

Fall 2024 Caltrain Electrification

TITLE VI SERVICE EQUITY ANALYSIS
AMP Committee – May 29, 2024



Peninsula Corridor Joint Powers Board

Title VI Overview

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving *Federal financial assistance*.” Title VI, 42 U.S.C. § 2000d

Caltrain’s Title VI Policies

When conducting a Major Service Change, Caltrain must conduct a Title VI Service Equity Analysis to see how the proposed service changes would impact **minority** and **low-income** populations

Major Service Change:

1. Reduction or Increase of 25%+ in total revenue train miles per day
2. >50% change in number of stops at a station per day



Caltrain's Title VI Policies

Disparate Impact Policy (*Minority*)

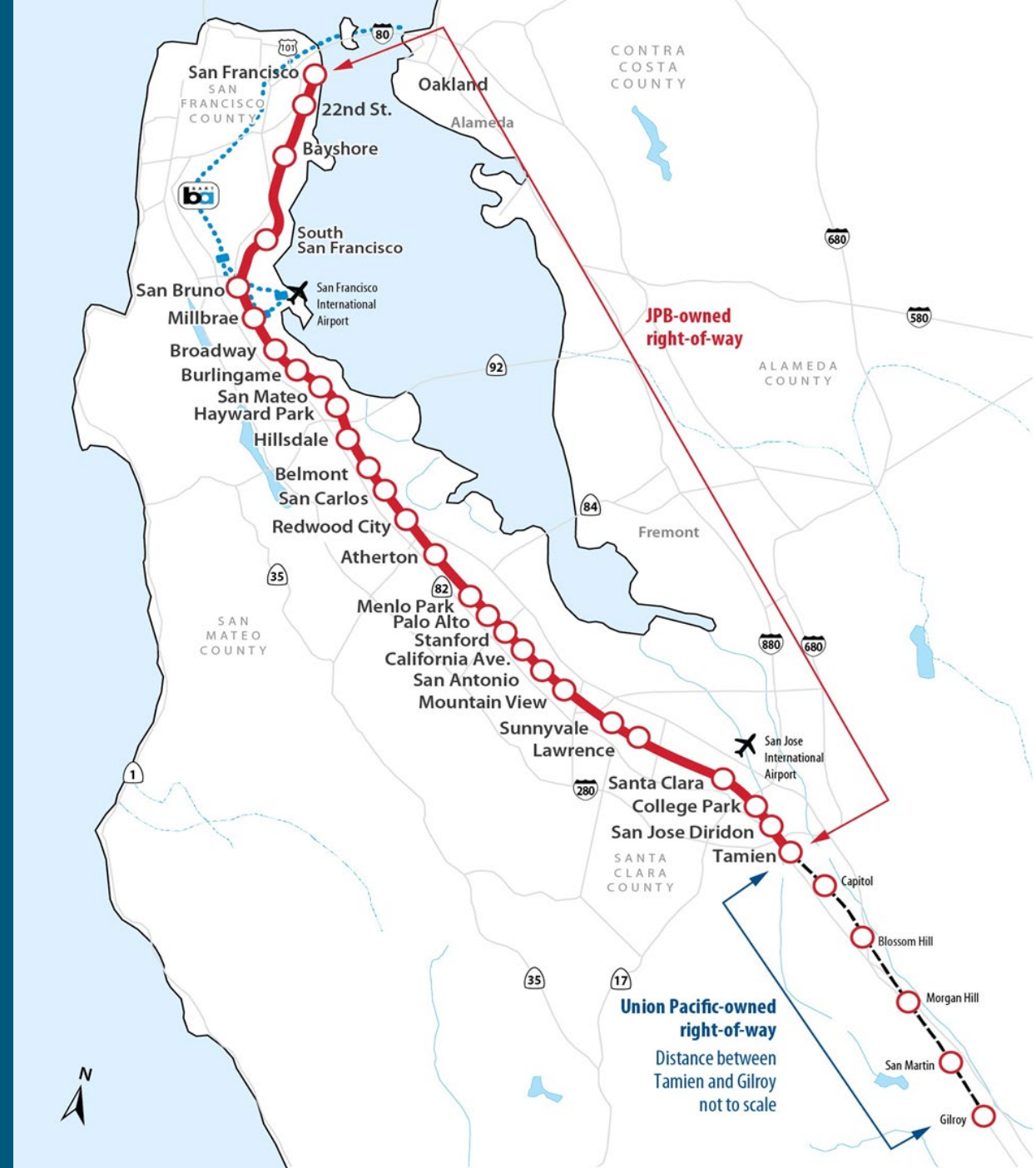
- Threshold for determining when adverse effects of Major Service Changes are borne disproportionately by minority populations vs. non-minority populations
- **Caltrain's Disparate Impact threshold is set at 10%**
- What this means: There is Disparate Impact if the difference in impacts borne by minority populations compared to those borne by non-minority populations are greater than 10%

