



JPB Board of Directors  
Meeting of June 6, 2024

Supplemental Reading File

# Subject

1. 2024 Caltrain Electrification Title VI Service Equity Analysis Final
2. Acceptance of Quarterly Fuel Hedge Update
3. Receive Fiscal Year 2024 Quarter 3 Capital Program Quarterly Report
4. Receive Update on Caltrain Capital Improvement Plan
5. Receive Update on Crossing Optimization Project through April 2024

**PENINSULA CORRIDOR JOINT POWERS BOARD**



Title VI Service Equity Analysis  
Caltrain Electrification Service Changes  
June 2024

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# 2024 Caltrain Electrification Title VI Service Equity Analysis

## EXECUTIVE SUMMARY

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. The Peninsula Corridor Joint Powers Board ("JPB" or "Caltrain") operates the Caltrain commuter rail service serving San Francisco, San Mateo, and Santa Clara counties. Caltrain 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.

As a federal grant recipient, Caltrain is required to maintain and provide to the FTA information on Caltrain's compliance with Title VI regulations. At minimum, Caltrain conducts compliance assessments in the form of a Title VI Program update every three years, or a Title VI equity analysis before a fare structure change or major change in service.

This Title VI Service Equity Analysis, prepared in conformity with Chapter IV of the FTA's Circular 4702.1B, evaluates Caltrain's proposed weekday and weekend service changes to be implemented September 23, 2024, with the completion of the Peninsula Corridor Electrification Project (PCEP). As part of the Caltrain Modernization Program (CalMod), PCEP converts the Caltrain mainline from diesel-hauled trains to Electric Multiple Unit (EMU) trains, which will improve system performance and reduce long-term environmental impacts. PCEP proposed service changes provide a significant overall increase to weekday and weekend service. This qualifies as a Major Service Change under Caltrain's Title VI policies, and Caltrain must determine whether those changes present a disproportionately adverse effect on protected minority and low-income populations.

The following analysis provides a detailed review of the proposed service adjustments and an assessment of any potential impacts on minority and low-income users. It also summarizes all public outreach conducted, including materials provided for Limited English Proficient (LEP) populations and public comments received.

Applying Caltrain's Title VI policies, this analysis demonstrates that the service increases resulting from the changes to Caltrain's new weekday and weekend schedules post-electrification **will not have a disparate impact on minority riders nor impose a disproportionate burden on, or fail to proportionally benefit, low-income riders.**

## BACKGROUND

### CALTRAIN OVERVIEW

Caltrain provides commuter rail service between Santa Clara, San Mateo, and San Francisco Counties of the Bay Area. The service spans 77.4 miles from San Francisco to Gilroy and includes 31 stations – 29 are used for weekday service, 24 are used for weekend service (including one weekend-only station), and one is a special event service station which serves Stanford Stadium. The service area across the three counties is geographically and ethnically diverse, containing both dense urban cores and suburban landscape with residents from an array of different backgrounds. These factors make the Caltrain service area unique.

Beginning in September 2023 and continuing through the present, Caltrain operates 104 weekday trains and 32 weekend trains. In FY2023, Caltrain carried approximately 5.1 million passengers. **Attachment 1** displays the Caltrain Service Map. **Attachment 2** presents a map of service area demographics where the minority and low-income populations are broken out by tract group using the U.S. Census Bureau's 2020 American Community Survey (ACS) Data. Minority Census tracts are defined as those in which the minority population exceeds the systemwide minority average of 65%. Low-income tract groups are defined under Caltrain's Title VI Program as those in which more than 13% of households have incomes under \$25,000.

### PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP)

Caltrain broke ground on the Peninsula Corridor Electrification Project (PCEP) in 2017 as part of the \$2.44 billion Caltrain Modernization Program. CalMod's primary objective is to electrify and upgrade the performance, safety, operating efficiency, capacity, and reliability of Caltrain while improving regional air quality and reducing greenhouse gas emissions.

PCEP is a key component of CalMod, consisting of converting 51 miles of the main Caltrain line between San Francisco and Tamien Station in San Jose from diesel-hauled to EMU trains. The improved performance of the electric trains includes faster acceleration and deceleration and reduced headways that allow Caltrain to provide shorter trip times and more stops within the same amount of time. Additional PCEP scope of work includes the design and construction of an overhead contact system, traction power facilities, modification of the signaling and grade crossing prediction system, and modifications at existing tunnels and Caltrain's maintenance facility. Following the completion of PCEP, Caltrain will continue to provide diesel service to Gilroy. PCEP only includes electrification to a point approximately two miles south of Tamien Station, as Caltrain does not own the southern right-of-way past that point.

## CALTRAIN TITLE VI POLICIES

In October 2012, the Federal Transit Administration (FTA) updated its guidance on Title VI of the Civil Rights Act of 1964 through FTA Circular 4702.1B. In accordance with the Circular, to guard against disparate impacts in decision-making and to establish thresholds for use in equity analyses of service and fare changes, FTA requires each federally-assisted public transportation provider's governing board to adopt three policies:

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

Caltrain adopted its policies based on several factors, including existing policies in use, consultation with other transit agencies, and analysis of impacts of past service and fare change decisions. Caltrain made its policies available for public review in February 2013 and conducted significant public outreach to solicit input. Following public engagement, Caltrain revised the policy proposals, and the Board of Directors adopted the revised policies at the April 4, 2013 board meeting. The adopted policies follow, and a copy is available in **Attachment 3**.

### MAJOR SERVICE CHANGE POLICY

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the JPB Board of Directors for its consideration and included in the triennial Caltrain Title VI Program with a record of action taken by the Board.

Caltrain's policy defines a major service change as any service change meeting one or both of the following criteria:

- A reduction or increase of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made.
- A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made. Note: Any temporary or interim change<sup>1</sup> due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

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<sup>1</sup> The FTA applies a 12-month limit to the "temporary" service change exemption in Major Service Change policies.

## **DISPARATE IMPACT POLICY**

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

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

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

In the course of performing a Title VI Equity Analysis, Caltrain must analyze how the proposed action (a major service change or fare change) would impact minority populations as compared to non-minority populations.

Caltrain established its Disparate Impact threshold at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

In the event that the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted 10 percent threshold, or that benefits non-minorities more than minorities with a disparity that exceeds the adopted threshold, Caltrain must (a) consider modifying the proposal to eliminate the disparate impact, (b) analyze whether the modification eliminated the disparate impact, and (c) demonstrate (1) a substantial legitimate justification for the proposed change and (2) that the proposed change is the least discriminatory alternative.



## **DISPROPORTIONATE BURDEN POLICY**

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

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

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

In the course of performing a Title VI Equity Analysis, Caltrain must analyze how the proposed action (a major service change or fare change) would impact low-income as compared to non-low-income populations.

Caltrain established its Disproportionate Burden threshold at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

In the event the proposed action has a negative impact that affects low-income populations more than non-low income populations with a disparity that exceeds the adopted threshold, or that benefits non-low-income passengers more than low income passengers with a disparity that exceeds the adopted threshold, the JPB must take steps to avoid, mitigate, or minimize negative impacts where practicable.

## **PUBLIC ENGAGEMENT OF POLICY DEVELOPMENT**

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

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

**Tuesday, Feb. 12, 2013 - 6:30 p.m. to 8:00 p.m.**

Gilroy Senior Center Meeting Room  
7371 Hanna St, Gilroy

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

Second Floor Auditorium  
Caltrain Administrative Offices  
1250 San Carlos Ave, San Carlos

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

Bay Area Opera House  
4705 Third St, San Francisco

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

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

Caltrain also reached out to the following community groups and leaders:

**San Francisco County**

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

- Visitacion Valley Planning Alliance

### **San Mateo County**

- All City Managers
- All Mayors

### **Santa Clara County**

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

Although there were several outreach methods used, including Caltrain website postings, take-one notices printed in English and Spanish, Visual Message Signs at all stations, community meetings, news releases, advertisements in several newspapers, and social media postings (in accordance with the Caltrain Title VI Outreach Plan), there was very limited feedback from meeting attendees or other community members. Staff revised the proposal for its standards and policies and submitted them for Board approval. They were approved April 4, 2013 (refer to **Attachment 3**).

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

## CALTRAIN ELECTRIFICATION SERVICE CHANGES

The completion of Caltrain’s electrification project will be accompanied by a brand-new service schedule for weekdays and weekends starting September 2024. The new service will align with the Caltrain Business Plan's Framework for Equity, Connectivity, Recovery and Growth following the 2020 COVID-19 pandemic. Outcomes of the electrification service changes are more frequent service tailored to station demand, competitive travel times, enhanced off-peak service, coordinated transfers with BART (Bay Area Rapid Transit), and improved simplicity and legibility of timetables.

There are many anticipated benefits to the electrified service plan that will improve service for all riders. Most significantly, trains will arrive at destinations faster and passengers will have shorter wait times. Express trains from San Francisco to San Jose are expected to have trip times of under an hour compared to the current 66 minutes, local service will be 75 minutes instead of the current 100 minutes, and trips from southern Santa Clara County to San Francisco will save up to 28 minutes compared to existing travel times. The following section lays out more detail of how the new travel times compare to existing service. During weekends and off-peak commute times, passengers will have half-hourly service. Additionally, there will be 20% more train service overall and up to 26% more train service at equity-priority stations.

The electrified service planning process began in early 2023 and was built upon recent and ongoing public engagement, policy, and planning efforts. Public engagement efforts included Caltrain’s 2022 Triennial Rider Survey, the 2022-2023 Rider Pulse Surveys and the 2023 South County Survey. Stakeholder engagement included the Caltrain Business Plan, Caltrain’s long-range service vision; interdepartmental coordination; and partner agency and private sector coordination. Lastly, service planning analyses looked at a combination of travel market and equity analyses, historical service planning data, and financial analyses. As ridership grows and financial conditions improve, Caltrain will continue to assess additional service expansion opportunities.

The following draft electrification service plans were completed in Fall 2023 and were presented to the public and stakeholders for review before conducting schedule refinements based on their feedback. The refined version of the service plan was completed in Winter 2023; this Title VI Service Equity Analysis is based on that refined version of the service plan. Following financial analysis for the FY25 budget, electric train testing, and timetable development in the spring and summer, this draft electrified service schedule will launch in September 2024.

## Current Caltrain Service – Effective September 2023 – August 2024

Caltrain’s current service has been in place since September 25, 2023. It consists of 104 total trains per day on weekdays and 32 total trains per day on weekends. Local travel time between San Francisco to San Jose during weekday and weekend service ranges between 97 to 102 minutes. During weekdays, there are eight stations with express service, with an Express travel time between San Francisco to San Jose of approximately 66 minutes.

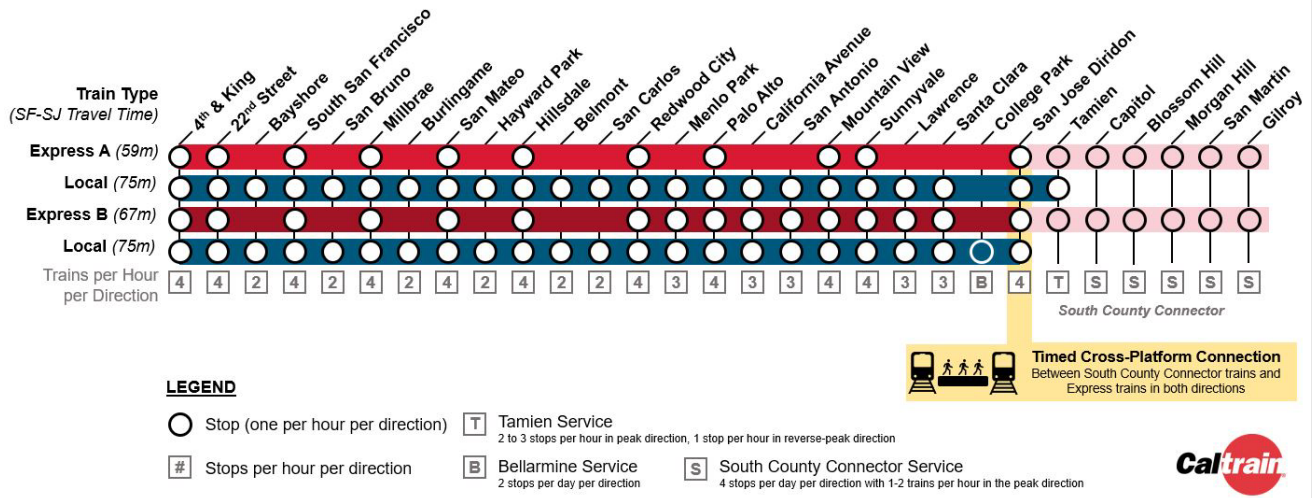
**Exhibit 3** presents a table comparison of all weekday changes for diesel service from September 2023 compared to electrified service in September 2024, and **Exhibit 5** presents a table comparison of all weekend changes.

## Weekday Service Changes – Effective September 2024

During peak period weekday station service levels, the system will have three train patterns: Express (59 minutes), Limited (67 minutes), and Local (75 minutes). Peak periods vary by station, but generally cover the times between 6:30 a.m. to 9:30 a.m. and 3 p.m. to 7 p.m. The three train patterns apply to service between San Francisco 4<sup>th</sup> & King and San Jose Tamien stations to provide faster service and more stops with the electric trains. There will be four trains per hour per direction, providing a 20% increase in stops at stations. During peak morning hours between 5 a.m. to 9 a.m. and peak afternoon hours of 3 p.m. to 7 p.m., local service will be supplemented by both express and limited trains. Local trains will run every half hour outside of peak periods.

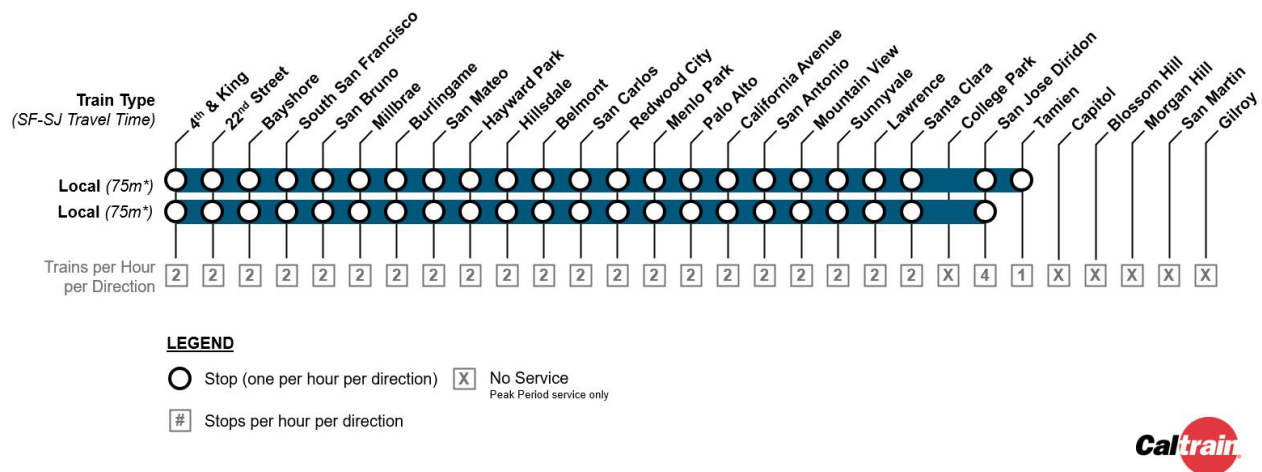
Caltrain will operate diesel South County Connector trains to serve all stops between Gilroy and San Jose Diridon stations. To connect South County Connector trains and Express trains in both directions, Diridon station will have a 3-minute timed cross-platform connection. Four daily roundtrips will be scheduled based on survey feedback collected in June 2023 from South County residents. The fastest travel time between San Francisco and Gilroy stations is 106 minutes, reducing up to 28 minutes from existing service. **Exhibit 1** below displays a visual of the weekday peak station service levels at all stations.

### Exhibit 1. Weekday Peak Period Station Service Levels



During off-peak weekday station service levels, there will only be a Local train pattern. Off-peak periods generally cover the times between 5 to 6:30 a.m., 9:30 a.m. to 3 p.m., and 7 p.m. to 1 a.m. There will be half-hourly off-peak service at all stations north of San Jose Diridon with two trains per hour per direction. The local trains between San Francisco 4<sup>th</sup> & King and San Jose Diridon stations are fully electrified and will take approximately 75 minutes per trip. **Exhibit 2** below displays a visual of the off-peak weekday station service levels.

### Exhibit 2. Weekday Off-Peak Period Station Service Levels



### Exhibit 3. Table Comparison of Weekday Service

	September 2023 Diesel Service	September 2024 Electrified Service
<b>Trains per Day</b>	104	104
<b>Approximate Span of Service</b>	5 a.m. – 1 a.m.	5 a.m. – 1 a.m.
<b>Daily Roundtrips to Gilroy</b>	4	4
<b>Local Travel Time (SF-SJ)*</b>	97 – 101 minutes	75 minutes
<b>Express Travel Time (SF-SJ)*</b>	65 or 66 minutes	59 minutes
<b>Stations with Express Service</b>	7	11

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

### Summary of Weekend Service Changes – Effective September 2024

On Saturdays and Sundays, the system will only have Local trains providing electrified service from San Francisco to San Jose. Weekend service hours are consistent with existing service, from 7 a.m. to 1 a.m. All stations will receive half-hourly service throughout the day. Travel times are approximately 77 minutes and include weekend-only service at Broadway Station in Burlingame. **Exhibit 4** displays a visual of the weekend station service levels at all stations.

### Exhibit 4. Weekday Off-Peak Period Station Service Levels



### Exhibit 5. Comparison of Weekend Service

	September 2023 Diesel Service	September 2024 Electrified Service
<b>Trains per Day</b>	32	66
<b>Approximate Span of Service</b>	7 a.m. – 1 a.m.	7 a.m. – 1 a.m.
<b>Local Travel Time (SF-SJ)*</b>	100 – 102 minutes	77 minutes

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

# SERVICE EQUITY EVALUATION OF MAJOR SERVICE CHANGES

While the September 2024 weekday service changes do not meet Caltrain’s Major Service Change threshold in total service miles, it qualifies as a Major Service Change in terms of planned increases in station stops. Exhibits 6 and 7 summarize the calculation check of weekday Major Service Changes in terms of daily train revenue service miles and daily station stops. The comparison timeline is between the existing schedule from September 2023 and the upcoming draft electrification schedule in September 2024. A full copy of the Major Service Change check can be found in **Attachment 4**.

In **Exhibit 6**, the difference in revenue mileage between the two schedules only amounts to an increase of 0.18%, which is well below Caltrain’s Major Service Change policy threshold of 25%. **Exhibit 7** shows that three stations meet Caltrain’s Major Service policy of having a greater than 50% increase or decrease at any particular train stop per day: Bayshore (63%), South San Francisco (75%), and Hayward Park (63%).

