

PUBLIC MEETINGS:

JPB Advocacy and Major Projects (AMP) Meeting – Nov. 29, 2023 at 3:30 p.m.

Caltrain Board Meeting – Dec. 7, 2023 at 9:00 a.m.

JPB Technology, Operations, Planning, and Safety (TOPS) Meeting – Nov. 29, 2023 at 1:30 p.m.

For more details, and a full list of upcoming meetings, please visit [Caltrain.com/Meetings](https://caltrain.com/Meetings).

PROGRESS REPORT:

The presentation on Caltrain Electrification progress presented at Caltrain’s November 2, 2023 Board Meeting is [available here](#).

Caltrain Electrification

FINAL SERVICE PLAN
FOR FALL 2024

Caltrain Local Policy Maker Group
November 2023



Agenda

Today's Meeting

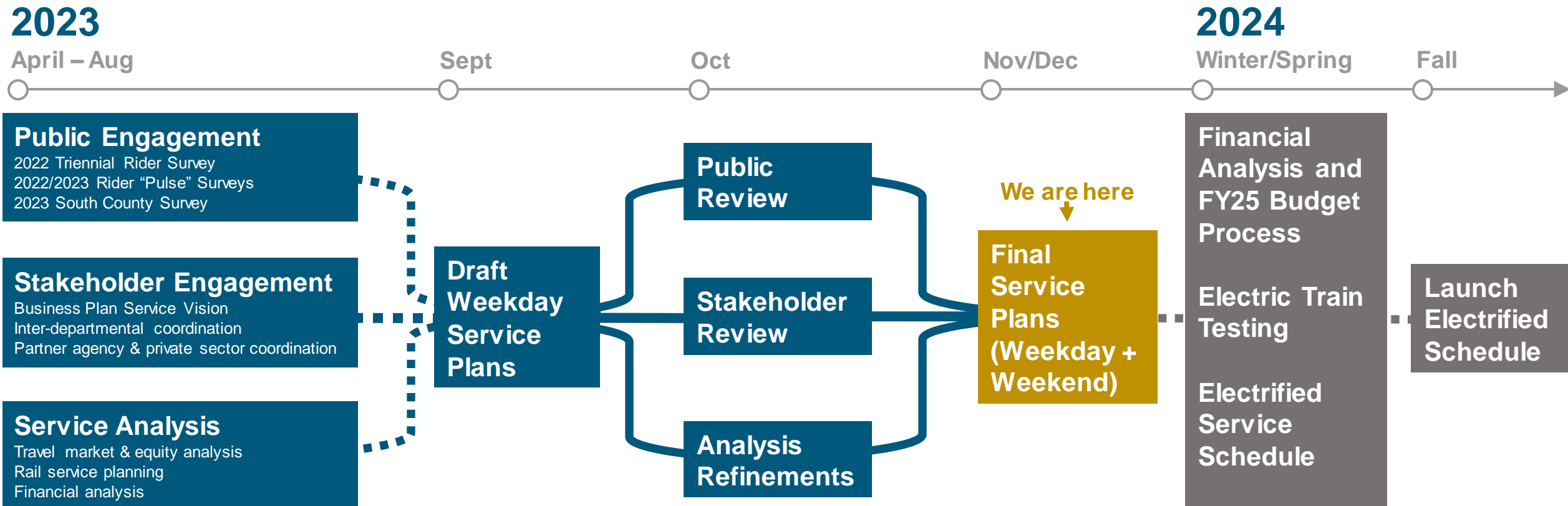
1. **Electrification Update and Service Planning Process**
2. **Findings from Outreach**
3. **Final Electrified Service Plan**
4. **Service Expansion Possibilities**
5. **Next Steps**

About Electrification

- Caltrain has been working diligently with its partners and the local communities to complete the Electrification Project.
- 51 miles from San Francisco to San Jose (Tamien Station) along JPB-owned right-of-way
- Electrification has three components:
 - Overhead contact system
 - Traction power facilities
 - Electric trains (19 trainsets by end of 2024; 23 trainsets by 2027)
- First new electric trains have arrived & testing is underway through next year
- **Caltrain's new electrified service will launch in September 2024 with a completely new schedule!**



Electrified Service Planning Process



Electrified Service: Goals & Outcomes

Vision

**Long-Range
Service Vision**
(Caltrain Business Plan)

Goals

Equity

Connectivity

**Recovery &
Growth**

Outcomes

**More Frequent
Service**

Tailor station frequency to market demand and equity goals

**Competitive
Travel Times**

Offer competitive travel times for major markets compared to autos

**Enhanced Off-
Peak Service**

Build ridership markets outside of typical commute trips

**Coordinated
Transfers**

Coordinate connections with other transit operators

**Simplicity &
Legibility**

Provide a schedule that is easy to understand

What Constraints Remain?