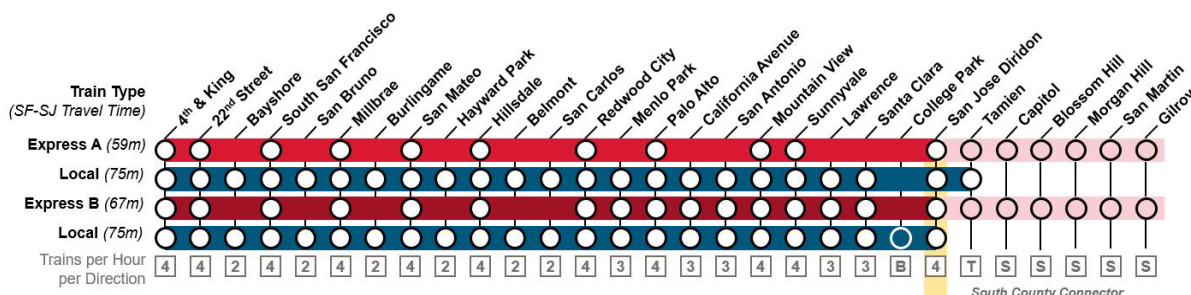
Disproportionate Burden Policy (*Low-Income*)

- Threshold for determining when adverse effects of Major Service Changes are borne disproportionately by low-income populations vs. non-low-income populations
- **Caltrain's Disproportionate Burden threshold is set at 10%**
- What this means: There is Disproportionate Burden if the difference in impacts borne by low-income populations compared to those borne by non-low-income populations are greater than 10%

Peninsula Corridor Electrification Project

- Project groundbreaking in 2017 to electrify and upgrade the safety and performance of Caltrain
- 51 miles converted from diesel to electric trains from San Francisco to San Jose (Tamien Station) along JPB-owned right-of-way
- Electrified service to launch in September 2024 with a brand new schedule

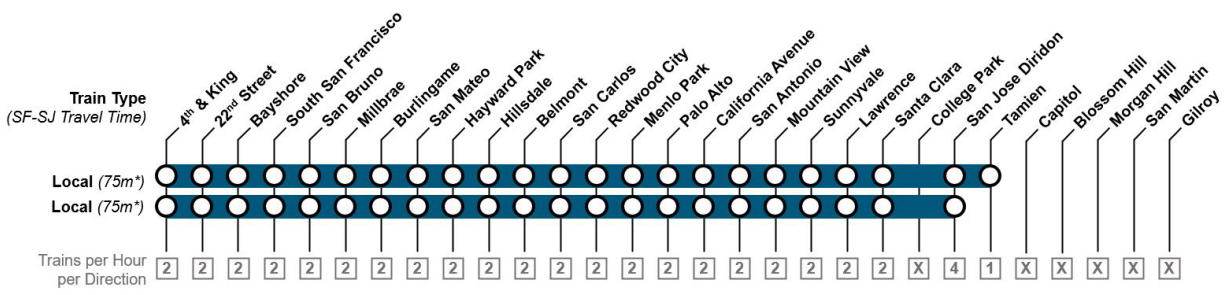




LEGEND

- Stop (one per hour per direction)
- Stop (one per hour per direction)
- 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