### Exhibit 6. Revenue Miles per Weekday Service Day

WEEKDAY											
REVENUE MILES per Service Day   Weekday											
Train Revenue Miles (SF - Diridon)			Train Revenue Miles (SF - Tamien)			Train Revenue Miles (SF - Gilroy)			Train Revenue Miles (Diridon - Gilroy)*		
47.5			49.1			77.4			28.3		
Number of Train per Schedule Change											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
Northbound			Southbound			Northbound			Southbound		
SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy
32	16	4	32	16	4	29	19	4	29	19	4
Calculations											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
Revenue Miles						Revenue Miles					
5,230.4						5,240.0					
Difference in Train Revenue Miles						9.6					
Percentage Change (%) in Revenue Miles						0.18%					

### Exhibit 7. Weekday Northbound and Southbound Train Stop Summary

Station	September 2023 Weekday	September 2024 Weekday	Difference in Station Stops	% Change in Station Stops
San Francisco	104	104	0	0.0%
22 <sup>nd</sup> Street	91	104	13	14.3%
Bayshore	46	75	29	63.0%
South San Francisco	60	104	44	73.3%
San Bruno	61	75	14	23.0%
Millbrae	104	104	0	0.0%
Broadway	0	0	0	0.0%
Burlingame	61	75	14	23.0%
San Mateo	78	104	26	33.3%
Hayward Park	46	75	29	63.0%
Hillsdale	89	104	15	16.9%
Belmont	60	75	15	25.0%



San Carlos	61	75	14	23.0%
Redwood City	104	104	0	0.0%
Menlo Park	77	90	13	16.9%
Palo Alto	104	104	0	0.0%
California Avenue	60	90	30	50.0%
San Antonio	60	90	30	50.0%
Mountain View	104	104	0	0.0%
Sunnyvale	92	104	12	13.0%
Lawrence	60	90	30	50.0%
Santa Clara	78	90	12	15.4%
College Park	4	4	0	0.0%
San Jose Diridon	104	104	0	0.0%
Tamien	40	46	6	15.0%
Capitol	8	8	0	0.0%
Blossom Hill	8	8	0	0.0%
Morgan Hill	8	8	0	0.0%
San Martin	8	8	0	0.0%
Gilroy	8	8	0	0.0%

The electrified weekend service qualifies as a Major Service Change both in a change in total revenue train miles and increases in station stops, summarized in the following exhibits. **Exhibit 8** shows the additional trains in the new weekend service and their total revenue service miles. The difference in revenue mileage between the current and electrified weekend schedules amounts to an increase of 105.5%, significantly above Caltrain’s Major Service Change threshold of 25%.

### Exhibit 8. Revenue Miles per Weekend Service Day

WEEKEND											
REVENUE MILES per Service Day   Weekend (Saturday & Sunday)											
Train Revenue Miles (SF - Diridon)			Train Revenue Miles (SF - Tamien)			Train Revenue Miles (SF - Gilroy)			Train Revenue Miles (Diridon - Gilroy)*		
47.5			49.1			77.4			28.3		
Number of Train per Schedule Change											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
32						66					
Northbound			Southbound			Northbound			Southbound		
SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy
6	10	0	6	10	0	16	17	0	16	17	0
Calculations											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
Revenue Miles						Revenue Miles					
1,552.0						3,189.4					
Difference in Train Revenue Miles						1,637.4					
Percentage Change (%) in Revenue Miles						105.50%					

With the new weekend schedule, all twenty-four weekend stations between San Francisco 4<sup>th</sup> & King and Tamien will experience more than a 50% increase in number of stops. All stations except for Tamien station will have stops increase by 106.3%, totaling 66 station stops per day – more than double the existing schedule of 32 stops per day. Tamien station will have stops increase by 70%. **Exhibit 9** below provides the percentage changes in stops at each station.

**Exhibit 9. Weekend Northbound and Southbound Train Stop Summary**

Station	September 2023 Weekend	September 2024 Weekend	Difference in Station Stops	% Change in Station Stops
San Francisco	32	66	34	106.3%
22 <sup>nd</sup> Street	32	66	34	106.3%
Bayshore	32	66	34	106.3%
South San Francisco	32	66	34	106.3%
San Bruno	32	66	34	106.3%
Millbrae	32	66	34	106.3%
Broadway	32	66	34	106.3%
Burlingame	32	66	34	106.3%
San Mateo	32	66	34	106.3%
Hayward Park	32	66	34	106.3%
Hillsdale	32	66	34	106.3%
Belmont	32	66	34	106.3%
San Carlos	32	66	34	106.3%
Redwood City	32	66	34	106.3%
Menlo Park	32	66	34	106.3%
Palo Alto	32	66	34	106.3%
California Avenue	32	66	34	106.3%
San Antonio	32	66	34	106.3%
Mountain View	32	66	34	106.3%
Sunnyvale	32	66	34	106.3%
Lawrence	32	66	34	106.3%
Santa Clara	32	66	34	106.3%
College Park	0	0	0	0.0%
San Jose Diridon	32	66	34	106.3%
Tamien	20	34	14	70.0%
Capitol	0	0	0	0.0%
Blossom Hill	0	0	0	0.0%
Morgan Hill	0	0	0	0.0%
San Martin	0	0	0	0.0%
Gilroy	0	0	0	0.0%

## METHODOLOGY

The methodology developed to analyze the impact of the upcoming weekday and weekend Caltrain electrification service change on minority and low-income populations include the following steps, several of which are discussed in more detail below:

1. Selecting the most recent systemwide onboard customer survey ([Fall 2022 Caltrain Triennial Customer Survey](#)) as the data source for the analysis.
2. Defining the term “minority” to be those who self-identified as any ethnicity other than “White/Caucasian.” This question on the survey was not mandatory, and multiple answers were accepted for this question.
3. Defining the term “low-income” as those with household incomes within 200% of the 2022 Federal Health and Human Services Poverty Guidelines. The increase is used to account for the region’s high cost of living when compared to other regions. The level is approximated by considering both the household size and annual household income combinations that comprise “low-income”.
4. Analyzing data from the Fall 2022 Caltrain Triennial Customer Survey for low-income and minority populations to determine the distribution of potential adverse effects or benefits.
5. Comparing the differences in adverse effects or benefits to the thresholds in Caltrain’s Disparate Impact and Disproportionate Burden Policy. There is no Disparate Impact or Disproportionate Burden if the differences fall within 10%. A negative percentage indicates a benefit to the protected populations.

### Step 1: Data Source Selection

In this service change, over half of all stations that will receive electrified service between San Francisco 4<sup>th</sup> and King and San Jose Diridon stations will experience increased service on weekdays; all weekend stations with electrified service will have increased service.

The analysis is based on exploring whether there is a significant difference between the groups that most benefit from the expanded electrified service on weekdays and weekends, and if so, whether the difference lies beyond the thresholds of Caltrain’s Disparate Impact and Disproportionate Burden Policy. Accordingly, Caltrain has analyzed the responses to the 2022 Triennial Customer Survey which provides a high sample size and the most recent insight into the travel patterns and demographics of current riders.

The usable data set in the 2022 Caltrain Triennial Customer Survey includes those who responded to questions related to Race/Ethnicity (Q25), Income Bracket (Q27), People in Household (Q28), and those who selected the Caltrain stations boarded (Q28) and alighted

(Q9). Out of a total of 2,838 surveys, 2,288 (80.6%) riders responded to the questions required for this analysis.

**Steps 2 and 3: Determining Minority and Low-Income Populations**

To determine how the proposed service changes would impact minority and low-income populations, Caltrain first calculated the percentage of survey respondents that were minorities. All respondents in the triennial survey that selected a race or ethnicity other than “White/Caucasian” were categorized as “minority”.

The same process was repeated to calculate the percentage of survey respondents that are low-income. The regional definition of low-income is set at 200% of the [2022 Federal Poverty Guidelines](#). Using responses to the annual household income in Question 27 and the number of people in their household in Question 28, each respondent’s income status is calculated and categorized as “low-income” or “non-low-income” according to the regional low-income definition. **Exhibits 10 and 11** provide a summary of those findings.

**Exhibit 10: Minority and Non-Minority Data**

	2022 Triennial Customer Survey Count	2022 Triennial Customer Survey Percentage
<b>Minority</b>	1,359	59.4%
<b>Non-Minority</b>	929	40.6%
<b>Sample Size</b>	2,288	100%

**Exhibit 11: Low-Income and Non-Low-Income Data**

	2022 Triennial Customer Survey Count	2022 Triennial Customer Survey Percentage
<b>Low-Income</b>	275	12.0%
<b>Non-Low-Income</b>	2,013	88.0%
<b>Sample Size</b>	2,288	100%

**Steps 4 and 5: Analyzing Data from the 2022 Triennial Customer Survey for Minority and Low-Income Populations to Calculate the Distribution of Potential Adverse Effects or Benefits and Determine Disparate Impact or Disproportionate Burden**

As required under the FTA’s guidance, this analysis considers how the electrification service changes on weekdays and weekends impact Caltrain riders. Overall, the new schedule provides a service increase for all stations along the electrified corridor between San Francisco 4<sup>th</sup> and King and Tamien based on the number of station stops.

Based on the definitions from Steps 2 and 3, the analysis estimates the number of riders that

would be impacted positively by the new electrified service schedule, including the difference in percentage of minority versus non-minority, and low-income versus non-low-income riders being impacted. The net changes associated with the service changes are summarized cumulatively in the following Disparate Impact and Disproportionate Burden analyses, with the understanding that they address the equitable distribution of a new *benefit* rather than a *burden*.

According to Caltrain’s Disparate Impact and Disproportionate Burden policies, the threshold of the net difference in impact between the protected and non-protected populations is 10%. A negative percentage indicates a benefit to the protected populations.

## DISPARATE IMPACT ANALYSIS

**There is no finding of any Disparate Impact associated with the new Caltrain electrification service schedule.**

In the analysis of the 2022 Triennial Customer Survey, data reveals that for both weekday and weekend service changes, the difference in impacts between minority and non-minority populations are close to 0%, showing virtually no disparate impact.

Minority riders benefit marginally more than non-minority riders during the weekday schedule, with a percentage difference of -0.03%, indicating no disparate impact. **Exhibits 12 through 14** below show the calculation of minority and non-minority respondents’ answers for weekday schedule pre-electrification in September 2023 and after electrification in September 2024.

### Exhibit 12. 2023 Diesel Service – Estimated Minority and Non-Minority Weekday Riders at Impacted Stations

Station	Total Responses	Minority	Non-Minority	Stops per Weekday	Estimated Total	Est. Total Minority	Est. Total Non-Minority
Bayshore	21	14	7	46	966	644	322
South San Francisco	59	32	27	60	3,540	1,920	1,620
Hayward Park	28	12	16	46	1,288	552	736
<b>Total</b>	<b>108</b>	<b>58</b>	<b>50</b>	<b>-</b>	<b>5,794</b>	<b>3,116</b>	<b>2,678</b>

### Exhibit 13. 2024 Electrified Service – Estimated Minority and Non-Minority Weekday Riders at Impacted Stations

Station	Total Responses	Minority	Non-Minority	Stops per Weekday	Estimated Total	Est. Total Minority	Est. Total Non-Minority
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Bayshore	21	14	7	75	1,575	1,050	525
South San Francisco	59	32	27	104	6,136	3,328	2,808
Hayward Park	28	12	16	75	2,100	900	1,200
<b>Total</b>	<b>108</b>	<b>58</b>	<b>50</b>	<b>-</b>	<b>9,811</b>	<b>5,278</b>	<b>4,533</b>

#### Exhibit 14. Disparate Impact Analysis – Weekday Schedule

	2023 Diesel Service	2024 Electrified Service
Estimated Total Minority Survey Respondents Impacted	3,116	5,278
Estimated Total Survey Respondents Impacted	5,794	9,811
<b>Percent of Minority Survey Respondents Impacted</b>	<b>53.78%</b>	<b>53.80%</b>
Total Number of Non-Minority Survey Respondents Impacted	2,678	4,533
Total Number of Non-Minority Survey Respondents	5,794	9,811
<b>Percent of Non-Minority Survey Respondents Impacted</b>	<b>46.22%</b>	<b>46.20%</b>
<b>Difference in Impact of Minority and Non-Minority Respondents</b>	<b>-7.56%</b>	<b>-7.59%</b>
<b>Difference in Impact of 2023 Diesel and 2024 Electrified Change</b>	<b>-0.03%</b>	
<b>Disparate Impact</b>	<b>No</b>	

Significant increases in weekend service in the new schedule are an overall benefit for both minority and non-minority riders. Minority riders are impacted very slightly more from the service increases as compared to non-minority riders at 0.01%, indicating no disparate impact. Exhibits 15 through 17 below show the calculation of minority and non-minority respondents' answers for the weekend schedule with diesel service in 2023 and electrified service in 2024.

#### Exhibit 15. 2023 Diesel Service – Estimated Minority and Non-Minority Weekend Riders at Impacted Stations

Station	Total Responses	Minority	Non-Minority	Stops per Weekday	Estimated Total	Est. Total Minority	Est. Total Non-Minority
San Francisco	206	120	86	32	6,592	3,840	2,752
22 <sup>nd</sup> Street	18	12	6	32	576	384	192
Bayshore	7	6	1	32	224	192	32
South San Francisco	8	6	2	32	256	192	64
San Bruno	4	2	2	32	128	64	64
Millbrae	54	28	26	32	1,728	896	832
Broadway	1	1	0	32	32	32	0
Burlingame	6	4	2	32	192	128	64
San Mateo	21	12	9	32	672	384	288
Hayward Park	5	2	3	32	160	64	96
Hillsdale	9	7	2	32	288	224	64
Belmont	13	8	5	32	416	256	160

San Carlos	13	5	8	32	416	160	256
Redwood City	30	15	15	32	960	480	480
Menlo Park	15	8	7	32	480	256	224
Palo Alto	75	39	36	32	2,400	1,248	1,152
California Avenue	16	10	6	32	512	320	192
San Antonio	15	11	4	32	480	352	128
Mountain View	49	28	21	32	1,568	896	672
Sunnyvale	41	31	10	32	1,312	992	320
Lawrence	13	8	5	32	416	256	160
Santa Clara	20	11	9	32	640	352	288
San Jose Diridon	68	47	21	32	2,176	1,504	672
Tamien	3	2	1	20	60	40	20
<b>Total</b>	<b>710</b>	<b>423</b>	<b>287</b>	<b>-</b>	<b>22,684</b>	<b>13,512</b>	<b>9,172</b>

### Exhibit 16. 2024 Electrified Service – Estimated Minority and Non-Minority Weekend Riders at Impacted Stations

Station	Total Responses	Minority	Non-Minority	Stops per Weekday	Estimated Total	Est. Total Minority	Est. Total Non-Minority
San Francisco	206	120	86	66	13,596	7,920	5,676
22 <sup>nd</sup> Street	18	12	6	66	1,188	792	396
Bayshore	7	6	1	66	462	396	66
South San Francisco	8	6	2	66	528	396	132
San Bruno	4	2	2	66	264	132	132
Millbrae	54	28	26	66	3,564	1,848	1,716
Broadway	1	1	0	66	66	66	0
Burlingame	6	4	2	66	396	264	132
San Mateo	21	12	9	66	1,386	792	594
Hayward Park	5	2	3	66	330	132	198
Hillsdale	9	7	2	66	594	462	132
Belmont	13	8	5	66	858	528	330
San Carlos	13	5	8	66	858	330	528
Redwood City	30	15	15	66	1,980	990	990
Menlo Park	15	8	7	66	990	528	462
Palo Alto	75	39	36	66	4,950	2,574	2,376
California Avenue	16	10	6	66	1,056	660	396
San Antonio	15	11	4	66	990	726	264

Mountain View	49	28	21	66	3,234	1,848	1,386
Sunnyvale	41	31	10	66	2,706	2,046	660
Lawrence	13	8	5	66	858	528	330
Santa Clara	20	11	9	66	1,320	726	594
San Jose Diridon	68	47	21	66	4,488	3,102	1,386
Tamien	3	2	1	34	102	68	34
<b>Total</b>	<b>710</b>	<b>423</b>	<b>287</b>	<b>-</b>	<b>46,764</b>	<b>27,854</b>	<b>18,910</b>

### Exhibit 17. Disparate Impact Analysis – Weekend Schedule

	2023 Diesel Service	2024 Electrified Service
Estimated Total Minority Survey Respondents Impacted	13,512	27,854
Estimated Total Survey Respondents Impacted	22,684	46,764
<b>Percent of Minority Survey Respondents Impacted</b>	<b>59.57%</b>	<b>59.56%</b>
Total Number of Non-Minority Survey Respondents Impacted	9,172	18,910
Total Number of Non-Minority Survey Respondents	22,684	46,764
<b>Percent of Non-Minority Survey Respondents Impacted</b>	<b>40.43%</b>	<b>40.44%</b>
<b>Difference in Impact of Minority and Non-Minority Respondents</b>	<b>-19.13%</b>	<b>-19.13%</b>
<b>Difference in Impact of 2023 Diesel and 2024 Electrified Change</b>	<b>0.01%</b>	
<b>Disparate Impact</b>	<b>No</b>	

## DISPROPORTIONATE BURDEN ANALYSIS

**There is no finding of a Disproportionate Burden associated with the new Caltrain electrification service schedule.**

In the analysis of the 2022 Triennial Customer Survey, data reveals that for both weekday and weekend service changes, the difference in impacts between low-income and non-low-income passengers are within half a percent, very far from Caltrain’s Disparate Burden threshold of 10%.

Low-income riders benefit marginally more than non-low-income riders during the weekday schedule, with a percentage difference of -0.19%. **Exhibits 18 and 19** provide the breakdown of survey responses to income for weekday schedule pre-electrification in September 2023 and after electrification in September 2024. **Exhibit 20** shows the associated Disproportionate Benefit analysis.



**Exhibit 18. 2023 Diesel Service – Estimated Low-Income and Non-Low-Income Weekday Riders at Impacted Stations**

Station	Total Responses	Low-Income	Non-Low-Income	Stops per Weekday	Estimated Total	Est. Total Low-Income	Est. Total Non-Low-Income
Bayshore	21	0	21	46	966	0	966
South San Francisco	59	5	54	60	3,540	300	3,240
Hayward Park	28	1	27	46	1,288	46	1,242
<b>Total</b>	<b>108</b>	<b>6</b>	<b>102</b>	<b>-</b>	<b>5,794</b>	<b>346</b>	<b>5,448</b>

**Exhibit 19. 2024 Electrified Service – Estimated Low-Income and Non-Low-Income Weekday Riders at Impacted Stations**

Station	Total Responses	Low-Income	Non-Low-Income	Stops per Weekday	Estimated Total	Est. Total Low-Income	Est. Total Non-Low-Income
Bayshore	21	0	21	75	1,575	0	1,575
South San Francisco	59	5	54	104	6,136	520	5,616
Hayward Park	28	1	27	75	2,100	75	2,025
<b>Total</b>	<b>108</b>	<b>6</b>	<b>102</b>	<b>-</b>	<b>9,811</b>	<b>595</b>	<b>9,216</b>

**Exhibit 20. Disproportionate Burden Analysis – Weekday Schedule**

	2023 Diesel Service	2024 Electrified Service
Estimated Total Low-Income Survey Respondents Impacted	346	595
Estimated Total Survey Respondents Impacted	5,794	9,811
<b>Percent of Low-Income Survey Respondents Impacted</b>	<b>5.97%</b>	<b>6.06%</b>
Total Number of Non-Low-Income Survey respondents Impacted	5,448	9,216
Total Number of Non-Low-Income Survey respondents	5,794	9,811
<b>Percent of Non-Low-Income Survey Respondents Impacted</b>	<b>94.03%</b>	<b>93.94%</b>
<b>Difference in Impact of Low-Income and Non-Low-Income Respondents</b>	<b>88.06%</b>	<b>87.87%</b>
<b>Difference in Impact of 2023 Diesel and 2024 Electrified Change</b>	<b>-0.19%</b>	
<b>Disproportionate Burden</b>	<b>No</b>	

**Exhibits 21 through 23** below show the breakdowns of low-income and non-low-income survey responses for weekend riders and calculation of Disproportionate Burden between the current weekend and upcoming weekend service change. Having nearly double the increases in station stops in the new weekend service schedule is an overall benefit for both low-income and non-low-income riders. Low-income riders are impacted very slightly more from the service increases as compared to low-income riders at 0.08%, although there is no disproportionate burden.