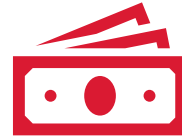
Infrastructure

Caltrain serves a mostly two track corridor with constrained terminal operations, which limits how it can provide service.



Fleet

Caltrain's mixed fleet of diesel and electric trains constrains what kinds of train service can be offered on the entire corridor.



Operating Budget

Consistent with the FY24-25 budget, Caltrain will provide 104 trains per day. With lower ridership and farebox revenue, Caltrain will delay further service expansion until ridership recovers or the fiscal situation improves.



Service Coordination

Timing transfers with all connecting transit agencies poses challenges.

Outreach Activities to Date

Soliciting Feedback on Proposed Electrified Service Plan
September – November 2023

20

Community, Business and Advisory Group Presentations

Including Joint Powers Board; Local Policy Maker Group; Caltrain Citizens Advisory Committee; Transit Partners; Key Employers; etc.

21

Jurisdictions

1,500+

Table Visitors

10

Community and Station Events

5,000+

Website views

9

TASI Unions

1,650+

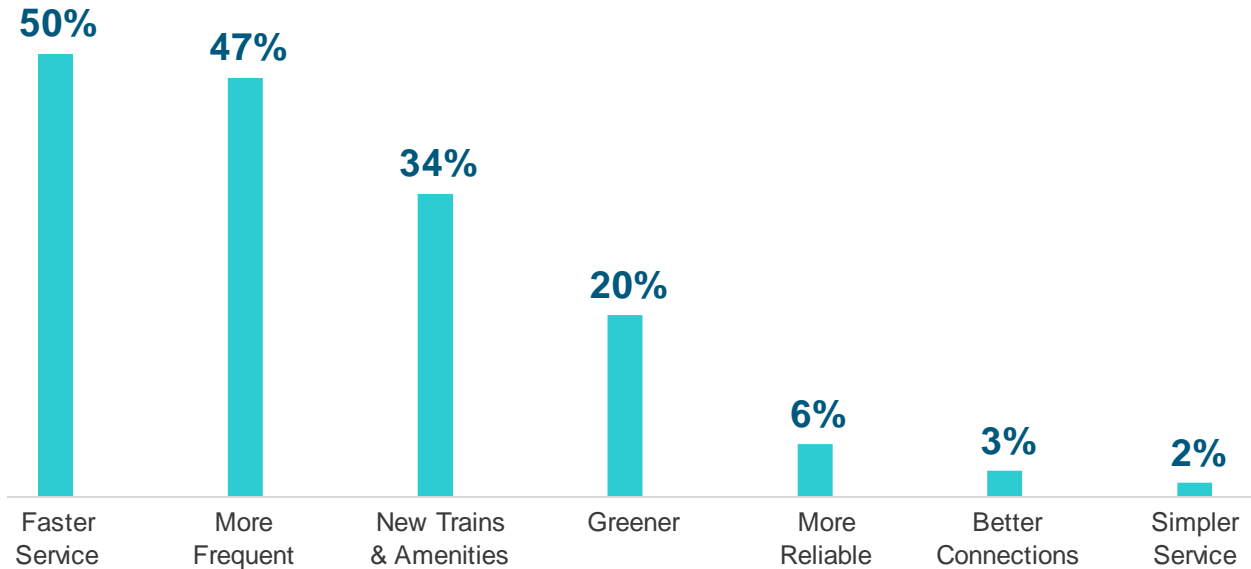
Public Survey Responses



Customers are most excited about...