LEGEND

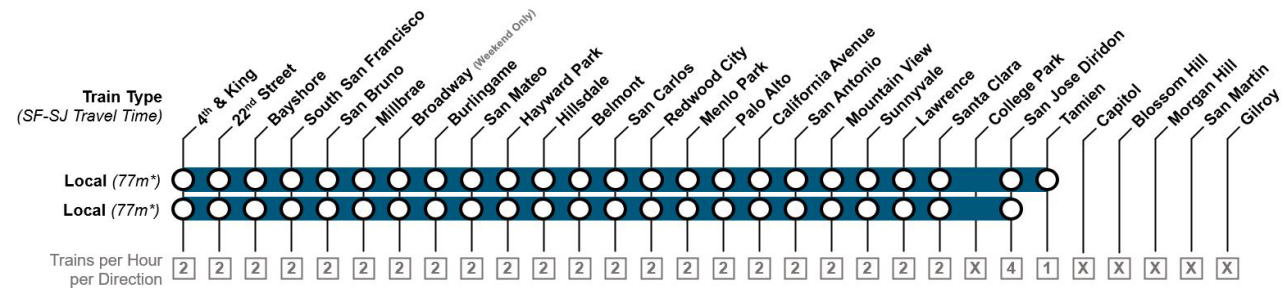
- Stop (one per hour per direction)
- Stop (one per hour per direction)
- Stop (one per hour per direction)
- # Stops per hour per direction
- X No Service
Peak Period service only

Draft Electrification Schedule

WEEKDAY COMPARISON

	Fall 2023 Diesel Service	Fall 2024 Electrified Service
Trains per Day	104	104
Approximate Span of Service	5 a.m. - 1 a.m.	5 a.m. - 1 a.m.
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

*Refers to SF 4th & King to SJ Diridon Station.
Travel times subject to change pending further testing of new EMUs.



LEGEND

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

NEW WEEKEND PATTERN



Draft Electrification Schedule

WEEKEND COMPARISON

	Fall 2023 Diesel Service	Fall 2024 Electrified Service
Trains per Day	32	66
Approximate Span of Service	7 a.m. - 1a.m.	7 a.m. - 1a.m.
Local Travel Time (SF-SJ)*	100 - 102 mins	77 mins

**Refers to SF 4th & King to SJ Diridon Station.
Travel times subject to change pending further testing of new EMUs.*



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 nearly 20 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