**Exhibit 21. 2023 Diesel Service – Estimated Low-Income and Non-Low-Income Weekend Riders at Impacted Stations**

Station	Total Responses	Low-Income	Non-Low-Income	Stops per Weekend	Estimated Total	Est. Total Low-Income	Est. Total Non-Low-Income
San Francisco	206	21	185	32	6,592	672	5,920
22 <sup>nd</sup> Street	18	0	18	32	576	0	576
Bayshore	7	2	5	32	224	64	160
South San Francisco	8	2	6	32	256	64	192
San Bruno	4	1	3	32	128	32	96
Millbrae	54	13	41	32	1,728	416	1,312
Broadway	1	0	1	32	32	0	32
Burlingame	6	0	6	32	192	0	192
San Mateo	21	5	16	32	672	160	512
Hayward Park	5	0	5	32	160	0	160
Hillsdale	9	1	8	32	288	32	256
Belmont	13	4	9	32	416	128	288
San Carlos	13	0	13	32	416	0	416
Redwood City	30	6	24	32	960	192	768
Menlo Park	15	0	15	32	480	0	480
Palo Alto	75	13	62	32	2,400	416	1,984
California Avenue	16	0	16	32	512	0	512
San Antonio	15	1	14	32	480	32	448
Mountain View	49	5	44	32	1,568	160	1,408
Sunnyvale	41	4	37	32	1,312	128	1,184
Lawrence	13	2	11	32	416	64	352
Santa Clara	20	2	18	32	640	64	576
San Jose Diridon	68	14	54	32	2,176	448	1,728
Tamien	3	3	0	20	60	60	0
<b>Total</b>	<b>710</b>	<b>99</b>	<b>611</b>	<b>-</b>	<b>22,684</b>	<b>3,132</b>	<b>19,552</b>

**Exhibit 22. 2024 Electrified Service – Estimated Low-Income and Non-Low-Income Weekend Riders at Impacted Stations**

Station	Total Responses	Low-Income	Non-Low-Income	Stops per Weekend	Estimated Total	Est. Total Low-Income	Est. Total Non-Low-Income
San Francisco	206	21	185	66	13,596	1,386	12,210
22 <sup>nd</sup> Street	18	0	18	66	1,188	0	1,188

Bayshore	7	2	5	66	462	132	330
South San Francisco	8	2	6	66	528	132	396
San Bruno	4	1	3	66	264	66	198
Millbrae	54	13	41	66	3,564	858	2,706
Broadway	1	0	1	66	66	0	66
Burlingame	6	0	6	66	396	0	396
San Mateo	21	5	16	66	1,386	330	1,056
Hayward Park	5	0	5	66	330	0	330
Hillsdale	9	1	8	66	594	66	528
Belmont	13	4	9	66	858	264	594
San Carlos	13	0	13	66	858	0	858
Redwood City	30	6	24	66	1,980	396	1,584
Menlo Park	15	0	15	66	990	0	990
Palo Alto	75	13	62	66	4,950	858	4,092
California Avenue	16	0	16	66	1,056	0	1,056
San Antonio	15	1	14	66	990	66	924
Mountain View	49	5	44	66	3,234	330	2,904
Sunnyvale	41	4	37	66	2,706	264	2,442
Lawrence	13	2	11	66	858	132	726
Santa Clara	20	2	18	66	1,320	132	1,188
San Jose Diridon	68	14	54	66	4,488	924	3,564
Tamien	3	3	0	34	102	102	0
<b>Total</b>	<b>710</b>	<b>99</b>	<b>611</b>	<b>-</b>	<b>46,764</b>	<b>6,438</b>	<b>40,326</b>

### Exhibit 23. Disproportionate Burden Analysis – Weekend Schedule

	2023 Diesel Service	2024 Electrified Service
Estimated Total Low-Income Survey Respondents Impacted	3,132	6,438
Estimated Total Survey Respondents Impacted	22,684	46,764
<b>Percent of Low-Income Survey Respondents Impacted</b>	<b>13.81%</b>	<b>13.77%</b>
Total Number of Non-Low-Income Survey respondents Impacted	19,552	40,326
Total Number of Non-Low-Income Survey respondents	22,684	46,764
<b>Percent of Non-Low-Income Survey Respondents Impacted</b>	<b>86.19%</b>	<b>86.23%</b>
<b>Difference in Impact of Low-Income and Non-Low-Income Respondents</b>	<b>72.39%</b>	<b>72.47%</b>
<b>Difference in Impact of 2023 Diesel and 2024 Electrified Change</b>		<b>0.08%</b>
<b>Disproportionate Burden</b>		<b>No</b>

# PUBLIC ENGAGEMENT ON PROPOSED SERVICE CHANGES

## PUBLIC ENGAGEMENT PLAN

FTA Circular C 4702.1B requires transit agencies to seek public input before Board approval for Major Service Changes. Caltrain’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 those targeted at overcoming language barriers that prevent such populations from effective participation in decision-making, such as translating materials for limited-English proficient individuals.

Caltrain’s public information campaign for the Fall 2024 electrification service schedule began in August 2023 and continued until December’s Board Meeting on December 7, 2023.

The public engagement plan was organized into two formal rounds of outreach. Altogether, both rounds included presentations to community, business, and advisory groups; in-person community and station tabling events; and a general survey.

### Round 1: Service Framework and Draft Service Schedule

Round 1 of outreach ran from September 1, 2023 to October 23, 2023 and focused on presenting the service framework and draft ideas of the service change schedule. In total, staff presented at 11 meetings during this round. Outreach included the following topics:

- Service goals
- Market analysis and station service needs
- Operational parameters
- Station stopping pattern recommendation – peak and off-peak periods
- South County service plan
- Engagement plan

**Exhibit 24** displays all external stakeholder public meetings held in Round 1 of outreach.

### **Exhibit 24. Round 1 Outreach – Public Meetings**

Group	Date	Time
Caltrain Citizens Advisory Committee (CAC)	Wednesday, September 20, 2023	5:40 p.m.
PCEP Change Management Board	Wednesday, September 20, 2023	1–2 p.m.
Bicycle and Active Transportation Advisory Committee (BATAC)	Thursday, September 21, 2023	5:45 p.m.
JPB Technology, Operations, Planning, and Safety (TOPS)	Wednesday, September 27, 2023	1:30 p.m.
JPB Local Policy Maker Group (LPMG)	Thursday, September 28, 2023	5:30 p.m.

JPB Board	Thursday, October 5, 2023	9:00 a.m.
Friends of Caltrain, Seamless Bay Area	Thursday, October 20, 2023	3–4:00 p.m.
Bay Area Council, Silicon Valley Leadership Group (SVLG)	Monday, October 16, 2023	2–2:30 p.m.
San Mateo County Economic Development Association (SAMCEDA)	Tuesday, October 10, 2023	12 p.m.
San Francisco and Silicon Valley Bicycle Coalitions	Monday, October 30, 2023	10:30 a.m.
Caltrain Accessibility Advisory Committee	Friday, October 13, 2023	9 a.m.

## **Round 2: Refined Service Schedule**

Round 2 of outreach ran from October 24, 2023 to December 24, 2023 and refined the ideas based on public feedback received in Round 1. During the six meetings of this round, staff presented a draft service schedule to all audiences with the goal of adopting the service schedule with the Board at the December meeting. Topics during this outreach period included:

- Stakeholder input from Round 1
- Final service schedules – peak and off-peak periods
- Final schedule performance metrics
- Service schedule for 114 trains per direction
- Next steps of implementation

**Exhibit 23** shows all external public meetings held in Round 2 of outreach. A copy of the final meeting presentation used during both rounds of outreach is available in **Attachment 5**.

### **Exhibit 23. Round 2 Outreach – Public Meetings**

<b>Group</b>	<b>Date</b>	<b>Time</b>
Caltrain Citizens Advisory Committee (CAC)	Wednesday, November 15, 2023	5:40 p.m.
City/County Staff Coordination Group (CSCG)	Wednesday, November 15, 2023	-
Bicycle and Active Transportation Advisory Committee (BATAC)	Thursday, November 16, 2023	5:45 p.m.
JPB Local Policy Maker Group (LPMG)	Thursday, November 16, 2023	-
JPB Technology, Operations, Planning, and Safety (TOPS)	Wednesday, November 29, 2023	1:30 p.m.
JPB Board	Thursday, December 7, 2023	9:00 a.m.

A summary of comments from the public meetings of both rounds of outreach is included in the following Public Comment section.

## COMMUNITY EVENTS

Expanded public outreach to solicit feedback on the proposed electrified service plan was a goal for this major service change. Along with public meetings during the first round of outreach, Caltrain also held a series of ten community and station events between September and November 2023 where thousands of community members were in attendance. **Exhibit 24** shows a full list of events held in all three counties.

During the community events, Caltrain staff provided more information about the proposed electrified service plan and encouraged the public to provide direct feedback. Staff used a tabling survey and QR code for a digital version of the survey to collect feedback. A copy of the tabling survey is included in **Attachment 6**. In a few special public tour events, attendees could also tour the electric trains. Tabling posters featuring the proposed electrified service changes were printed and displayed in six additional languages, including Spanish, Traditional and Simplified Chinese, Vietnamese, Tagalog, and Russian. A copy of the posters is in **Attachment 7**. In all, there were over 1,500 table visitors across all ten events.

### Exhibit 24. Community and Station Events Held in Fall 2023

County	Station / City	Date	Time
San Francisco	4 <sup>th</sup> and King, San Francisco	Saturday, September 23, 2023	9 a.m. – 2 p.m.
Santa Clara	Santa Clara	Saturday, October 7, 2023	9 a.m. – 3 p.m.
San Mateo	Hillsdale, San Mateo	Tuesday, October 10, 2023	3 – 6 p.m.
San Mateo	South San Francisco	Thursday, October 12, 2023	3 – 6 p.m.
San Mateo	San Mateo	Tuesday, October 17, 2023	3 – 6 p.m.
Santa Clara	Palo Alto	Wednesday, October 18, 2023	3 – 6 p.m.
San Francisco	22 <sup>nd</sup> Street, San Francisco	Thursday, October 19, 2023	3 – 6 p.m.
Santa Clara	Diridon Station, San Jose	Thursday, October 26, 2023	3 – 6 p.m.
San Mateo	Redwood City	Friday, October 27, 2023	3:30 – 6:45 p.m.
Santa Clara	On Caltrain	Thursday, November 2, 2023	2 afternoon trains

Two press releases for the first public tour event during this outreach period and the unveiling of the electrified service vision were published on September 23 and October 5, respectively. The press releases note that free translations are available by contacting the Caltrain Customer Service Center phone number, which offers foreign language translation service via in-house translators or the Language Line. **Attachment 8** presents a copy of the press releases.

## **PUBLIC COMMENTS**

Caltrain received a tremendous number of comments on the Fall 2024 electrification service change, totaling up to 2,000. Comments included the top criteria that riders prioritize in a schedule and feedback on draft schedules. Caltrain staff developed the electrified service change analyzed in this report after careful review and consideration of all public comments received in Fall 2023.

Overall, Caltrain saw strong support for the proposed weekday stopping patterns, including for both weekday express service patterns. The final electrified service plan remains the same as the proposed weekday service plan. Caltrain also heard consistent calls to increase weekend service, beyond the existing hourly weekend service between San Francisco and San Jose. The final electrified service plan increases weekend service to two trains per hour per direction, with one train every thirty minutes at every station between San Francisco and San Jose.

Due to the high volume of comments and questions received in the public meetings during Rounds 1 and 2 of outreach, the feedback is summarized by meeting into the following topics. **Attachment 9** displays a full matrix of the public comments.

### **Round 1 Outreach Feedback**

#### **Wednesday, September 20, 2023: Citizens Advisory Committee (CAC)**

- Service Scheduling
- Operational and Cost Analysis
- Technology and Infrastructure

#### **Thursday, September 21, 2023: Bicycle & Active Transportation Advisory Committee (BATAC)**

- Service Extension and Scheduling
- Operational Details and Efficiency

#### **Wednesday, September 27, 2023: JPB Technology, Operations, Planning, and Safety (TOPS)**

- Strategic Planning and Demographics
- Service Planning and Data Analysis
- Promotions, Partnerships, and Community Engagement

#### **Thursday, September 28, 2023: Local Policy Maker Group (LPMG)**

- Strategic Planning and Benchmarking
- Revenue and Marketing Strategies
- Service Integration and Connectivity

#### **Thursday, October 5, 2023: JPB Board**

- Service Coordination and Scheduling

- Service Extension and Duration
- Noise Management
- Competition with Private Vehicles
- Operations

## **Round 2 Outreach Feedback**

### **Wednesday, November 15, 2023: Citizens Advisory Committee (CAC)**

- Operational Changes and Facilities
- Financial and Cost Analysis
- Service Scheduling and Planning
- Transfers and Payment Integration

### **Thursday, November 16, 2023: Bicycle & Active Transportation Advisory Committee (BATAC)**

- Operations Cost
- Train Configuration
- Ridership Data
- Train Mechanics

### **Thursday, December 7, 2023: JPB Board**

- Service Frequency
- Integration with BART
- Train Configuration

## **Electrified Service Plan Survey**

In addition to the public meetings held during Rounds 1 and 2 of outreach, Caltrain conducted a survey with existing riders and the general population between September 23, 2023, to October 30, 2023. Survey responses were collected online and through paper surveys distributed at the community and station events. As of November 2023, the online survey received 1,247 public comments, with overall survey comments totaling more than 1,650.

The survey was offered in ten languages in addition to English, according to Caltrain’s Language Access Plan, and include Arabic, Chinese, French, Hindi, Korean, Portuguese, Russian, Spanish, Tagalog, and Vietnamese. Copies of the survey questionnaire are available in **Attachment 10**, and social media outreach about the survey is available in **Attachment 11**.

One of the last questions of the survey, Questions 9, was open-ended. It asked participants to provide what excited them most about electrified service. Based on the responses, there were five primary themes expressed by the public about electrified service:

1. **Increased Speed and Frequency:** About half of respondents replied that they were excited about the prospect of faster and more frequent trains. This



includes desires for shorter trip times, more frequent local and express services, and reduced wait times, particularly during off-peak hours and weekends.

2. **Improved Amenities:** There was significant interest from nearly a quarter of respondents for newer, more modern electric trains that offer a quieter ride with enhanced comfort features like better seating, air filtration, and amenities such as Wi-Fi and electrical outlets at each seat.
3. **Environmental Benefits:** Many comments highlighted the enthusiasm for a more environmentally-friendly transit option, emphasizing cleaner, quieter trains with lower emissions and the use of renewable energy sources.
4. **Better Regional Integration:** Respondents hope for better coordination with regional transit agencies such as Bay Area Rapid Transit (BART), especially at transfer hubs like Millbrae station.
5. **Improved Accessibility:** There were many responses looking forward to improved overall accessibility, especially for those with bicycles, wheelchairs, or strollers.

Altogether, there is a strong sense of anticipation for the benefits that the new electrified service could bring, with particular emphasis on the speed, frequency, environmental impact, and the potential for a more comfortable and reliable commuting experience.

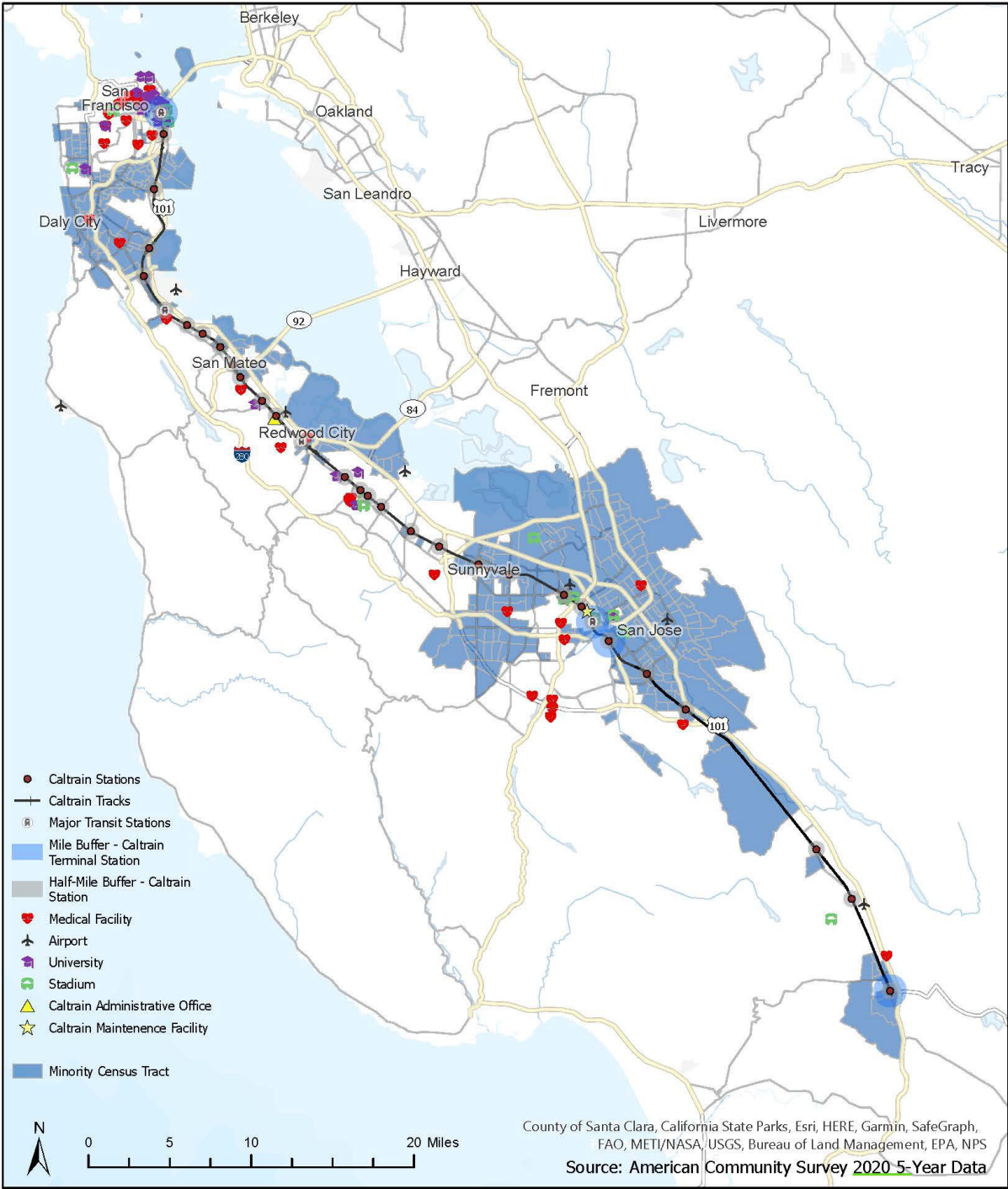
Staff reviewed and considered all public comments received in Fall 2023 in developing the final proposed service change.