- **Faster service**
- **Increased frequencies**
- **New train amenities**

What Most Excites You about Electrified Service?*



More Trains at All Hours

Desire for better frequency at all hours, on weekdays, and on weekends

Green and New

Support for green, sustainable service and new trains

Reliable Service

Optimism for more reliable service after years of construction

Transit Connections

Easy transfers and integration with other transit lines are important for some

*Respondents could select more than one option

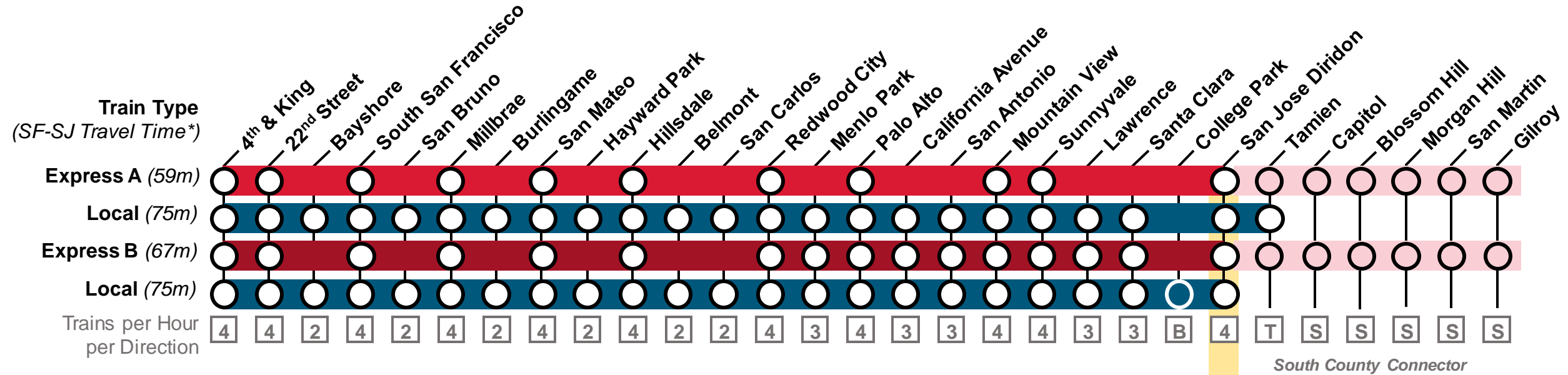
Finalizing Electrified Service Plans

- Caltrain considered fall 2023 feedback, planning-level financial analysis, and operational needs.
- Caltrain saw strong support for the proposed weekday stopping patterns, including for both weekday express service patterns.
 - **The final electrified service plan is the same as the proposed weekday service plan (no changes).**
- Caltrain also heard consistent calls to increase weekend service, beyond today's hourly weekend service, between San Francisco and San Jose.
 - **The final electrified service plan increases weekend service to 2 trains per hour per direction – one train every 30 minutes at every station between San Francisco and San Jose.**

Weekday Peak Period Final Station Service Levels

Note: No Change from Proposed Electrified Service Schedule that was shared for public review in fall 2023

Peak periods vary by station, generally covering 6:30AM-9:30AM and 3PM-7PM



LEGEND

○ Stop (one per hour per direction)

Stops per hour per direction

T Tamien Service
2 to 3 stops per hour in peak direction, 1 stop per hour in reverse-peak direction

B Bellarmine Service
2 stops per day per direction

S South County Connector Service
4 stops per day per direction with 1-2 trains per hour in the peak direction



Timed Cross-Platform Connection
Between South County Connector trains and Express trains in both directions

Diesel Service (4 Daily Roundtrips)
South County Connector between Gilroy and Diridon