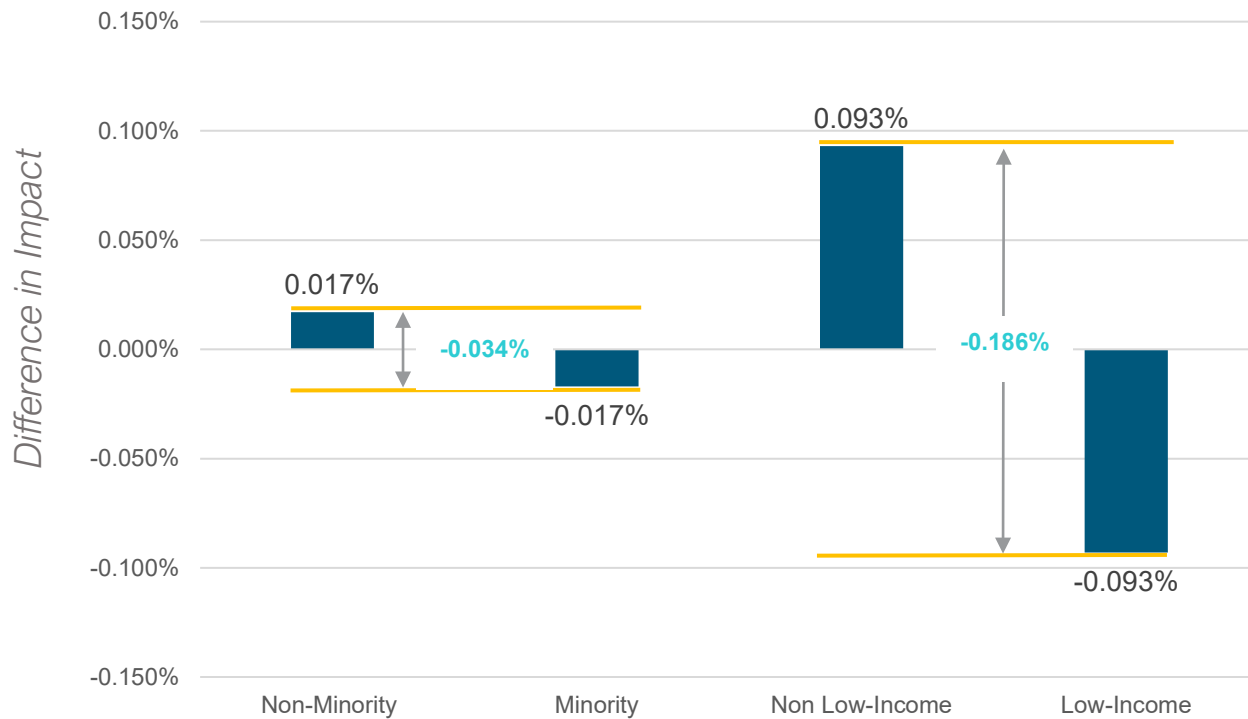
Quieter trains, both onboard and off

**These high-performance trains accelerate/decelerate faster than diesel trains, which enables Caltrain to provide more stops without additional trains.*