**ATTACHMENT 1 – CALTRAIN SYSTEM MAP**

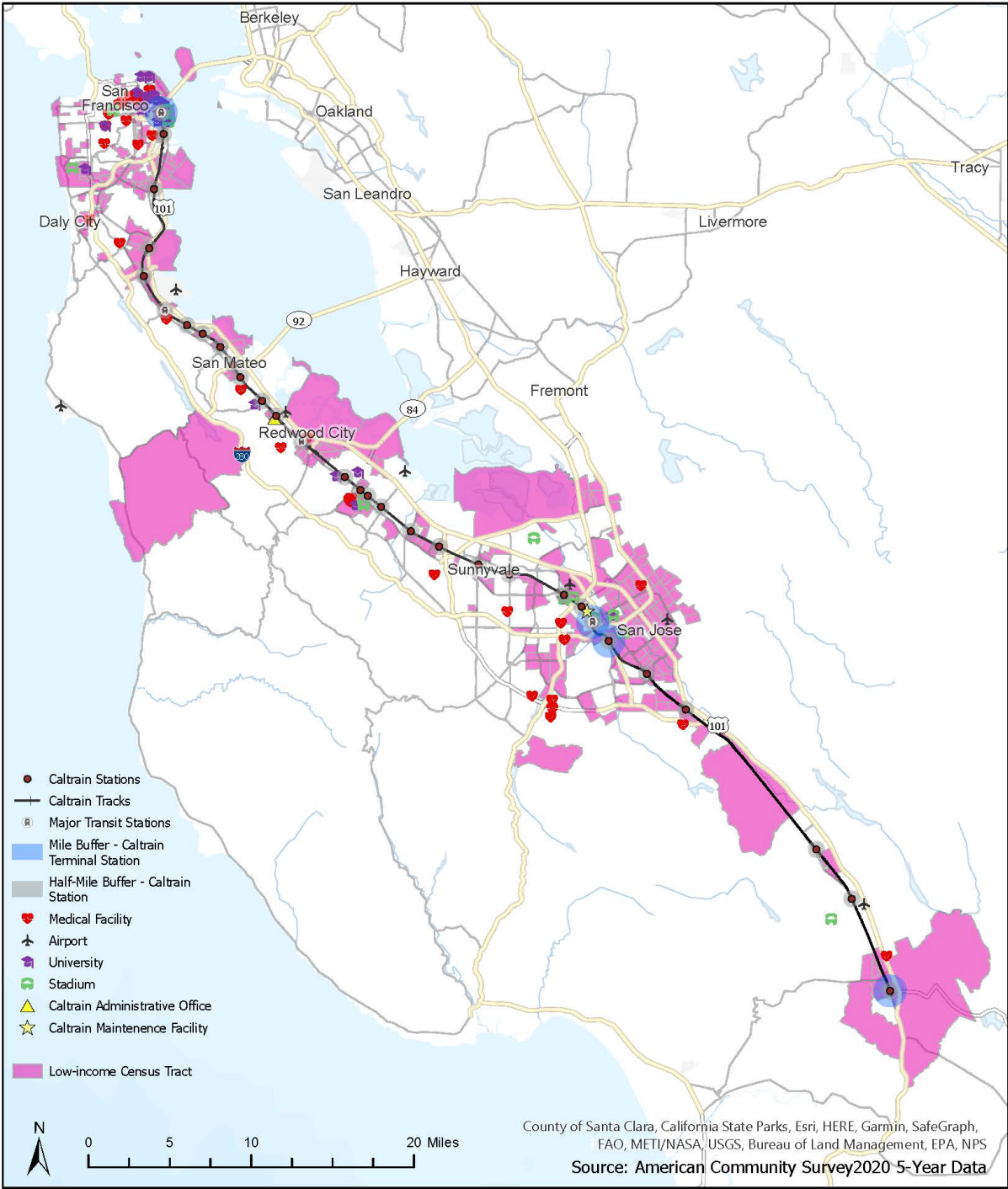


**ATTACHMENT 2 – SERVICE AREA DEMOGRAPHICS**

# Minority Census Tracts



# Low Income Census Tracts



**ATTACHMENT 3 – BOARD APPROVAL OF MAJOR SERVICE  
CHANGE, DISPARATE IMPACT POLICY, AND DISPRORTIONATE  
BURDEN POLICY**

RESOLUTION NO. 2013 – 21

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

\* \* \*

**ADOPTION OF SYSTEM-WIDE SERVICE STANDARDS AND POLICIES, DEFINITION OF "MAJOR SERVICE CHANGE," AND DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICIES REQUIRED FOR COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964**

**WHEREAS**, Title VI of the Civil Rights Act of 1964 requires recipients of Federal grants and other assistance to operate their programs and services without regard to, or discrimination based on, race, color or national origin; and

**WHEREAS**, the Federal Transit Administration (FTA) issued Circular FTA C 4702.1B, effective October 1, 2012, setting forth requirements and guidelines for Title VI compliance; and

**WHEREAS**, as set forth in the above-referenced Circular, the Board of Directors is required to adopt System-Wide Service Standards and Policies to guide the equitable distribution of Caltrain programs and services; and

**WHEREAS**, the JPB is also required to adopt policies to define when a service change is sufficiently broad or large to necessitate a review of its potential impacts on minority and low-income populations, and to define when a fare change or major service change will have a disparate impact on minority populations or impose a disproportionate burden on low-income populations, all of which policies and definitions are required to be subject to public input; and

**WHEREAS**, over the past two months, JPB staff has presented draft policies to this Board and the public in Board meetings and other public meetings, undertaken extensive public outreach and accepted public comment on the policies; and



**WHEREAS**, the Staff Coordinating Council recommends the Board approve the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden Policies, which comply with FTA requirements and which will guide future decisions regarding and monitoring of Caltrain programs and services to ensure that they are provided equitably, without discrimination based on race, color or national origin.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden Policies.

Regularly passed and adopted this 4th day of April, 2013 by the following vote:

AYES: CISNEROS, COHEN, DEAL, KALRA, LLOYD, NOLAN,  
          TISSIER, YEAGER

NOES: NONE

ABSENT: WOODWARD

  
\_\_\_\_\_  
Chair, Peninsula Corridor Joint Powers Board

ATTEST:

  
\_\_\_\_\_  
JPB Secretary

## MAJOR SERVICE CHANGE POLICY

### SERVICE CHANGES

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Caltrain Board for its consideration and included in the Caltrain Title VI Program with a record of the action taken by the Board.

Caltrain defines a major service change as any service change meeting at least one or both of the following criteria:

- A. An adjustment of service that equates to a reduction of or addition of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.
- B. A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.

Note: Any change that is a temporary or interim change due to construction or maintenance projects is exempted from the definition and is not considered a “major service change.”

## DISPARATE IMPACT POLICY

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

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

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

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

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

## DISPROPORTIONATE BURDEN POLICY

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

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

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

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

## **Board Meeting Minutes (April 4, 2013)**

Joint Powers Board Meeting  
Minutes April 4, 2013

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

### Public Comment

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

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

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

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

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

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

### **ADOPTION OF CALTRAIN TITLE VI STANDARDS AND POLICIES**

Director, Rail Michelle Bouchard reported:

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

## **Board Meeting Minutes (April 4, 2013 - Continued)**

Joint Powers Board Meeting  
Minutes April 4, 2013

### **Public Comment**

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

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

### **LEGISLATIVE UPDATE**

#### **State Update**

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

#### **Federal Update**

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

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

### **CORRESPONDENCE**

No discussion.

### **BOARD MEMBER REQUESTS**

None

### **GENERAL COUNSEL REPORT**

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

**ATTACHMENT 4: MAJOR SERVICE CHANGE CHECK– SEPTEMBER 2023 SCHEDULE VS.  
SEPTEMBER 2024 ELECTRIFICATION SCHEDULE**

**Title VI Weekday Schedule - Analysis**

Draft Schedule for September 2024

**Major Service Change Policy**

A) An adjustment of service that equates to a reduction of or addition of 25 percent or more in total revenue train miles per day for the service of the week (Weekday, Saturday, or Sunday) for which the change is made.

B) A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (Weekday, Saturday, or Sunday) for which the change is made.

Note: Any change that is a temporary or interim change due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

WEEKDAY											
REVENUE MILES per Service Day   Weekday											
Train Revenue Miles (SF - Diridon)			Train Revenue Miles (SF - Tamien)			Train Revenue Miles (SF - Gilroy)			Train Revenue Miles (Diridon - Gilroy)*		
47.5			49.1			77.4			28.3		
Number of Train per Schedule Change											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
104						104					
Northbound		Southbound		Northbound		Southbound		Northbound		Southbound	
SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy
32	16	4	32	16	4	29	19	4	29	19	4
Calculations											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
Revenue Miles						Revenue Miles					
5,230.4						5,240.0					
Difference in Train Revenue Miles						Difference in Train Revenue Miles					
9.6						9.6					
Percentage Change (%) in Revenue Miles						Percentage Change (%) in Revenue Miles					
0.18%						0.18%					

WEEKEND											
REVENUE MILES per Service Day   Weekend (Saturday & Sunday)											
Train Revenue Miles (SF - Diridon)			Train Revenue Miles (SF - Tamien)			Train Revenue Miles (SF - Gilroy)			Train Revenue Miles (Diridon - Gilroy)*		
47.5			49.1			77.4			28.3		
Number of Train per Schedule Change											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
32						66					
Northbound		Southbound		Northbound		Southbound		Northbound		Southbound	
SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy
6	10	0	6	10	0	16	17	0	16	17	0
Calculations											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
Revenue Miles						Revenue Miles					
1,552.0						3,189.4					
Difference in Train Revenue Miles						Difference in Train Revenue Miles					
1,637.4						1,637.4					
Percentage Change (%) in Revenue Miles						Percentage Change (%) in Revenue Miles					
105.50%						105.50%					

STATION STOPS per Service Day   Weekday												
Northbound				Southbound				Totals				
Stations	9/25/2023	9/23/2024		Stations	9/25/2023	9/23/2024		Stations	9/25/2023	9/23/2024	Check	
Gilroy	4	4		San Francisco	52	52		San Francisco	104	104	0	
San Martin	4	4		22nd Street	45	52		22nd Street	91	104	13	14.3%
Morgan Hill	4	4		Bayshore	23	38		Bayshore	46	75	29	63.0%
Blossom Hill	4	4		South San Francisco	30	52		South San Francisco	60	104	44	73.3%
Capitol	4	4		San Bruno	30	38		San Bruno	61	75	14	23.0%
Tamien	20	23		Millbrae	52	52		Millbrae	104	104	0	0.0%
San Jose Diridon	52	52		Broadway	0	0		Broadway	0	0	0	0.0%
College Park	2	2		Burlingame	30	38		Burlingame	61	75	14	23.0%
Santa Clara	39	45		San Mateo	39	52		San Mateo	78	104	26	33.3%
Lawrence	30	45		Hayward Park	23	38		Hayward Park	46	75	29	63.0%
Sunnyvale	46	52		Hillsdale	45	52		Hillsdale	89	104	15	16.9%
Mountain View	52	52		Belmont	30	38		Belmont	60	75	15	25.0%
San Antonio	30	45		San Carlos	30	38		San Carlos	61	75	14	23.0%
California Avenue	30	45		Redwood City	52	52		Redwood City	104	104	0	0.0%
Palo Alto	52	52		Menlo Park	39	45		Menlo Park	77	90	13	16.9%
Menlo Park	38	45		Palo Alto	52	52		Palo Alto	104	104	0	0.0%
Redwood City	52	52		California Avenue	30	45		California Avenue	60	90	30	50.0%
San Carlos	31	37		San Antonio	30	45		San Antonio	60	90	30	50.0%
Belmont	30	37		Mountain View	52	52		Mountain View	104	104	0	0.0%
Hillsdale	44	52		Sunnyvale	46	52		Sunnyvale	92	104	12	13.0%
Hayward Park	23	37		Lawrence	30	45		Lawrence	60	90	30	50.0%
San Mateo	39	52		Santa Clara	39	45		Santa Clara	78	90	12	15.4%
Burlingame	31	37		College Park	2	2		College Park	4	4	0	0.0%
Broadway	0	0		San Jose Diridon	52	52		San Jose Diridon	104	104	0	0.0%
Millbrae	52	52		Tamien	20	23		Tamien	40	46	6	15.0%
San Bruno	31	37		Capitol	4	4		Capitol	8	8	0	0.0%
South San Francisco	30	52		Blossom Hill	4	4		Blossom Hill	8	8	0	0.0%
Bayshore	23	37		Morgan Hill	4	4		Morgan Hill	8	8	0	0.0%
22nd Street	46	52		San Martin	4	4		San Martin	8	8	0	0.0%
San Francisco	52	52		Gilroy	4	4		Gilroy	8	8	0	0.0%

STATION STOPS per Service Day   Weekend (Saturday & Sunday)												
Northbound				Southbound				Totals				
Stations	9/25/2023	9/23/2024		Stations	9/25/2023	9/23/2024		Stations	9/25/2023	9/23/2024	Check	
Gilroy	0	0		San Francisco	16	33		San Francisco	32	66	34	106.3%
San Martin	0	0		22nd Street	16	33		22nd Street	32	66	34	106.3%
Morgan Hill	0	0		Bayshore	16	33		Bayshore	32	66	34	106.3%
Blossom Hill	0	0		South San Francisco	16	33		South San Francisco	32	66	34	106.3%
Capitol	0	0		San Bruno	16	33		San Bruno	32	66	34	106.3%
Tamien	10	17		Millbrae	16	33		Millbrae	32	66	34	106.3%
San Jose Diridon	16	33		Broadway	16	33		Broadway	32	66	34	106.3%
College Park	0	0		Burlingame	16	33		Burlingame	32	66	34	106.3%
Santa Clara	16	33		San Mateo	16	33		San Mateo	32	66	34	106.3%
Lawrence	16	33		Hayward Park	16	33		Hayward Park	32	66	34	106.3%
Sunnyvale	16	33		Hillsdale	16	33		Hillsdale	32	66	34	106.3%
Mountain View	16	33		Belmont	16	33		Belmont	32	66	34	106.3%
San Antonio	16	33		San Carlos	16	33		San Carlos	32	66	34	106.3%
California Avenue	16	33		Redwood City	16	33		Redwood City	32	66	34	106.3%
Palo Alto	16	33		Menlo Park	16	33		Menlo Park	32	66	34	106.3%
Menlo Park	16	33		Palo Alto	16	33		Palo Alto	32	66	34	106.3%
Redwood City	16	33		California Avenue	16	33		California Avenue	32	66	34	106.3%
San Carlos	16	33		San Antonio	16	33		San Antonio	32	66	34	106.3%
Belmont	16	33		Mountain View	16	33		Mountain View	32	66	34	106.3%
Hillsdale	16	33		Sunnyvale	16	33		Sunnyvale	32	66	34	106.3%
Hayward Park	16	33		Lawrence	16	33		Lawrence	32	66	34	106.3%
San Mateo	16	33		Santa Clara	16	33		Santa Clara	32	66	34	106.3%
Burlingame	16	33		College Park	0	0		College Park	0	0	0	0.0%
Broadway	16	33		San Jose Diridon	16	33		San Jose Diridon	32	66	34	106.3%
Millbrae	16	33		Tamien	10	17		Tamien	20	34	14	70.0%
San Bruno	16	33		Capitol	0	0		Capitol	0	0	0	0.0%
South San Francisco	16	33		Blossom Hill	0	0		Blossom Hill	0	0	0	0.0%
Bayshore	16	33		Morgan Hill	0	0		Morgan Hill	0	0	0	0.0%
22nd Street	16	33		San Martin	0	0		San Martin	0	0	0	0.0%
San Francisco	16	33		Gilroy	0	0		Gilroy	0	0	0	0.0%



**ATTACHMENT 5: FINAL ELECTRIFICATION SERVICE PLAN  
PRESENTATION**

# Caltrain Electrification

FINAL SERVICE PLAN  
FOR FALL 2024

Peninsula Corridor Joint Powers Board

December 7, 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

**2023**

April – Aug

Sept

Oct

Nov/Dec

**2024**

Winter/Spring

Fall

## Public Engagement

2022 Triennial Rider Survey  
2022/2023 Rider "Pulse" Surveys  
2023 South County Survey

## Stakeholder Engagement

Business Plan Service Vision  
Inter-departmental coordination  
Partner agency & private sector coordination

## Service Analysis

Travel market & equity analysis  
Rail service planning  
Financial analysis

Draft  
Weekday  
Service  
Plans

Public  
Review

Stakeholder  
Review

Analysis  
Refinements

We are here

Final  
Service  
Plans  
(Weekday +  
Weekend)

Financial  
Analysis and  
FY25 Budget  
Process

Electric Train  
Testing

Electrified  
Service  
Schedule

Launch  
Electrified  
Schedule

# 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?



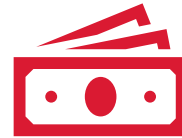
## Infrastructure

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**

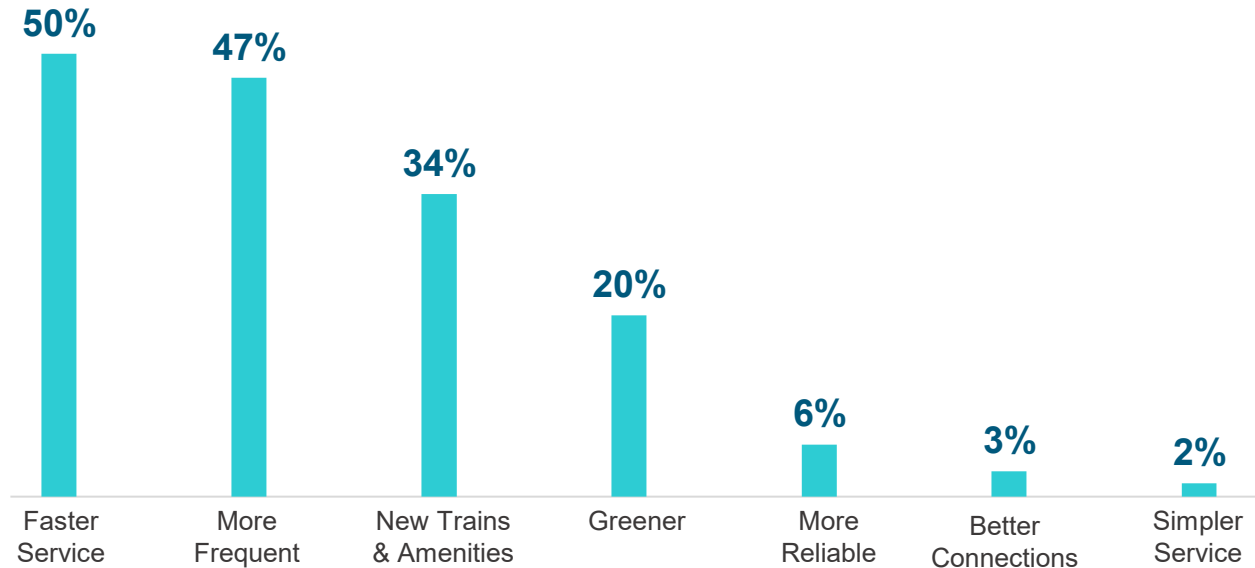




# Customers are most excited about...

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

## What Most Excites You about Electrified Service?\*



### More Trains at All Hours

Desire for increased frequency at all hours, on weekdays, and especially 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

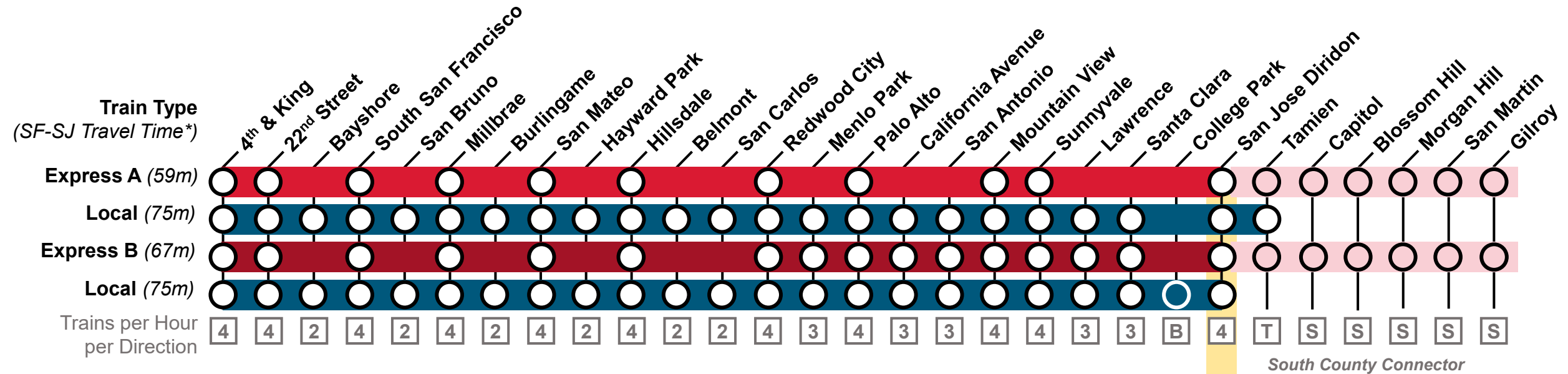
# Finalizing Electrified Service Plans

- 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



**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

## LEGEND

○ Stop (one per hour per direction)

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

# Stops per hour per 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

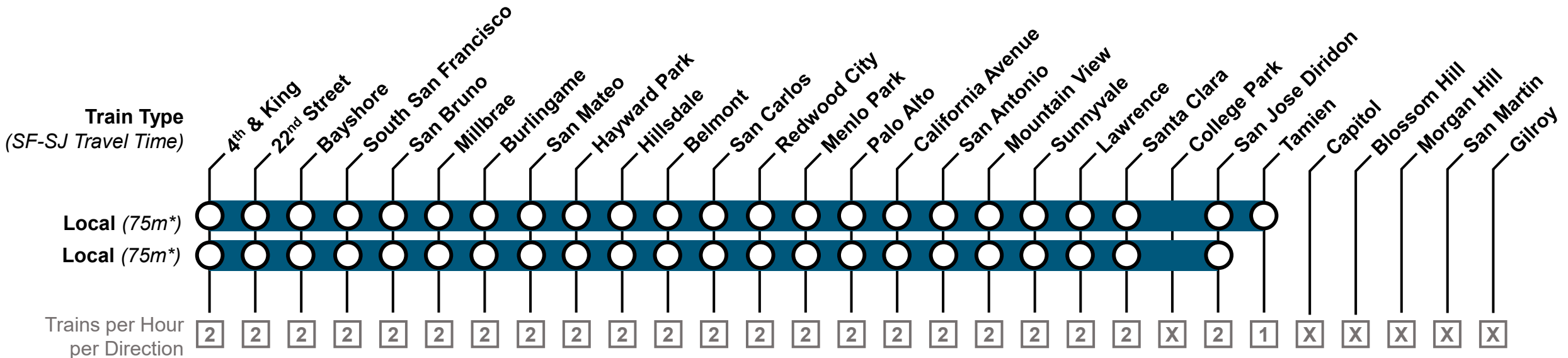


\*SF-SJ travel time refers to 4th & King to Diridon Station. Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.