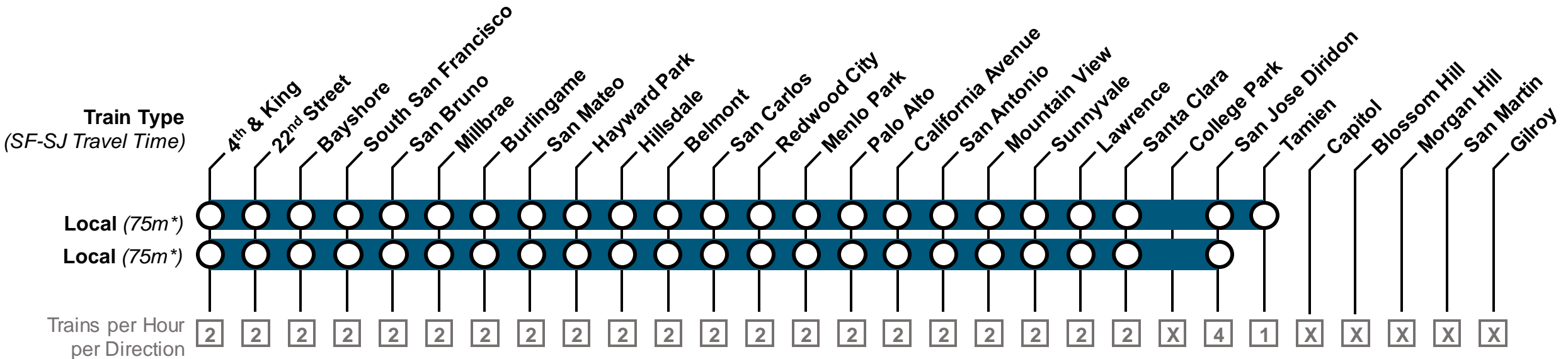


*SF-SJ travel time refers to 4th & King to Diridon Station. Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.

Weekday Off-Peak Final Station Service Levels

Note: No Change from Proposed Electrified Service Schedule that was shared for public review in fall 2023

Off-peak periods vary by station, generally covering 5-6:30AM, 9:30AM-3PM, and 7PM-1AM



LEGEND

- Stop (one per hour per direction)
- # Stops per hour per direction
- X No Service
Peak Period service only

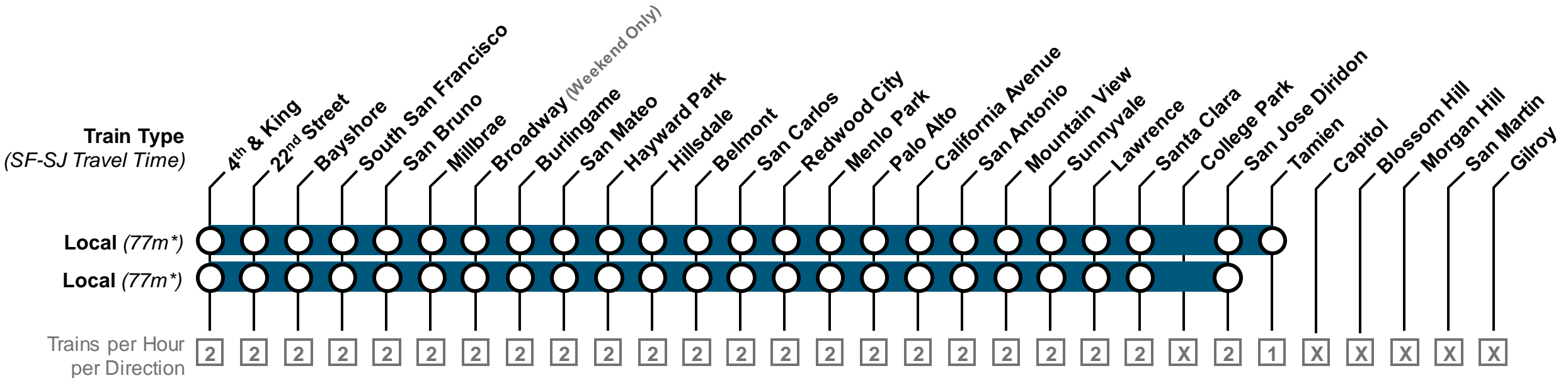
*Travel times for SF-SJ refers to 4th and King to Diridon Station.

**Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.



Weekend Final Station Service Levels

Weekend service hours vary by station, generally covering 7AM-1AM



LEGEND

- Stop (one per hour per direction)
- # Stops per hour per direction
- X No Service
Weekday service only

*Travel times for SF-SJ refers to 4th and King to Diridon Station. Weekend travel times approximately 77 minutes due to Broadway Station service; weekday off-peak service is 75 minutes without Broadway service.

**Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.



Electrified Service Plan Benefits

Improved service for all riders



Get There Faster

Express from SF to SJ in under an hour

Quicker local service, 75 minutes instead of 100

Save up to 28 minutes on trips from Southern Santa Clara County to SF



Ride More, Wait Less

20% more train service

26% more train service at equity priority stations

Half-hourly service during weekends and off-peak



First Class for Everyone

Free Wi-Fi

Smoother, quieter experience

Outlets at every seat

Digital trip information onboard

Spacious, accessible bathrooms



Clean and Green

GHG emissions reduced by 250K MTCO2 annually – equivalent to taking 55,000 cars off the road each year

Improves local air quality

Quieter trains, both onboard and off

Financial Forecast

- Caltrain is facing an operating deficit beginning in FY26, exceeding \$500M over the next ten years.
- At 5.1M riders in FY23, Caltrain is at about 28% of pre-COVID levels, but recent trends have been closer to 33%.
- Half-hourly weekend service adds an estimated annual operating cost of \$3M to \$4M.
- Caltrain hopes to offset partially these costs by \$1M to \$2M with increased weekend ridership/revenue, reduced special event service, and optimized crew schedules.
- Actual net costs will not be known until Caltrain is in electrified service

Weekday Service Expansion Possibilities in the Future

Weekday Service Expansion

- Not budgeted for FY25.
- Ridership and financial conditions will need to improve to consider expansion in FY26 and beyond.

Peak Period Service Expansion

- With ridership still recovering from the effects of the pandemic, Caltrain is requesting a waiver from the Federal Transit Administration (FTA) to delay further service expansion until ridership returns.

Ongoing Monitoring

- As ridership grows and financial conditions improve, Caltrain will continue to assess service expansion opportunities.
- Caltrain will return to the Board and the public in the future.

Service Plan Next Steps

2023

Fall/Winter

- Final service plan shared with the public

2024

Winter/Spring

- Detailed financial analysis for FY25 budget
- Electric train testing
- Timetable development
- Title VI analysis and approval

Summer

- Preparation for launch of new timetable

Fall

- Launch of electrified service
- New timetable implemented with final electrified service plan

Appendix

Weekday & Weekend Service Comparisons

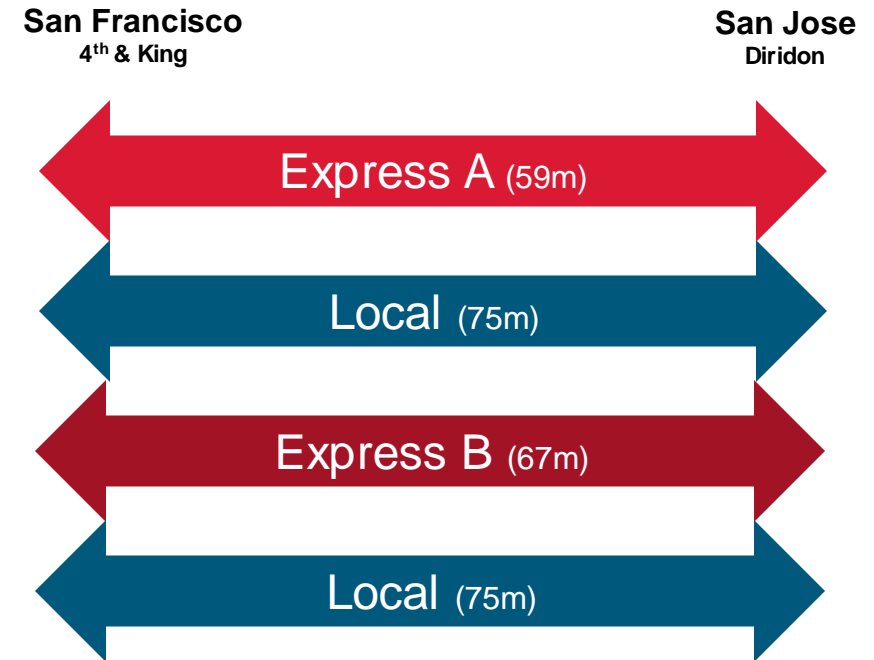
Final Weekday Peak Period Service

(San Francisco to San Jose)

Faster service *and* more stops with all-electric trains

- 4 trains per hour per direction
- Alternating express and local trains
- SF-SJ travel times of 59 to 75 minutes*
- 20% increase in stops at stations