Service Equity Analysis

WEEKDAY

Effects of Weekday Service Change on Riders



Data Used

- Fall 2022 Caltrain Triennial Customer Survey

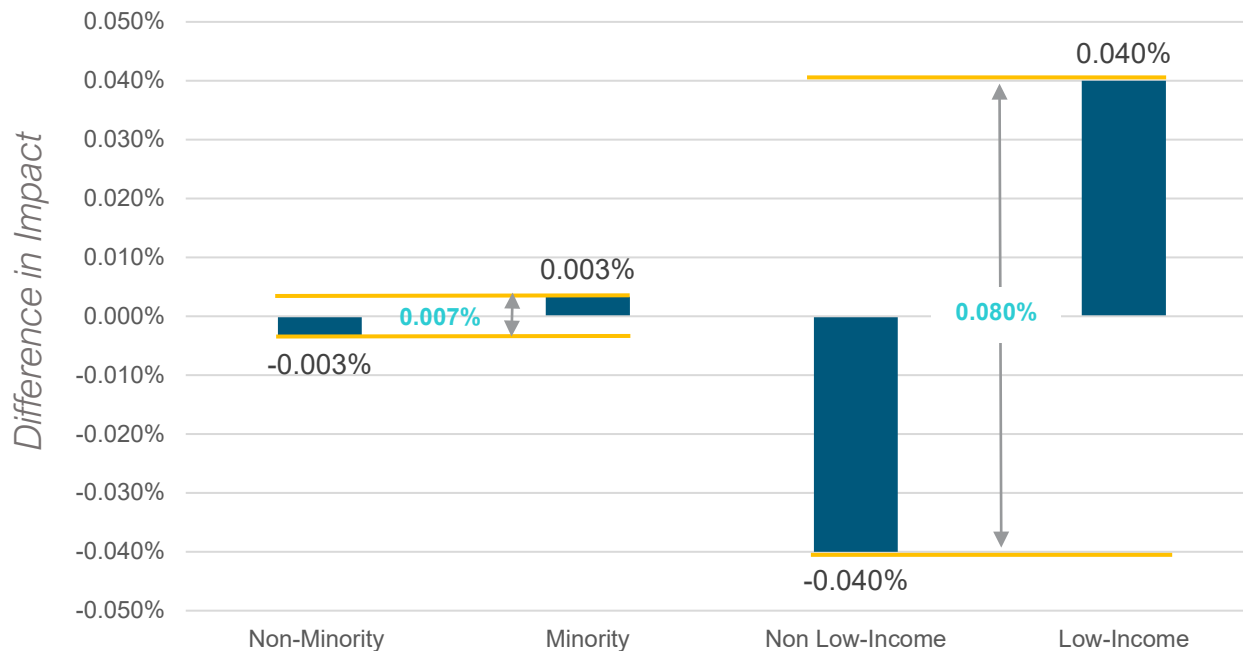
Findings

- **Minority vs. Non-Minority % Difference:**
 - **-0.03% (No Disparate Impact)**
- **Low-Income vs. Non-Low-Income % Difference:**
 - **-0.19% (No Disproportionate Burden)**

Service Equity Analysis

WEEKEND

Effects of Weekend Service Change on Riders



Data Used

- Fall 2022 Caltrain Triennial Customer Survey

Findings

- **Minority vs. Non-Minority % Difference:**
 - **0.01% (No Disparate Impact)**
 - *Minority populations are slightly more impacted than Non-Minority populations*
- **Low-Income vs. Non-Low-Income % Difference:**
 - **-0.08% (No Disproportionate Burden)**
 - *Low-income populations are slightly more impacted than Non-Low-Income populations*

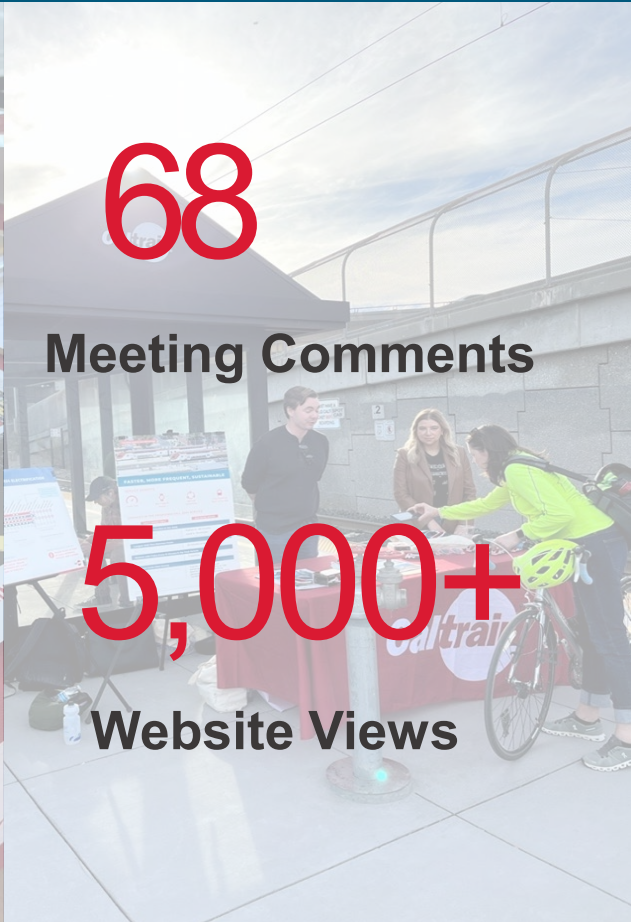
Public Engagement

on Proposed Electrified Service Plan September – December 2023



20
Community, Business and Advisory Group Presentations

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



68
Meeting Comments

5,000+
Website Views



10
Community and Station Events

1,500+
Table Visitors



10
Languages Offered on the Survey

1,650+
Public Survey Responses



Conclusion and Recommendation

- Staff analysis concludes that:
 - The service increases do not result in a disparate impact on minority populations
 - The service increases do not impose a disproportionate burden on low-income populations
- **Staff recommends the Board approve the Title VI Service Equity Analysis for the new Caltrain electrification service to begin in September 2024.**

FOR MORE INFORMATION

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