# 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

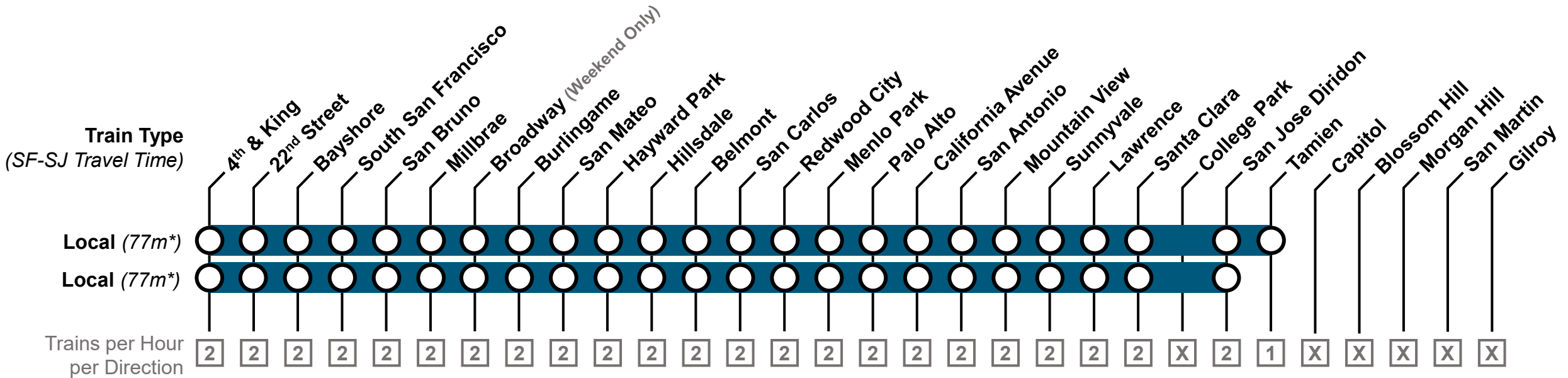
\*Travel times for SF-SJ refers to 4th and King to Diridon Station.

\*\*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

- Caltrain granted temporary waiver from the Federal Transit Administration (FTA) to delay further service expansion for three years or 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

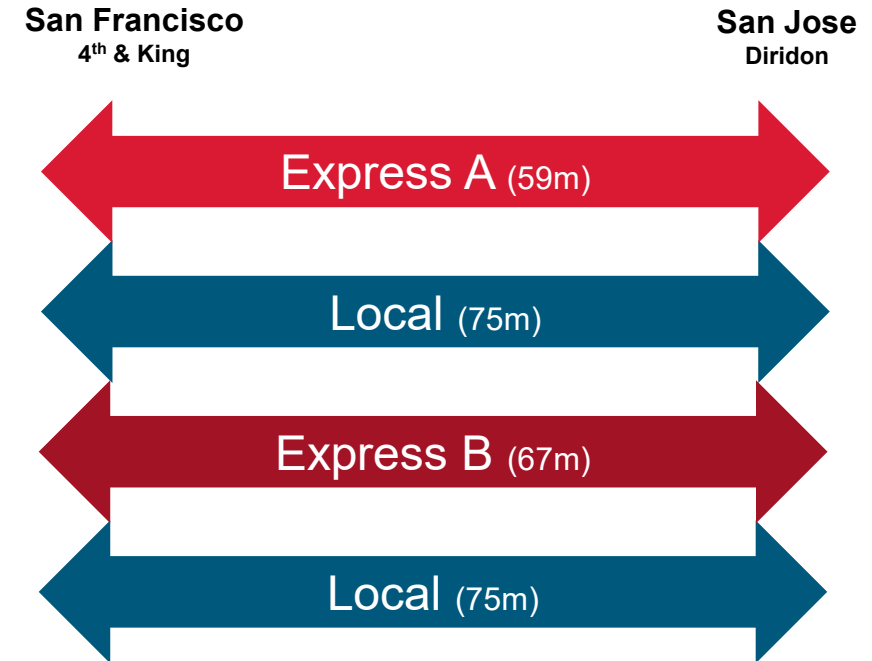
# Final Weekday Peak Period Service

(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)

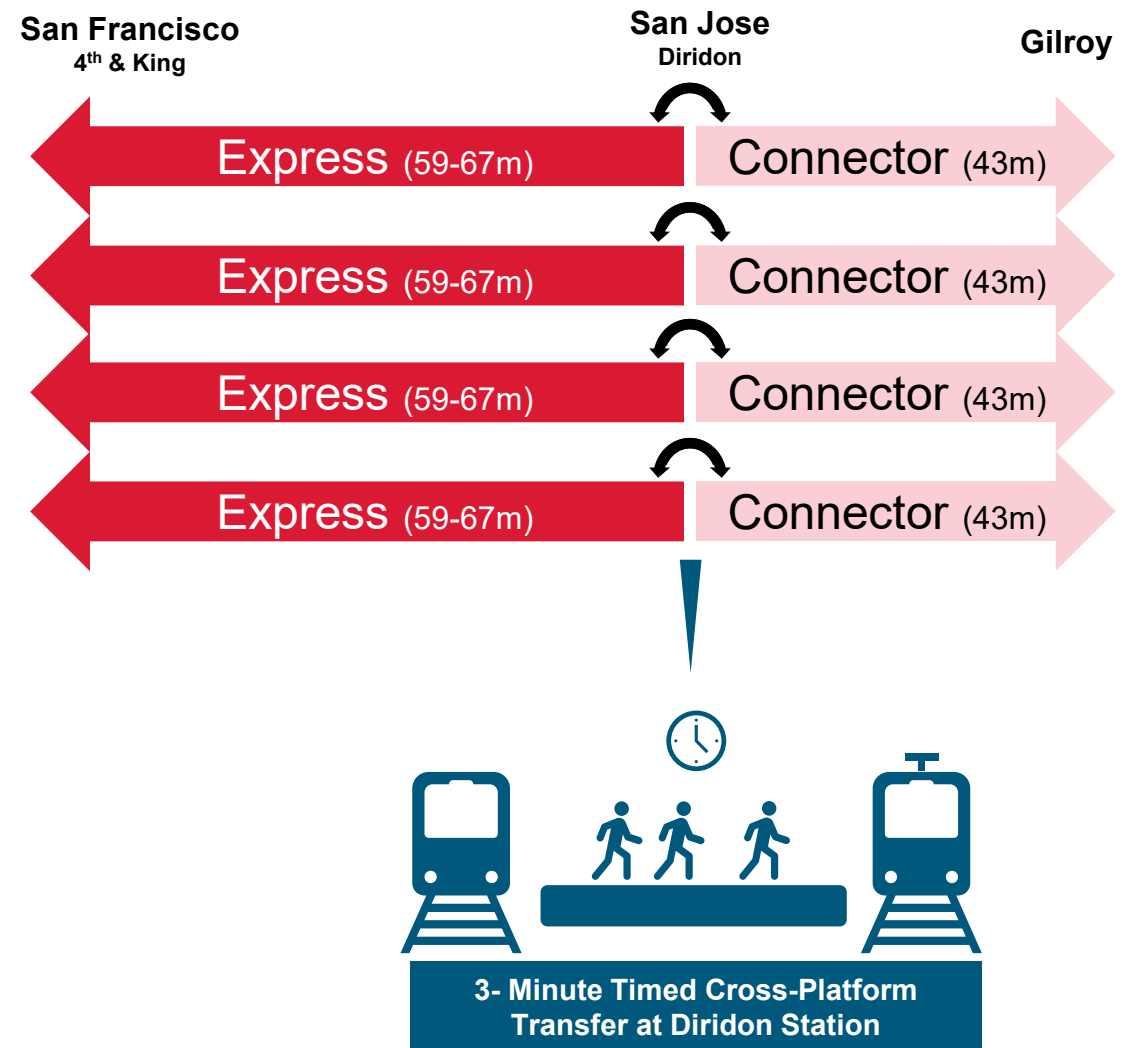
\*Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.

# 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



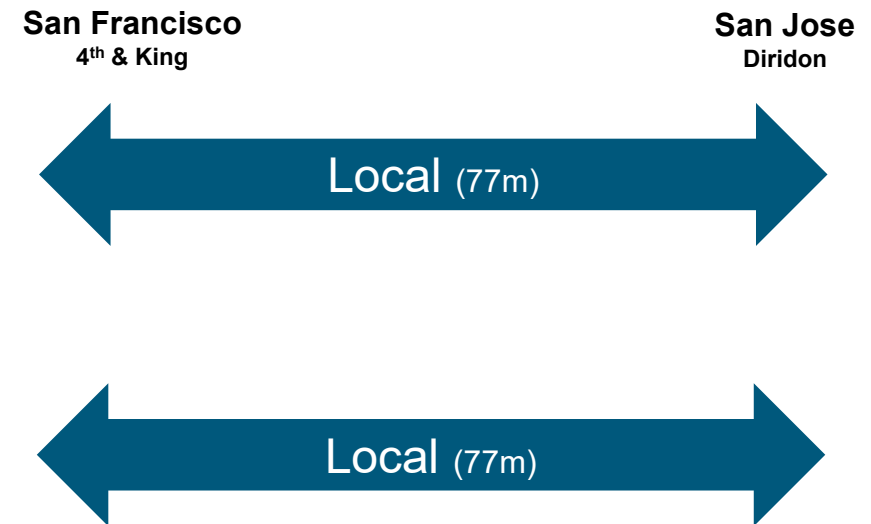
# Final Weekend Service Plan

## 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.

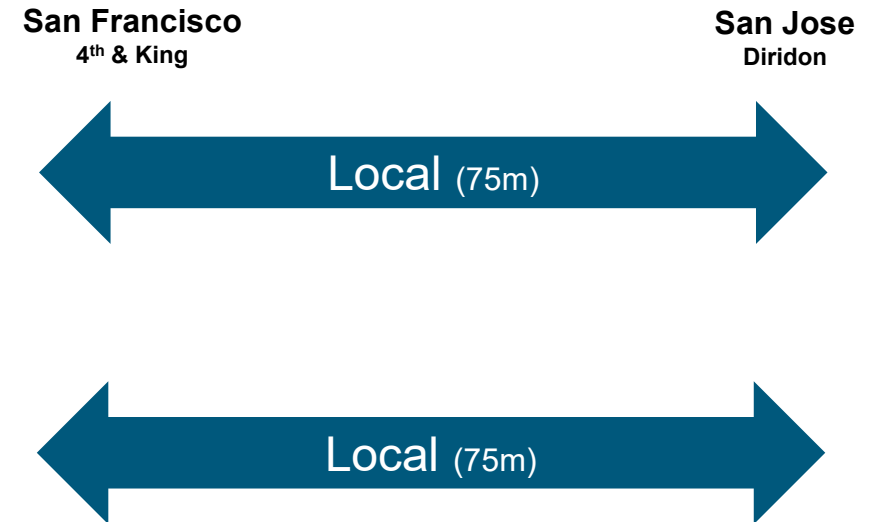
# Final Weekday Off-Peak

(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.

# 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.





**ATTACHMENT 6: FALL 2023 TABLING SURVEY**

CALTRAIN ELECTRIFICATION SERVICE PLANNING  
FALL 2023 SURVEY

## CALTRAIN ELECTRIFIED SERVICE SCHEDULE CURRENT & INTERESTED RIDER SURVEY

Electrified Caltrain service is scheduled to start in Fall 2024! Please answer the following questions based on your anticipated travel needs a year from now.

Q1: What station do you anticipate your journey will typically start at?

---

Q2: What station do you anticipate that you will get off at?

---

Q3: In what time window would you like to arrive at your destination station (e.g., 8-9am)?

---

Q4: Do you anticipate that you will typically use Caltrain to make a round-trip or one-way journey?

- Round-trip
- One-way

Q4b: If you answered one-way, what travel option will you typically use in the other direction?

---

Q4c: If you answered round-trip, in what time window would you typically like to return to your starting station?

---

Q5: How would you typically get to Caltrain from your home? (circle the option that you use the most often)

- a. Walk      b. Bicycle      c. Transit (bus, train)      d. Drive      e. other: \_\_\_\_\_

Q6: How would you typically get to your destination from Caltrain? (circle the option that you use the most often)

- a. Walk      b. Bicycle      c. Transit (bus, train)      d. Drive      e. other: \_\_\_\_\_

Q7: What about electrified service is most exciting to you?

Please use the backside of this paper to share any other feedback with Caltrain.

If you need extra time to finish this survey, you can email it to [calmod@caltrain.com](mailto:calmod@caltrain.com).



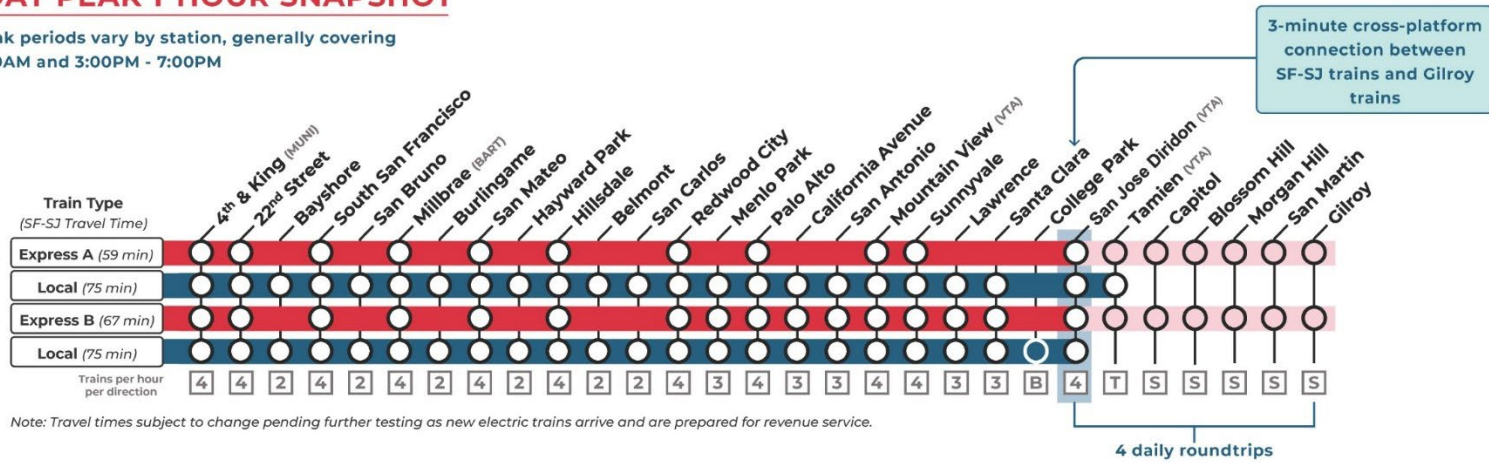
**ATTACHMENT 7: FALL 2023 COMMUNITY EVENT TABLING POSTERS**

## FIND YOUR STATION

# PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION

## WEEKDAY PEAK 1-HOUR SNAPSHOT

Weekday peak periods vary by station, generally covering 6:30AM - 9:30AM and 3:00PM - 7:00PM



### LEGEND

○ Stop (one per hour per direction)

# Stops per hour per direction

B Bellarmine Service  
2 stops per day per direction

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

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

## KEY BENEFITS

### FASTER TRIPS



**20% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS**

### MORE CONSISTENT



**ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN 4TH & KING AND SJ DIRIDON**

### MORE FREQUENT SERVICE



**TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING**





# FASTER, MORE FREQUENT, SUSTAINABLE

## SERVICE BENEFITS



Faster Trips



More Frequent  
Service



Improved  
Connections



Fully Electrified  
North of San Jose

## CHANGES IN THE PROPOSED FALL 2024 SERVICE

### HOW IT WORKS TODAY

### ELECTRIFIED SERVICE

Travel Times (San Francisco to San Jose)	
Express in ~65 minutes Local in ~110 minutes	Express in ~60 minutes Local in ~75 minutes
Longest Wait Time Between Trains	
60 minutes	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	
6 stations	11 stations
Southern Santa Clara County	
4 daily roundtrips on diesel trains Gilroy to SF	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves Gilroy passengers up to 28 minutes. 4 daily roundtrips.