Weekday Peak Service Plan



Weekday peak periods approximately
6:30AM-9:30AM and 3PM-7PM
(Consistent with existing condition)

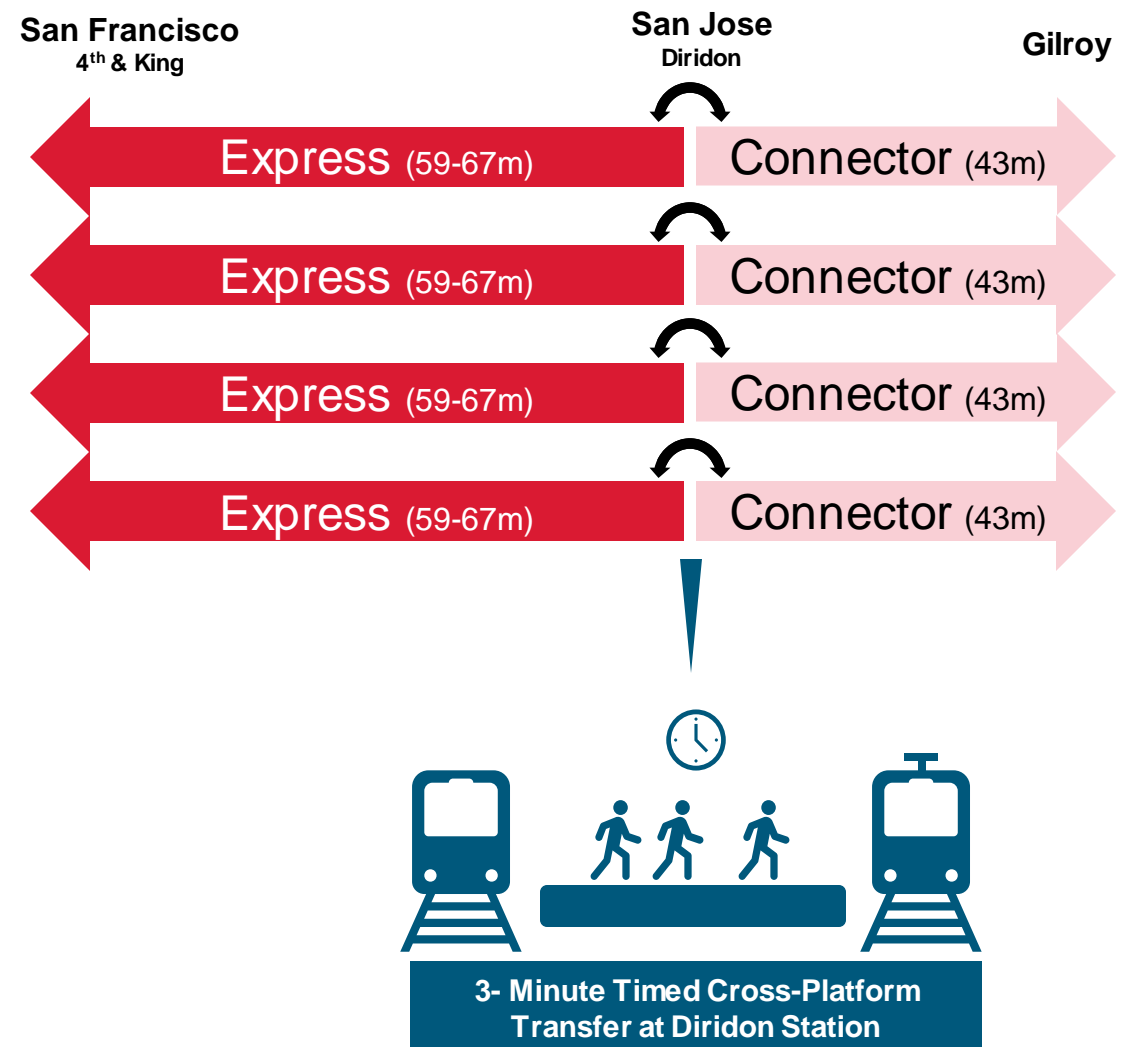
*Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.