*\*Weekend service plan is still being studied*

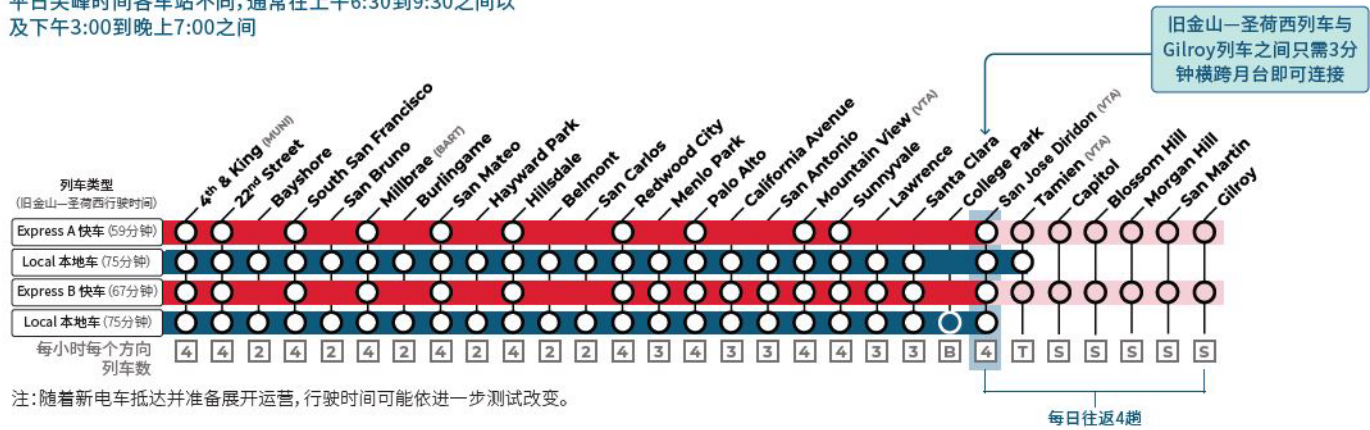
*Note: Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.*

找到您的车站

## 2024年秋季列车电气化建议服务变更

### 平日尖峰时刻一小时列车停靠情况

平日尖峰时间各车站不同，通常在上午6:30到9:30之间以及下午3:00到晚上7:00之间



#### 图例

- 停靠 (每小时每个方向一次)
- # 每小时每个方向停靠数
- B Bellarmine 服务 每天每个方向停靠2次
- T Tamien 服务 尖峰方向每小时停靠2至3次，反尖峰方向每小时停靠1次。
- S 南县连接服务 每天每个方向停靠4次，尖峰方向每小时1至2台列车。

### 主要益处

#### 旅程时间更快

🕒 列车数量相同，停靠数增加20%

#### 一致性更高

🕒 在4街和KING以及SJ DIRIDON之间，快车和本地列车交替提供行驶服务

#### 更频繁的服务

🕒 清晨、中午和傍晚每30分钟一班车





# 更快、更频繁、更永续

## 服务益处



旅程时间更快



服务更频繁



连接性改善



圣荷西以北  
全面电气化

## 2024年秋季服务建议变更

### 目前运行情况

### 电气化服务

#### 行驶时间 (旧金山到圣荷西)

快车约为65分钟

本地车约为110分钟

快车约为60分钟

本地车约为75分钟

#### 列车之间最长等候时间

60分钟

平日30分钟\*

#### 尖峰期间车站内每15分钟有列车进站

6个车站

11个车站

#### 南Santa Clara县

每天4趟Gilroy与旧金山之间柴油列车往返服务

在Diridon转车的乘客都有机会搭乘电车，  
Gilroy的乘客最多可节省28分钟。每日往返4趟。

\*周末服务方案仍在研究中。

注：随着新电车抵达并准备展开运营，行驶时间可能依进一步测试改变。

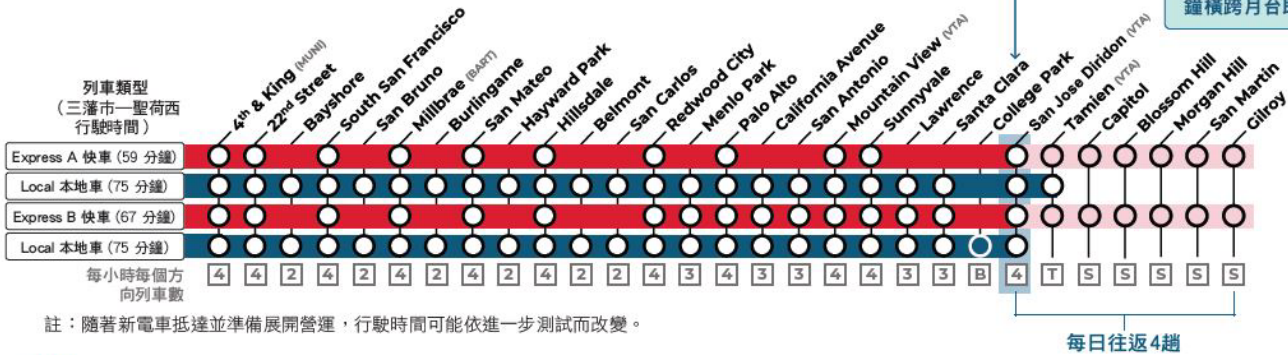
找到您的車站

2024年秋季列車電氣化建議服務變更

平日尖峰時刻一小時列車停靠情況

平日尖峰時間各車站不同，通常在上午 6:30 到 9:30 之間以及下午 3:00 到晚上 7:00 之間

三藩市—聖荷西列車與 Gilroy 列車之間只需 3 分鐘橫跨月台即可連接



圖例

- 停靠 (每小時每個方向一次)
- # 每小時每個方向停靠數
- B Bellamine 服務 每天每個方向停靠 2 次
- T Tamien 服務 尖峰方向每小時停靠 2 至 3 次，反尖峰方向每小時停靠 1 次。
- S 南縣連接服務 每天每個方向停靠 4 次，尖峰方向每小時 1 至 2 台列車。

主要益處

旅程時間更快

列車數量相同，停靠數增加 20%

一致性更高

在 4 街和 KING 以及 SJ DIRIDON 之間，快車和本地列車交替提供行駛服務

更頻繁的服務

清晨、中午和傍晚每 30 分鐘一班車







服務益處



旅程時間更快



服務更頻繁



連接性改善



聖荷西以北  
全面電氣化

2024年秋季服務建議變更

目前運行情況

電氣化服務

行駛時間（三藩市到聖荷西）

快車約為65分鐘

本地車約為110分鐘

快車約為60分鐘

本地車約為75分鐘

列車之間最長等候時間

60分鐘

平日 30分鐘\*

尖峰期間車站內每15分鐘有列車進站

6個車站

11個車站

南Santa Clara縣

每天4趟Gilroy與三藩市之間柴油列車往返服務

在Diridon轉車的乘客都有機會搭乘電車，Gilroy的乘客最多可節省28分鐘。每日往返4趟。

\*週末服務方案仍在研究中。

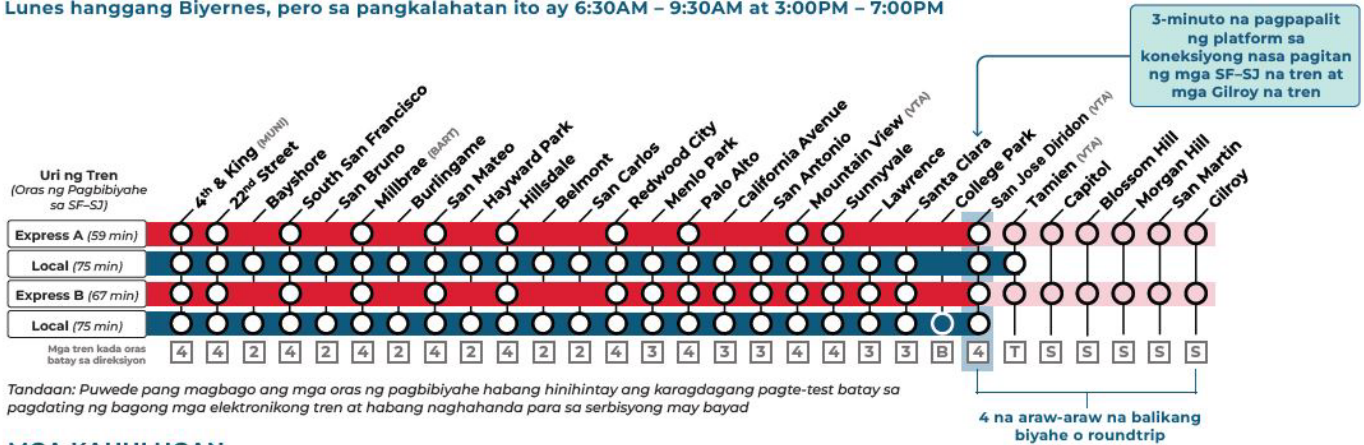
註：隨著新電車抵達並準備展開營運，行駛時間可能依進一步測試而改變。

HANAPIN ANG INYONG ESTASYON

MGA MUNGKAHING PAGBABAGO SA SERBISYO DAHIL SA PAGGAMIT NG MGA TREN NA DE-KORYENTE SA TAGLAGAS 2024

MABILISANG PAGTANAW SA 1 ORAS KUNG SAAN PINAKAMARAMI ANG GUMAGAMIT MULA LUNES HANGGANG BIYERNES

Nag-iiba-iba batay sa estasyon ang mga oras kung kailan pinakamarami ang gumagamit mula Lunes hanggang Biyernes, pero sa pangkalahatan ito ay 6:30AM – 9:30AM at 3:00PM – 7:00PM



Tandaan: Puwede pang magbago ang mga oras ng pagbibiyaha habang hinihintay ang karagdagang pagte-test batay sa pagdating ng bagong mga elektronikong tren at habang naghahanda para sa serbisyong may bayad

MGA KAHULUGAN

- O** Pagtigil o stop (isa kada oras kada direksiyon)
- #** Mga pagtigil o stop kada oras kada direksiyon
- B** Serbisyong Bellarmine 2 pagtigil o stop kada araw kada direksiyon
- T** Serbisyong Tamien 2 hanggang 3 pagtigil o stop kada oras sa direksiyon kung saan pinakamarami ang gumagamit, 1 pagtigil o stop sa kabilang direksiyon kung saan pinakamarami ang gumagamit
- S** Serbisyong South County Connector 4 pagtigil o stop kada araw kada direksiyon nang may 1-2 tren kada oras sa direksiyon pinakamarami ang gumagamit

MAHAHALAGANG PAKINABANG

MAS MABILIS NA BIYAHE

**20% PAGDAMI SA MGA TINITIGILAN O STOPS NANG PAREHO ANG BILANG NG MGA TREN**

MAS HINDI NAGBABAGO-BAGO

**SALITAN-SALITAN ANG EXPRESS AT LOKAL NA TREN SA PAGITAN NG 4TH AT KING AT SJ DIRIDON**

MAS MADALAS NA SERBISYO

**MAY TREN KADA 30 MINUTO SA MADALING ARAW, SA GITNA NG ARAW AT SA GABI**



TABLING POSTER 2 – FILIPINO



**MAS MABILIS, MAS MADALAS, AT NAPANANATILI**

**MGA PAKINABANG SA SERBISYO**



Mas Mabilis na Biyahe



Mas Madalas na Serbisyo



Mas Pinagandang mga Koneksiyon



Lubusang Gumagamit ng Koryente Sa Hilaga ng San Jose

**MGA PAGBABAGO SA MUNGKAHING SERBISYO SA TAGLAGAS 2024**

**KUNG PAANO ITO GUMAGANA NGAYON**

**SERBISYONG GUMAGAMIT NG KORYENTE**

**Mga Oras ng Pagbibiyahe (mula San Francisco hanggang San Jose)**

Express sa loob ng ~65 minuto  
Local sa loob ng ~110 minuto

Express sa loob ng ~60 minuto  
Local sa loob ng ~75 minuto

**Pinakamahaba nang Panahon ng Paghihintay sa Pagitan ng mga Tren**

60 minuto

30 minuto mula Lunes hanggang Biyernes\*

**Mga Estasyon kung saan may Tren kada 15 minuto sa mga Oras Kung Saan Pinakamarami ang Gumagamit**

6 estasyon

11 estasyon

**Southern Santa Clara County**

4 balikan o roundtrip araw-araw sa mga tren na diesel at mula Gilroy hanggang SF

Binibigyan ang lahat ng pasahero ng paglipat sa Diridon ng pagkakataon na makasakay sa elektronikong tren at nakatitipid ang mga pasahero ng Gilroy ng hanggang sa 28 minuto. May 4 na balikang biyahe o roundtrip araw-araw.

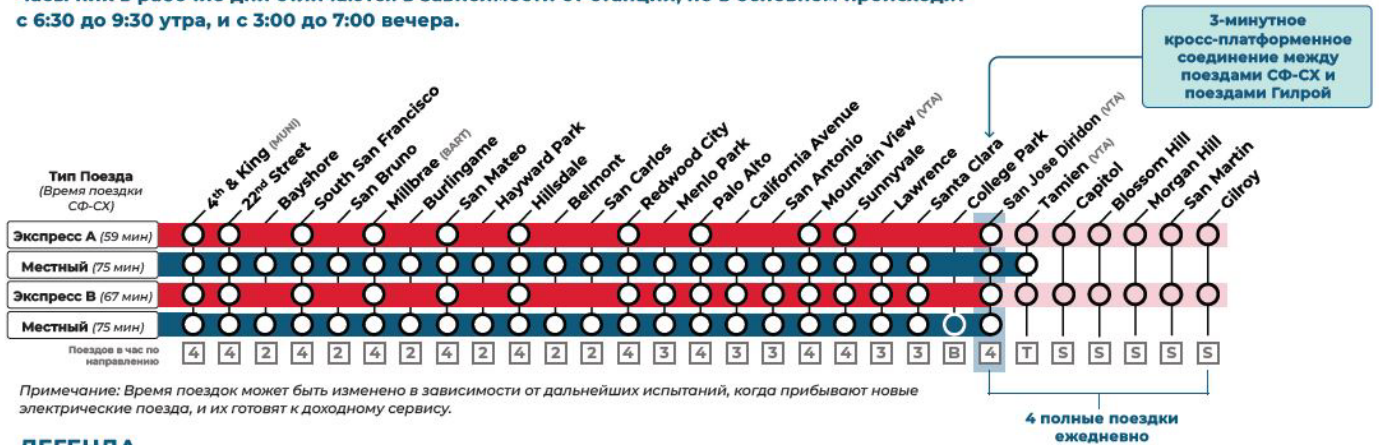
*\*Pinag-aaralan pa ang plano para sa pagseserbisyo tuwing Sabado at Linggo  
Tandaan: Puwede pang magbago ang mga oras ng pagbibiyahe habang hinihintay ang karagdagang pagte-test ayon sa pagdating ng bagong mga elektronikong tren at naghahanda para sa serbisyong may bayad.*

## НАЙДИ СВОЮ СТАНЦИЮ

# ПРЕДЛАГАЕМЫЕ ИЗМЕНЕНИЯ СЕРВИСА НАРЯДУ С ЭЛЕКТРИФИКАЦИЕЙ ОСЕНЬЮ 2024

### ЧАСЫ ПИК В РАБОЧИЕ ДНИ

Часы пик в рабочие дни отличаются в зависимости от станции, но в основном происходят с 6:30 до 9:30 утра, и с 3:00 до 7:00 вечера.



Примечание: Время поездок может быть изменено в зависимости от дальнейших испытаний, когда прибывают новые электрические поезда, и их готовят к доходному сервису.

### ЛЕГЕНДА

- Остановка (одна в час в каждом направлении)
- # Остановки в час в каждом направлении
- В Сервис Беллармин 2 остановки в день в каждом направлении
- Т Сервис Тамиен 2-3 остановки в час в пиковом направлении, 1 остановка в час в направлении, противоположном пиковому
- С Сервис по соединению Южного Округа 4 остановки в день в каждом направлении с 1-2 поездами в час в пиковом направлении

### КЛЮЧЕВЫЕ ПРЕИМУЩЕСТВА

#### БОЛЕЕ БЫСТРЫЕ ПОЕЗДКИ

**УВЕЛИЧЕНИЕ КОЛИЧЕСТВА ОСТАНОВОК НА 20% С ТЕМ ЖЕ КОЛИЧЕСТВОМ ПОЕЗДОВ**

#### БОЛЕЕ ПОСТОЯННО

**ЧЕРЕДОВАНИЕ ЭКСПРЕСС И МЕСТНЫХ ПОЕЗДОВ МЕЖДУ 4Й И КИНГ И СХ ДИРИДОН**

#### БОЛЕЕ ЧАСТЫЙ СЕРВИС

**ПОЕЗДА КАЖДЫЕ 30 МИНУТ РАНО УТРОМ, ДНЕМ И ВЕЧЕРОМ**





## БЫСТРЕЕ, ЧАЩЕ, НАДЕЖНЕЕ

### ПРЕИМУЩЕСТВА СЕРВИСА



Более быстрые поездки



Более частый сервис



Улучшенные соединения



Полностью электрифицированные Север Сан Хозе

### ИЗМЕНЕНИЯ В ПРЕДЛАГАЕМОМ СЕРВИСЕ НА ОСЕНЬ 2024

#### КАК ЭТО РАБОТАЕТ СЕГОДНЯ

#### ЭЛЕКТРИФИЦИРОВАННЫЙ СЕРВИС

#### Время поездок (Сан Франциско до Сан Хозе)

Экспресс ~ 65 минут

Местный ~ 110 минут

Экспресс ~ 60 минут

Местный ~ 75 минут

#### Самое длительное время ожидания между поездами

60 минут

30 минут в рабочие дни

#### Станции с поездами каждые 15 минут в периоды пик

6 станций

11 станций

#### Юг округа Санта Клара

4 ежедневные полные поездки на дизельных поездах Гилрой - СФ

Пересадка на Диридоне дает всем пассажирам возможность проехать на электрических поездах, и экономит пассажирам Гилроя до 28 минут. 4 полных поездки.

*\*План услуг на выходные все еще изучается.*

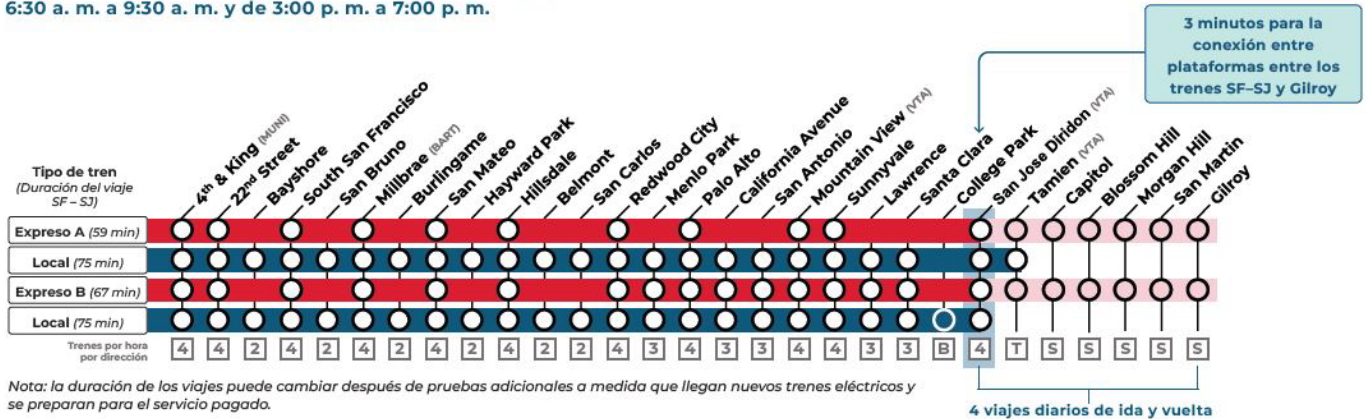
*Примечание: Время поездок может быть изменено в зависимости от дальнейших испытаний, когда прибывают новые электрические поезда, и их готовят к доходному сервису.*

## ENCUENTRA TU ESTACIÓN

# CAMBIOS DE SERVICIO PROPUESTOS CON LA ELECTRIFICACIÓN DEL OTOÑO DE 2024

### INSTANTÁNEA DE 1 HORA DURANTE EL PICO ENTRE SEMANA

Los periodos pico entre semana varían por estación y generalmente cubren de 6:30 a. m. a 9:30 a. m. y de 3:00 p. m. a 7:00 p. m.



### BENEFICIOS CLAVE

#### VIAJES MÁS RÁPIDOS

**AUMENTO DE PARADAS DEL 20% CON EL MISMO NÚMERO DE TRENES**

#### MÁS CONSTANTE

**SE ALTERNAN TRENES EXPRESOS Y LOCALES ENTRE 4TH AND KING Y SJ DIRIDON**

#### SERVICIO MÁS FRECUENTE

**TRENES CADA 30 MINUTOS TEMPRANO POR LA MAÑANA, AL MEDIODÍA Y EN LA NOCHE**





**BENEFICIOS DEL SERVICIO**



Viajes más rápidos



Servicio más frecuente



Conexiones mejoradas



Completamente electrificado al norte de San José

**CAMBIOS EN EL SERVICIO PROPUESTO PARA EL OTOÑO DE 2024**

**CÓMO FUNCIONA HOY**

**SERVICIO ELECTRIFICADO**

**Duración de los viajes (San Francisco a San José)**

Expreso en ~65 minutos  
Local en ~110 minutos

Expreso en ~60 minutos  
Local en ~75 minutos

**Espera más larga entre trenes**

60 minutos

30 minutos entre semana\*

**Estaciones con trenes cada 15 minutos durante los periodos pico**

6 estaciones

11 estaciones

**Sur del Condado de Santa Clara**

4 viajes diarios de ida y vuelta en trenes diesel de Gilroy a San Francisco

La transferencia en Diridon da a todos los pasajeros una oportunidad de viajar en trenes eléctricos y ahorra a los pasajeros de Gilroy hasta 28 minutos. 4 viajes de ida y vuelta diarios.

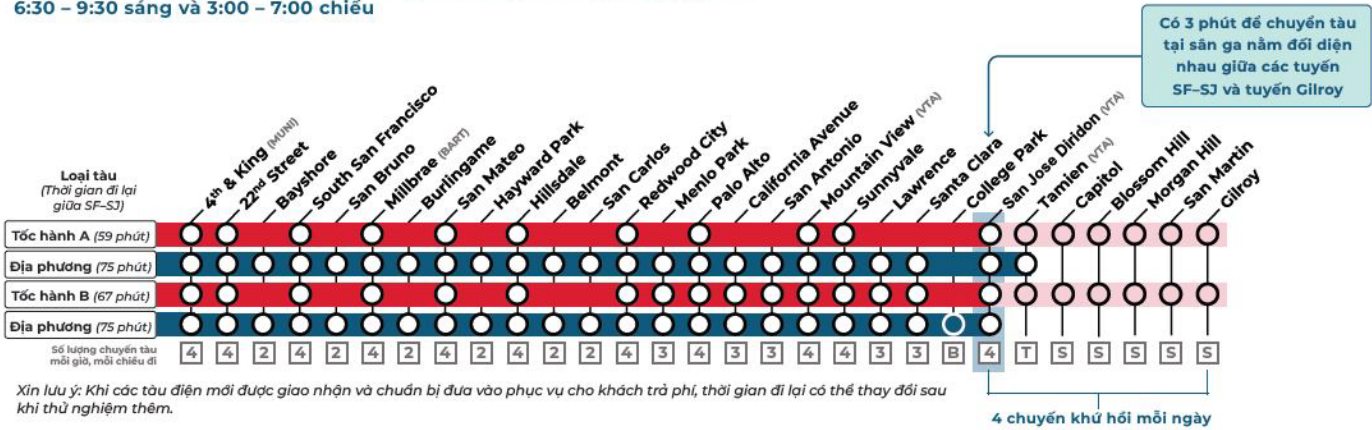
\*Todavía se está estudiando el plan de servicio de los fines de semana.

Nota: la duración de los viajes puede cambiar después de pruebas adicionales a medida que llegan nuevos trenes eléctricos y se preparan para el servicio pagado.

# TÌM TRẠM DỪNG CỦA QUÝ VỊ CÁC THAY ĐỔI ĐỀ XUẤT CHO DỊCH VỤ THEO DỰ ÁN ĐIỆN KHÍ HÓA MÙA THU 2024

## THÔNG TIN NHANH - 1 TIẾNG DỊCH VỤ GIỜ CAO ĐIỂM TRONG TUẦN

Thời gian cao điểm trong tuần là khác nhau ở mỗi trạm dừng, thường là từ 6:30 – 9:30 sáng và 3:00 – 7:00 chiều



### CHÚ THÍCH

- Lấn dừng (mỗi giờ, mỗi chiều đi)
- # Số lần dừng mỗi giờ, mỗi chiều đi
- B Dịch vụ Bellarmine  
2 lần dừng mỗi ngày, mỗi chiều đi
- T Dịch vụ Tamien  
2 đến 3 lần dừng mỗi giờ theo chiều đang cao điểm, 1 lần dừng mỗi giờ theo chiều ngược cao điểm
- S Dịch vụ kết nối Miền Nam Quận  
4 lần dừng mỗi ngày, mỗi chiều đi với 1-2 chuyến tàu mỗi giờ theo chiều đang cao điểm

### CÁC LỢI ÍCH CHÍNH

#### ĐI LẠI NHANH HƠN

**TĂNG SỐ LẦN DỪNG 20% VỚI CÙNG SỐ LƯỢNG TÀU**

#### ỔN ĐỊNH HƠN

**CÁC CHUYẾN TÀU TỐC HÀNH VÀ TÀU ĐỊA PHƯƠNG THAY PHIÊN NHAU GIỮA TRẠM 4TH & KING VÀ TRẠM SJ DIRIDON**

#### DỊCH VỤ THƯỜNG XUYÊN HƠN

**TÀU ĐẾN MỖI 30 PHÚT VÀO BUỔI SÁNG SỚM, BUỔI TRƯA VÀ BUỔI CHIỀU TỐI**







## NHANH HƠN, THƯỜNG XUYÊN HƠN, BỀN VỮNG HƠN

### CÁC LỢI ÍCH CỦA DỊCH VỤ NÀY



Đi lại nhanh hơn



Dịch vụ thường xuyên hơn



Chuyến tàu dễ dàng hơn



Hệ thống được điện khí hóa 100% ở phía bắc San Jose

### CÁC THAY ĐỔI ĐỀ XUẤT CHO DỊCH VỤ MÙA THU 2024

#### DỊCH VỤ HIỆN TẠI

#### DỊCH VỤ ĐIỆN KHÍ HÓA

#### Thời gian đi lại (San Francisco đến San Jose)

Tàu tốc hành ~65 phút

Tàu địa phương ~110 phút

Tàu tốc hành ~60 phút

Tàu địa phương ~75 phút

#### Thời gian chờ lâu nhất giữa các chuyến tàu

60 phút

30 phút vào những ngày trong tuần\*

#### Số trạm dừng có tàu đến mỗi 15 phút vào giờ cao điểm

6 trạm dừng

11 trạm dừng

#### Miền Nam Quận Santa Clara

4 chuyến khứ hồi mỗi ngày từ Gilroy đến SF bằng tàu dùng dầu diesel

Điểm chuyển tàu tại Diridon tạo cơ hội cho tất cả hành khách đi tàu điện và tiết kiệm đến 28 phút đi lại cho hành khách Gilroy. 4 chuyến khứ hồi mỗi ngày.

*\*Dịch vụ cuối tuần vẫn đang được nghiên cứu*

*Lưu ý: Khi các tàu điện mới được giao nhận và chuẩn bị đưa vào phục vụ cho khách trả phí, thời gian đi lại có thể thay đổi sau khi thử nghiệm thêm.*

**ATTACHMENT 8: CALTRAIN PRESS RELEASES: PUBLIC TOUR EVENT AND ELECTRIFIED SERVICE VISION**

# Caltrain Holds Second Public Tour for New Electric Trains

09/23/2023

*The new state-of-the-art vehicles will be put into service in Fall 2024*

Caltrain is holding its second public tour of the agency's new electric train cars today. The new train cars will serve as the centerpiece of the transformative [Caltrain Electrification Project](#).

With over 4,400 RSVPs as of the morning of the event, this tour has attracted similarly large crowds to the [first event](#) held in San Jose on July 29. Attendees enjoyed [food trucks, a live DJ and more](#) as they awaited their opportunity to see the future of Caltrain for themselves. Tours begin at 10 a.m. after a brief program featuring State Senator Scott Weiner, State Assemblymember Phil Ting, State Assemblymember Diane Papan, San Francisco County Transportation Authority Board Vice Chair Supervisor Myrna Melgar, San Francisco Board of Supervisor Matt Dorsey, FTA Regional Administrator Ray Tellis, Caltrain Executive Director Michelle Bouchard and Caltrain Board of Directors Chair Jeff Gee as emcee.

The new high-performance trains will offer a better experience for Caltrain riders. The new vehicles offer enhanced amenities, including new digital onboard displays, power outlets at each forward-facing seat, a new seat color palette selected by the public, energy-efficient lighting, coat hooks, security cameras, and expanded storage under the cantilevered seats. They will also generate less noise than their diesel equivalent, making the trip more enjoyable both for riders and residents that live near Caltrain tracks.

"Caltrain electrification means shorter commutes, cleaner air and good-paying jobs in the Bay Area and beyond," **U.S. Speaker Emerita Nancy Pelosi** said. "It has been my privilege to help secure federal funding in the Congress to support Caltrain's electrification. This weekend's tour gives San Franciscans a chance to experience the future of this state-of-the-art service – and I join so many across the Bay Area looking forward to its historic launch next year."

"Electrifying our public transportation systems is one of the best steps we can take to fight climate change. Caltrain has led the nation in that effort, showing that we can shift to a cleaner system while creating good-paying jobs and providing a quieter, more efficient service for riders," said **U.S. Senator Diane Feinstein**.

"The Caltrain Electrification Project embodies our commitment to expand clean transportation to improve the health of our communities while creating good-paying jobs," said **U.S. Senator Alex Padilla**. "I'm proud to have secured federal funding to bring this to the finish line so that commuters and visitors up and down the peninsula can enjoy faster, more frequent train service."

"As San Francisco's downtown continues to recover, with new businesses signing leases and workers returning to the office, it's critical that our public transit continues to meet the needs of our region. Caltrain's Electrification Project will be a major step forward, providing faster, more reliable service for people traveling between San Francisco and the peninsula," said **San Francisco Mayor London Breed**. "I want to thank all our regional, state, and federal partners who have worked tirelessly to get us where we are today, and I'm excited to celebrate the completion of the project with everyone a year from now."

"Passenger rail service began on the Peninsula corridor in 1863, and today, it's exciting to see the American-built cars. Electrification modernizes this 150-year-old railroad, improving local air quality, offering faster service, and improving traffic flow in one of the most congested corridors in the country. This is the world-class, modern, and climate-friendly electric transit system that our innovative region deserves, and I'm very proud to have led the effort in Congress to electrify Caltrain," said **U.S. Representative Anna Eshoo**.

"Congratulations to Caltrain as it gets closer and closer to completing its historic electrification project," said **U.S. Representative Kevin Mullin**. "Once completed, riders will experience enhanced safety features, better service, and more amenities, while the region will experience improved air quality and lower greenhouse gas emissions. As a steadfast supporter of public transit and Caltrain during my Assembly tenure, I look forward continuing my support at the federal level and am excited for the new system to go live in 2024."

"Congratulations to Caltrain on the addition of electric train cars that will help reduce emissions, improve the efficiency of our public transportation in the Bay Area, and help us reach our climate goals," said **U.S. Representative Ro Khanna**.

"It is great to celebrate another Caltrain milestone that will improve daily life for so many people in the Bay Area," said **Congresswoman Zoe Lofgren, Chair of the California Democratic Congressional Delegation and Ranking Member of the House Science, Space, and Technology Committee.** "By increasing and improving passenger service along the rail corridor, the electrification of Caltrain helps decrease congestion on local highways. That, along with the savings from no longer using nonrenewable diesel fuel, will significantly reduce greenhouse gas emissions and help combat climate change."

"Caltrain plays a major role in connecting our Bay Area communities by playing a major part in our Bay Area commute," said **U.S. Representative Jimmy Panetta.** "Now, with the federal government's significant investment in our nation's infrastructure, Caltrain can continue to reduce its carbon output with its electrification project. By deploying cleaner, quieter, and more efficient trains, Caltrain will remain a part of our communities, and a part of the Bay Area's efforts to tackle climate change."

"The new all electric trains mark an incredibly exciting milestone for Caltrain," said **State Senator Scott Weiner.** "I congratulate Caltrain on taking a bold step toward meeting its climate goals while continuing to foster regional connectivity with reliable service."

"The Caltrain Electrification project is a historic undertaking. This project puts us on the cutting edge of modernizing public transit with climate-friendly transformations. By converting such a significant corridor to an electric system, Caltrain is not only pivoting away from diesel fuel, but also demonstrating to the nation that this type of change is possible" said **State Senator Aisha Wahab.**

"Caltrain electrification serves as an important tool to combat climate change, by providing cleaner and greener transportation options for residents and visitors alike," said **State Senator John Laird.** "We must do all we can to reduce greenhouse gas emissions while still providing efficient and enjoyable public transit. Caltrain's new high-performance electric trains do just that, and I am excited for the public to see these improvements."

"Caltrain's Electrification Project will help California reach its climate goals while cutting down on freeway traffic and noise," said **State Senator Dave Cortese.** "I was proud to support the 2023 Budget Act that prevented major transit service cuts and gave agencies the flexibility to invest in operations or capital projects. Caltrain is unveiling beautiful new electric trains that will help clean our air and move us all in the right direction."

"I am so proud of Caltrain's first fully electrified train, and I am excited to see future benefits of smoother operations and reduced emissions of our transportation system," said **State Senator Josh Becker.** "This step is critical in improving and integrating our regional transportation systems and achieving our climate goals."

"It's clear clean and efficient transportation infrastructure is a top priority for the Bay Area and the rest of the state. The \$750 million in state funds for Caltrain Electrification and \$165 million for 37 Electric Rail Cars that I helped secure underscores California's commitment to modernizing our rail system, while reducing our carbon footprint for generations to come. Great things are accomplished when state, regional, and local partnerships thrive," said **State Assembly Budget Chair Phil Ting.**

"Throughout my time in office I have been a strong supporter of Caltrain's Electrification Project because of what it will mean for the city of San Francisco and the larger Bay Area," said **State Assemblymember Matt Haney.** "The future of our region and our economy depends on our public transit, and electrification will not only help us meet our ambitious climate goals, but also provide faster and better service that people can rely on."

"The electrification of Caltrain is a momentous achievement for California's transit system," said **State Assemblymember Alex Lee.** "I'm extremely excited for the electric fleet to begin service in 2024. With faster and greener trains, the fleet will benefit residents of my district while meeting California's climate goals. I'm proud to see that the Caltrain Electrification project is bringing California's first electrified commuter rail to reality, helping pave the way for more sustainable and equitable communities."

"From steam to diesel to electric – we are now witnessing the third act of Caltrain," said **State Assemblymember Diane Papan.** "Caltrain is now ready to meet the needs of riders and the region now and for future generations."

"The Caltrain Electrification project means that Peninsula residents will breathe cleaner air and have both quieter communities and more frequent and reliable transit service," said **State Assemblymember Marc Berman.** "Today, I'm pleased to celebrate a project that's delivering infrastructure, clean energy and good jobs right through the heart of my district."

"My colleagues and I fought hard to secure the necessary resources in the state budget to electrify Caltrain," said **State Assemblymember Evan Low.** "It is exciting the public gets to tour our new electric trains which will play a vital role in reducing roadway congestion and providing fast, reliable and clean transportation in the Silicon Valley and greater Bay Area, as well as help protect our surrounding environment and improve the public's health."

"San Francisco has committed to ambitious carbon reduction goals in our climate action plan, and electrified Cal Train will play a vital role in making progress on those goals" said **San Francisco Supervisor Matt Dorsey**. "As we get denser, the need for high quality transportation will only grow, and Caltrain will be a huge part of creating complete, sustainable, and accessible communities."

"We congratulate Caltrain on the arrival of the new electric train sets, and are proud to provide over \$40 million toward delivery of the full Caltrain Electrification Project," said **Transportation Authority Board Chair and San Francisco Supervisor Rafael Mandelman (District 8)**. "This project will help the Bay Area meet our climate and equitable access goals and also bring us one step closer to the future of fast, clean and reliable train service to downtown San Francisco via the Salesforce Transit Center and Portal rail extension project. These exciting investments will serve our Bay Area community for generations to come."

"With electrified Caltrain service about a year away, it is exciting to preview our new trains with our riders," said **Caltrain Board Chair Jeff Gee**. "While there is still a lot of work ahead of us, the vision of a greener, quieter and more efficient trains will soon be a reality."

"I am pleased to join Caltrain riders in touring the new electric trains that will soon be reducing Caltrain's emissions and carbon footprint, while increasing service for those riders," said **Ray Tellis, Regional Administrator for the Federal Transit Administration**. "FTA has enjoyed a strong partnership with Caltrain and remains committed in supporting this noteworthy electrification project through to completion."

"The future of Caltrain is just around the corner, and Muni riders in the area will benefit from the improvements," said **San Francisco Municipal Transportation Agency Chair Amanda Eaken**. "Converting to electric power will make a major impact towards reducing Caltrain's air pollution and carbon footprint. These world class trains will make commuting by public transportation an easier choice and we're excited for San Franciscans to have more attractive options to get around sustainably."

"The unveiling of Caltrain's fleet of the future marks yet another important milestone in the electrification and modernization of this critical transit system connecting one of the world's most vital economic corridors," said **Jim Wunderman, President and CEO, Bay Area Council**. "The Bay Area Council is proud to have been an early and strong proponent for investing in Caltrain and we applaud the tremendous work Caltrain and so many have done to move this project forward."

"Electrified Caltrain is good for riders, the environment, and the economy," said **Rosanne Foust, President & CEO, San Mateo County Economic Development Association (SAMCEDA)**. "I know the public will be excited to see the vehicles that are transforming this essential commuter rail system."

"I'm very excited to see the debut of Caltrain's new electric trains. These electric trains will provide a cleaner, quieter, and more modern and reliable experience for riders throughout the region," said **Ahmad Thomas, CEO, Silicon Valley Leadership Group**. "A thriving public transit system is essential for advancing the business competitiveness of the region, and for fostering a future for Silicon Valley that is both more sustainable and equitable."

"The green economy and our recovery as a region have everything to do with creating sustainable transit and connecting people to good jobs," said **Secretary-Treasurer of the San Francisco Building and Construction Trades Council Rudy Gonzalez**. "The human and built infrastructure are incredible assets to the Bay Area and we are proud to be in partnership with Caltrain."

Electrification will also help meet ambitious regional and state climate action goals by lowering greenhouse gas emissions, improving air quality and relieving traffic congestion. Additionally, electrified service will advance equity along the corridor by reducing noise and air pollution while increasing access for equity priority communities. It will also set the framework for California's future High Speed Rail network.

Each trainset will have seven cars, as opposed to the current five to six. The new trains also accelerate and decelerate faster than their diesel alternatives, allowing more frequent stops in the same amount of time.

These new trains will go into service in 2024, and is currently undergoing testing to ensure it, and the infrastructure it will rely upon, is in good working order.

The trains were built by Stadler US at their facility in Salt Lake City, Utah. After they were assembled, they were sent to a test facility in Pueblo, Colo. where they were tested at high speeds under numerous conditions as required by the Federal Railroad Administration. The trains were tested for braking, propulsion, ride quality, noise and vibration, door operation, Positive Train Control and Electromagnetic Interference over the course of eight months.

The Caltrain Electrification Project will electrify the corridor from the San Francisco Station at 4th and King Streets to approximately the Tamien Station in San Jose, allowing diesel-hauled trains to be replaced by electric trains.

Caltrain's historic electrification project is the first undertaking in North America in a generation in which diesel trains and their infrastructure components are transitioned to an electrified system.

Today's tour was sponsored by the RSE Corporation, Gannett Fleming and AECOM.

###

*About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.*

Follow Caltrain on [Facebook](#) and [Twitter](#).

Media Contact: Dan Lieberman, 650.622.2492

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# Caltrain Unveils Electrified Service Vision for 2024

10/05/2023

Caltrain's Board of Directors previewed the [proposed electrified service plan](#), including anticipated service benefits for the Electrification Project slated for completion by fall 2024, which includes faster trains; less wait time at stations; and a simplified schedule.