Final South County Connector Service Plan

Service Tailored to Community Needs

- 4 daily roundtrips (schedules tailored to survey feedback from South County residents in June 2023)
- Timed cross-platform transfer to Express Trains (3-minute connection) at Diridon Station
- Fastest SF-Gilroy travel time of 106 minutes, a reduction of up to 28 minutes compared to existing service
- Maximizes flexibility within constraints imposed by agreement with Union Pacific

4 Daily Roundtrips with Timed Cross-Platform Connection



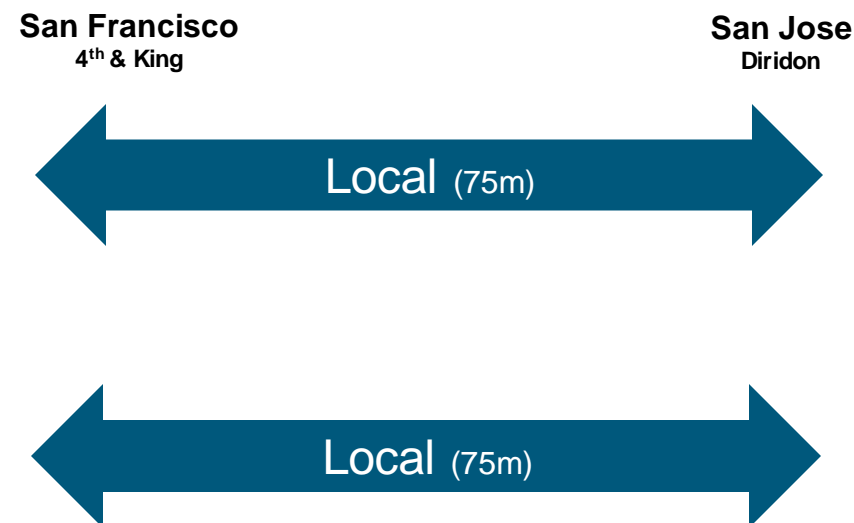
Final Weekday Off-Peak

(San Francisco to San Jose)

Half-Hourly Off-Peak Service at All Stations

- All stations receive half-hourly local service throughout the day
- SF-SJ travel times of 75 minutes
- Fully electrified service – all electric trains

Weekday Off Peak Service Plan



Weekday off-peak periods approximately
5AM-6:30AM, 9:30AM-3PM, and 7PM-1AM
(Consistent with existing service)

*Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.

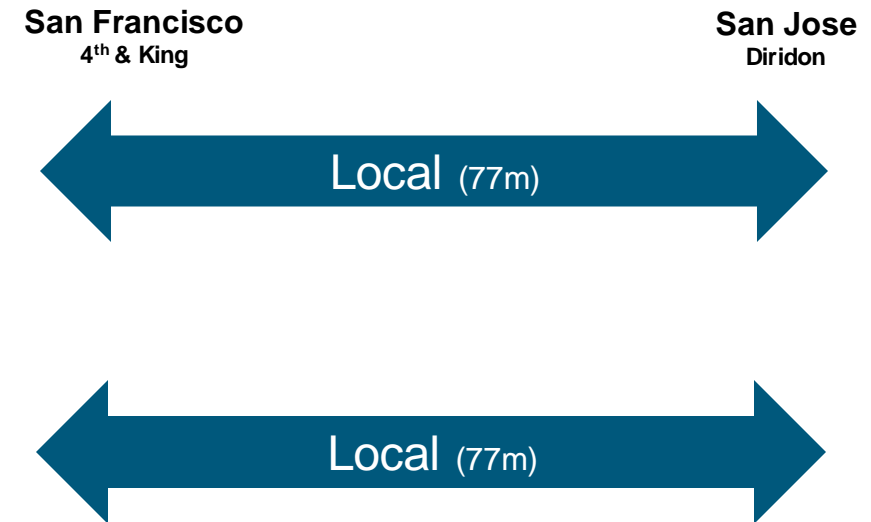
Final Weekend Service Plan

San Francisco to San Jose

Half-Hourly Service at All Stations between San Francisco and San Jose

- All stations receive half-hourly local service throughout the day
- SF-SJ travel times of 77 minutes (including weekend-only service at Broadway)
- Fully electrified service – all electric trains

Weekend Service Plan



Weekend service hours approximately 7AM-1AM
(Consistent with existing service)

*Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.

Weekday Comparison

Diesel Service in Fall 2023 compared to Electrified Service in Fall 2024

Between San Francisco and San Jose, electrified weekday service will provide:

- ~25 minutes of savings for Local service (compared to today's service)
- ~7 minutes of savings for Express A service, even with 3 extra station stops (compared to today's service)

Topic	Fall 2023 Service	Fall 2024 Electrified Service
Trains per Day	104	104
Approximate Span of Service	5am-1am	5am-1am
Daily Roundtrips to Gilroy	4	4
Local Travel Time (SF-SJ)	97-101 mins	75 mins
Express Travel Time (SF-SJ)	65 or 66 mins	59 mins
Stations with Express Service	8	11
Number of Service Patterns	5	3

*Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.



Weekend Comparison

Diesel Service in Fall 2023 compared to Electrified Service in Fall 2024

Between San Francisco and San Jose, electrified weekend service will provide:

- Over double the number of weekend trains (compared to today's service), with half hourly service at all stations between San Francisco and San Jose
- ~25 minutes of savings for Local service (compared to today's service)

Topic	Fall 2023 Service	Fall 2024 Electrified Service
Trains per Day	32	66
Approximate Span of Service	7am-1am	7am-1am
Local Travel Time (SF-SJ)	100-102 mins	77 mins

*Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.





CALIFORNIA High-Speed Rail Authority

Memorandum

Date: November 30, 2023
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

Full Steam Ahead with Track and Systems Procurement

On November 2, the Authority’s Board of Directors approved the release of a Request for Qualifications (RFQ) to industry for design services for track and overhead contact systems (OCS) for the initial 171-mile passenger service connecting Merced to Bakersfield. The RFQ is advertised [here](#), with Statements of Qualifications (SOQ) due Jan. 22, 2024, and Board consideration and contract execution and issuance expected in April 2024. This follows the Authority’s release of the first trainset RFQ in August.



Central Valley Construction Update

Earlier this month, the Authority completed the Avenue 9 overcrossing in Madera County, marking the 10th high-speed rail structure to be completed this year. On average, the Authority dispatches nearly 1,500 workers daily to a high-speed rail construction site. Since the start of construction, the Authority has created more than 11,500 good-paying construction jobs, a majority going to residents of the Central Valley. The Authority has begun work to extend the 119 miles under construction to 171 miles of future electrified high-speed rail from Merced to Bakersfield.

Operations Labor Agreement Announced

On November 17, the Authority and 13 rail labor unions announced an agreement that ensures the hard-earned gains in federal labor laws will be applicable to the operations of the nation’s first high-speed rail project. This agreement will cover an estimated 3,000 workers who will operate and maintain high-speed trains, facilities, and stations from the Bay Area through the Central Valley and into Southern California. The running of the 171-mile Merced to Bakersfield

Section alone will create nearly 400 operating jobs, a number that will grow as the service expands beyond the Central Valley. To learn more about the agreement and the rail labor unions involved, see our press release [here](#).

Settlement Agreement Reached with Hollywood Burbank Airport

The California High-Speed Rail Authority and the Burbank-Glendale-Pasadena Airport Authority have reached an agreement that dismisses the Airport Authority's lawsuit regarding the high-speed rail project. The new agreement creates the framework for a collaborative process for the High-Speed Rail Authority to build a station with a direct connection to Hollywood Burbank Airport, seamlessly linking two high-speed modes of travel to efficiently move travelers throughout Southern California and beyond. For more information, read the press release [here](#).

Fall Small Business Newsletter

Our [2023 Fall Small Business Newsletter](#) features veteran-owned small businesses like Bay Area based Ross Infrastructure Development, LLC, which is supporting financial advisory engagement and oversight for the Authority. The newsletter also features an update on our small business goals, a recap of our recent Small Business Diversity and Resources Fair, a profile of our new Small Business Advocate and more! In addition to reading the newsletter, you can [watch a video](#) feature profiling Bancroft Construction Services, a Disabled Veteran-Owned Business Enterprise providing specialized environmental compliance consulting across Central Valley construction.

RECENT & UPCOMING OUTREACH ACTIVITIES IN NORTHERN CALIFORNIA

- Kaiser Permanente San Jose Farmers' Market – November 14, 10am-2pm
- Transbay Joint Powers Authority (TJPA) Winterfest at Salesforce Park – December 8-10