## Proposed Service Improvements

- **Weekday Service:** Caltrain plans for 104 weekday trains, with four trains per hour per direction during peak times between San Francisco and San Jose.
- The express trains are anticipated to be about an hour between San Francisco and San Jose, with significant expansion of the number of stations that receive express service.
- Local trains would stop at every station and would reduce travel time from San Francisco to San Jose by 25 minutes compared to today's local schedule.
- Both express and local options provide a compelling alternative to Highway 101 as road traffic escalates.
- **Weekend Service:** Subject to additional financial analysis and budget confirmation, Caltrain expects to offer service every 30 minutes, minimizing wait times for weekend customers and halving the wait time they currently experience.
- **South Santa Clara County Service:** The corridor south of Tamien Station in San Jose, which is owned by Union Pacific and is not included in the Electrification Project, will still be served by [four daily roundtrips](#) using diesel trains to maintain connectivity. There will be a seamless three-minute cross platform transfer at Diridon Station and overall, travel times will be substantially reduced to San Francisco and other mid-Peninsula destinations.

## Performance Highlights and Passenger Benefits

- The new electric trains accelerate and decelerate more rapidly than the current diesel fleet, which is how Caltrain can achieve the proposed schedule with additional frequency and faster travel times.
- Weekday peak hour trains would cover 79 stations per hour, an increase from the current 66.
- Eleven stations would experience four train arrivals hourly per direction, a notable improvement from seven stations currently.
- Midday trains cover 44 stations per hour, up from 34 today.
- The new electric trains will bring a wide variety of customer experience benefits including Wi-Fi; electrical outlets at every fixed seat; spacious bathrooms with a baby changing table; a smoother and quieter ride; digital on-board trip information systems to clearly communicate information to passengers; and reduced noise and pollutants for riders and residents along the corridor.

## Ridership Growth and Impact

Current ridership stands at approximately 500,000 trips monthly, with average weekday boardings surpassing 20,000 continuing to mark year-on-year growth. This ridership growth is even with two dozen weekend service shutdowns for the Electrification construction. With the proposed electrified service plan for fall 2024, reduced travel times and wait times are anticipated system-wide, boasting a 20% rise in overall stops and a 27% increase at stations serving Equity Priority Communities.

## Public Engagement and Implementation

Caltrain seeks [community feedback](#) throughout October 2023, with the final electrified service plan set to be finalized by year-end. Early 2024 will continue with rigorous testing of the new electric trains and service plan, with full electrified service, using a new electrified schedule, set to roll out in September 2024.

###

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Follow Caltrain on [Facebook](#) and [X](#).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

Editor's Note: Pictures and Video can be found at <https://smctd.canto.com/v/CaltrainMedia>

Media Contact: Dan Lieberman, 650.622.2492

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**ATTACHMENT 9 – MATRIX OF PUBLIC COMMENTS FROM  
COMMUNITY MEETINGS**

<b>Meeting</b>	<b>Date</b>	<b>Question / Comment</b>
Citizens' Advisory Committee (CAC)	September 20, 2023	Is there an ETA of when the draft for weekend service will be published?
Citizens' Advisory Committee (CAC)	September 20, 2023	What does the 104 train schedule do for ridership versus the 114 train, and why is this justified?
Citizens' Advisory Committee (CAC)	September 20, 2023	What is the cost difference between running 104 trains per day and 114 after electrification?
Citizens' Advisory Committee (CAC)	September 20, 2023	What constraints are there in the terminals and on the track?
Citizens' Advisory Committee (CAC)	September 20, 2023	Is it possible to run EMUs from Gilroy with a diesel?
Citizens' Advisory Committee (CAC)	September 20, 2023	What is staff's view or expectation together with Stadler on a schedule timeline for developing the BEMU, testing it, and getting it FRA certified?
Bicycle Active Transportation Advisory Committee (BATAc)	September 21, 2023	Can you confirm the planned date for the initiation of the service extension?
Bicycle Active Transportation Advisory Committee (BATAc)	September 21, 2023	Does the current proposal include a weekend service schedule, or is it limited to weekdays?
Bicycle Active Transportation Advisory Committee (BATAc)	September 21, 2023	Will there be a transition between different scheduling periods, or will the schedule remain consistent?
Bicycle Active Transportation Advisory Committee (BATAc)	September 21, 2023	Is the regular clock-face schedule going to be implemented on weekends as well?
Bicycle Active Transportation Advisory Committee (BATAc)	September 21, 2023	What are the key factors that contribute to reduced travel times with the new trains?
Bicycle Active Transportation Advisory Committee (BATAc)	September 21, 2023	Do the 8 and 18-minute connection times apply to trains north or south of Millbrae?
Bicycle Active Transportation Advisory Committee (BATAc)	September 21, 2023	Will issues like those experienced at San Carlos be addressed in upcoming schedules?
Bicycle Active Transportation Advisory Committee (BATAc)	September 21, 2023	In your next presentation, would it be beneficial to clarify that the travel times discussed cover both directions between Caltrain and BART?
Bicycle Active Transportation Advisory Committee (BATAc)	September 21, 2023	Could you generate an estimate based on survey data and station pairings to show the potential increase in service, the number of riders affected, and the time savings for an average rider?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How will the recent Department of Finance state demographic projections affect our long-term planning and operational strategies?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How can the new demographic and ridership data be better integrated into our current and future service plans?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	Have we solicited and received comprehensive quantification of TOD from our member cities?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How are these developments influencing our ridership and service needs along the corridor?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	What specific data and market analysis are being considered in our service planning for the electrified service launching in Fall 2024?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	With the shift in traditional commute patterns, what new incentives can we introduce to encourage ridership aside from congestion avoidance?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	What additional promotions and customer-focused initiatives are planned to attract and retain a diverse rider base?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How can the Go Pass and regional all-agency passes be optimized to tap into new customer bases and address the needs of a diverse workforce?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	What specific impacts has the TMA program had on employee retention for service companies?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How can we replicate or expand this success to other segments?

JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	What components should be included in the toolkit for cities to support increased ridership?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How will we engage cities and their staff to ensure they are prepared to implement and advocate for these tools within their communities?
Local Policy Maker Group (LPMG)	September 28, 2023	Have we compared our strategies to global best practices? If we're not meeting world class standards, why not? When could we achieve this, and what resources would it require?
Local Policy Maker Group (LPMG)	September 28, 2023	Is this development expected to occur within our lifetimes?
Local Policy Maker Group (LPMG)	September 28, 2023	I would appreciate your thoughts on how we might effectively generate revenue from the interiors of the new trains.
Local Policy Maker Group (LPMG)	September 28, 2023	Do we have plans to increase advertising throughout the system?
Local Policy Maker Group (LPMG)	September 28, 2023	What strategies can we implement to better integrate VTA routes within our Caltrain service to enhance last-mile connectivity and boost ridership?
JPB Board Meeting	October 5, 2023	How are we planning to handle the BART connection in terms of schedule coordination, and what are the board's views on this issue?
JPB Board Meeting	October 5, 2023	Could Caltrain enhance service frequency to better synchronize with BART's timetable?
JPB Board Meeting	October 5, 2023	Is there a possibility to increase service frequency during off-peak hours, not just during peak-periods?
JPB Board Meeting	October 5, 2023	Is operating shorter trains more frequently a viable option?
JPB Board Meeting	October 5, 2023	Why aren't all services extended to Tamien?
JPB Board Meeting	October 5, 2023	What is the reason or the increase in travel time for the proposed express service to over 60 minutes from the previous 56 minutes?
JPB Board Meeting	October 5, 2023	Are there any measures being considered to mitigate the potential rise in noise levels during nighttime, especially in urban quiet zones?
JPB Board Meeting	October 5, 2023	How do we plan to compete with highways that feature express lanes?
JPB Board Meeting	October 5, 2023	Is it possible for EMUs to operate alongside diesel trains to eliminate the need for transfers?
JPB Board Meeting	October 5, 2023	What short-term strategies are in place to increase regional ridership within the constraints of our budget?
JPB Board Meeting	October 5, 2023	What actions can Caltrain take to improve weekend services and boost ridership, despite financial limitations?
Citizens' Advisory Committee (CAC)	November 15, 2023	Why do new trains have fewer bathrooms?
Citizens' Advisory Committee (CAC)	November 15, 2023	When is Caltrain scheduled to start end-to-end testing?
Citizens' Advisory Committee (CAC)	November 15, 2023	Why doesn't Caltrain operate shorter trains during off-peak hours to align with demand?
Citizens' Advisory Committee (CAC)	November 15, 2023	Will the Broadway station resume service on weekends?
Citizens' Advisory Committee (CAC)	November 15, 2023	What are the primary reasons for the increase in operating costs?
Citizens' Advisory Committee (CAC)	November 15, 2023	Is PG&E the only electricity supplier for Caltrain?
Citizens' Advisory Committee (CAC)	November 15, 2023	What are the typical service patterns on holidays?
Citizens' Advisory Committee (CAC)	November 15, 2023	Are we expecting any changes to the schedule in the near future?
Citizens' Advisory Committee (CAC)	November 15, 2023	How does Caltrain factor transfers into its scheduling, and why are they given lower priority?

Citizens' Advisory Committee (CAC)	November 15, 2023	Can Caltrain adjust its schedule to better reflect variations in peak and off-peak usage?
Citizens' Advisory Committee (CAC)	November 15, 2023	Is there any intention to streamline the schedule going forward?
Citizens' Advisory Committee (CAC)	November 15, 2023	What is the status of the current waiver?
Citizens' Advisory Committee (CAC)	November 15, 2023	What progress has been made in the discussions with BART concerning transfers?
Citizens' Advisory Committee (CAC)	November 15, 2023	Is there an opportunity to implement a more integrated payment system?
Bicycle Active Transportation Advisory Committee (BATAAC)	November 16, 2023	What portion of the total operating cost is attributed to weekend operations?
Bicycle Active Transportation Advisory Committee (BATAAC)	November 16, 2023	How does deceleration and acceleration impact the cost of electricity during operations?
Bicycle Active Transportation Advisory Committee (BATAAC)	November 16, 2023	Are there plans to implement shorter, 4-car train services?
Bicycle Active Transportation Advisory Committee (BATAAC)	November 16, 2023	Is there adequate forecasted data on ridership available?
Bicycle Active Transportation Advisory Committee (BATAAC)	November 16, 2023	Is the roughness of the ride related to the train's current suspension mechanism?
JPB Board Meeting	December 7, 2023	The proposed increase in service frequency marks a significant enhancement. However, is it possible to offer services at 15-20 minute intervals?
JPB Board Meeting	December 7, 2023	Although a 30-minute interval on weekends is better, it is crucial to coordinate more effectively with BART services.
JPB Board Meeting	December 7, 2023	Providing services every half hour during off-peak times is a substantial improvement and more closely matches BART's timetable.
JPB Board Meeting	December 7, 2023	To better manage future transfer issues with BART, Caltrain should strive to offer services every 20 minutes.
JPB Board Meeting	December 7, 2023	It is crucial to coordinate more effectively with BART services to better manage future transfer issues.
JPB Board Meeting	December 7, 2023	Operating shorter train cars during off-peak times would be ideal.

**ATTACHMENT 10: ELECTRIFIED SERVICE PLAN SURVEY QUESTIONS  
(MULTILINGUAL)**

Do you anticipate that you will typically use Caltrain to make a round-trip or one-way journey?

- Round-trip
- One-way

How would you typically get to Caltrain from your home?

Choose the option you use most often or for the longest part of your trip.

- Walk
- Bicycle
- Transit
- Drive
- Other (please specify)

How would you typically get to your destination from Caltrain?

Choose the option you use most often or for the longest part of your trip.

- Walk
- Bicycle
- Transit
- Drive
- Other (please specify)

### Electrified Service Plan

What about electrified service is most exciting to you?

Any other feedback for Caltrain?

## Draft Electrified Service Plan

Get excited for electrified service in Fall 2024!

Draft Electrified Service Plan

Closed

### Current & Interested Rider Survey

Electrified Caltrain service is scheduled to start in Fall 2024! Please answer the following questions based on your anticipated travel needs a year from now.

#### Anticipated Travel

What station do you anticipate your journey will typically start at?

What station do you anticipate that you will get off at?

In what time window would you like to arrive at your destination station (e.g., 8-9am)?

Submit

Click the images below to learn about the draft service plan!

**FASTER, MORE FREQUENT, SUSTAINABLE**

**SERVICE BENEFITS**

- Faster Trips
- More Frequent Service
- Improved Connections
- Fully Electrified North of San Jose

**CHANGES IN THE PROPOSED FALL 2024 SERVICE**

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
<b>Travel Times (San Francisco to San Jose)</b>	
Express in ~65 minutes	Express in ~60 minutes
Local in ~110 minutes	Local in ~75 minutes
<b>Longest Wait Time Between Trains</b>	
60 minutes	30 minutes on weekdays*
<b>Stations with Trains Every 15 Minutes in the Peak Periods</b>	
6 stations	11 stations
<b>Southern Santa Clara County</b>	
*Only during peak periods with service every 15 minutes	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 28 minutes, 4 daily roundtrips.

\*Minimum wait times will be further reduced. Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 28 minutes, 4 daily roundtrips.

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**FIND YOUR STATION**  
**PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION**

**WEEKDAY PEAK 1-HOUR SNAPSHOT**  
Weekday peak periods vary by station, generally covering between 8:00am and 9:00am, "triple" hours.

**KEY BENEFITS**

- FASTER TRIPS**  
30% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS
- MORE CONSISTENT**  
ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN 4TH & KING AND SJ DIRIDON
- MORE FREQUENT SERVICE**  
TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING

Caltrain logo

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هل تتوقع أنك ستستخدم عادةً Caltrain للقيام برحلة ذهابًا وإيابًا أو رحلة في اتجاه واحد؟

- جولة  
 طريقة واحدة

كيف يمكنك عادة الوصول إلى كالترين من منزلك؟

اختر الخيار الذي تستخدمه في أغلب الأحيان أو للجزء الأطول من رحلتك.

- يمشي  
 دراجة  
 عبور  
 يقود  
 غير ذلك (يرجى التحديد)

كيف يمكنك عادة الوصول إلى وجهتك من كالترين؟

اختر الخيار الذي تستخدمه في أغلب الأحيان أو للجزء الأطول من رحلتك.

- يمشي  
 دراجة  
 عبور  
 يقود  
 غير ذلك (يرجى التحديد)

### خطة الخدمة الكهربائية

ماذا عن الخدمة الكهربائية الأكثر إثارة بالنسبة لك؟

هل هناك أي تعليقات أخرى على كالترين؟

## Draft Electrified Service Plan

تحمس للخدمة الكهربائية في خريف 2024

Draft Electrified Service Plan

مغلق

### مسح الراكب الحالي والمهتم

ومن المقرر أن تبدأ خدمة كالترين الكهربائية في خريف عام 2024! يرجى الإجابة على الأسئلة التالية بناءً على احتياجاتك سفرك المتوقعة بعد عام من الآن.

### السفر المرتقب

في أي محطة تتوقع أن تبدأ رحلتك عادةً؟

----

في أي محطة تتوقع النزول؟

----

في أي فترة زمنية تريد الوصول إلى محطة وجهتك (على سبيل المثال، 8-9 صباحًا)؟

يقدم

انقر على الصور أدناه للتعرف على مسودة خطة الخدمة!



#### SERVICE BENEFITS

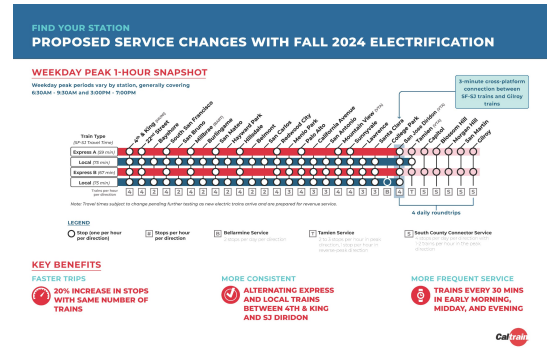


#### CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
Travel Times (San Francisco to San Jose)	Express In ~60 minutes Local In ~75 minutes
Longest Wait Time Between Trains	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	11 stations
Southern Santa Clara County	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves Citrus passengers up to 20 minutes, 4 daily roundtrips.

\*Weekend service plans will change further.

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您预计您通常会使用 Caltrain 进行往返或单程旅行吗？

- 往返
- 单程

您通常如何从家前往 Caltrain？

选择您最常使用或旅行时间最长的选项。

- 走
- 自行车
- 交通
- 驾驶
- 其他 (请注明)

您通常如何从 Caltrain 到达目的地？

选择您最常使用或旅行时间最长的选项。

- 走
- 自行车
- 交通
- 驾驶
- 其他 (请注明)

### 电气化服务计划

电气化服务最令您兴奋的是什么？

对于 Caltrain 还有其他反馈吗？

## Draft Electrified Service Plan

期待 2024 年秋季的电气化服务！

Draft Electrified Service Plan

关闭

### 当前和感兴趣的骑手调查

Caltrain 电气化服务计划于 2024 年秋季启动！请根据您一年后的预期旅行需求回答以下问题。

#### 预计旅行

您预计您的旅程通常会从哪个车站开始？

您预计在哪个车站下车？

您希望在什么时间段到达目的地车站（例如上午 8 点至 9 点）？

提交

点击下方了解服务计划草案！



FASTER, MORE FREQUENT, SUSTAINABLE

#### SERVICE BENEFITS

- Faster Trips
- More frequent Service
- Improved Connections
- Fully Electrified North of San Jose

#### CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
Travel Times (San Francisco to San Jose)	Express In ~60 minutes Local In ~75 minutes
Longest Wait Time Between Trains	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	11 stations
Southern Santa Clara County	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves Citrus passengers up to 20 minutes, 4 daily roundtrips.

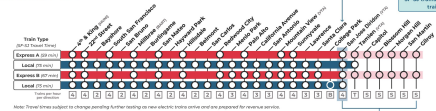
\*Weekend service plans will change slightly. Note: Travel times subject to change pending further testing on new electric vehicles and line expansion for service areas.

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### FIND YOUR STATION PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION

#### WEEKDAY PEAK 1-HOUR SNAPSHOT

Weekday peak periods vary by station, generally covering between 8:00am and 9:00am - 10:00am.



#### KEY BENEFITS

- FASTER TRIPS**  
20% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS
- MORE CONSISTENT**  
ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN ATH & KING AND SJ DIRIDON
- MORE FREQUENT SERVICE**  
TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING



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# Draft Electrified Service Plan

Soyez excité pour le service électrifié à l'automne 2024 !

Draft Electrified Service Plan

Fermé

## Sondage auprès des usagers actuels et intéressés

Le service de Caltrain électrifié devrait débuter à l'automne 2024 ! Veuillez répondre aux questions suivantes en fonction de vos besoins de déplacement prévus dans un an.

### Voyages prévus

À quelle station prévoyez-vous que votre voyage commencera habituellement ?

À quelle station prévoyez-vous que vous décollerez ?

Dans quelle période aimeriez-vous arriver à votre station de destination (p. ex. 8 h 9 h) ?

Soumettre

Cliquez sur les images ci-dessous pour en savoir plus sur l'ébauche du plan de services !



#### SERVICE BENEFITS

- Faster Trips**
- More Frequent Service**
- Improved Connections**
- Fully Electrified North of San Jose**

#### CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
<b>Travel Times (San Francisco to San Jose)</b> Express in ~45 minutes Local in ~75 minutes	<b>Express in ~40 minutes</b> <b>Local in ~70 minutes</b>
<b>Longest Wait Time Between Trains</b> 60 minutes	<b>30 minutes on weekdays*</b>
<b>Stations with Trains Every 15 Minutes in the Peak Periods</b> 6 stations	<b>11 stations</b>
<b>Southern Santa Clara County</b> 4 daily roundtrips on diesel trains Gilroy to SJ	<b>Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves Gilroy passengers up to 35 minutes. 4 daily roundtrips.</b>

\*Weekend and holiday schedules available. Note: Transit times subject to change pending further testing on new electric motor cars and are provided for reference only.

(https://hdp-us-prod-app-fp-spp-files.s3.us-west-2.amazonaws.com/3916/9646/6443/Poster\_Ve rtical\_v4.02.jpg)

Prévoyez-vous que vous utiliserez habituellement Caltrain pour faire un aller-retour ou un aller simple ?

- Aller-retour
- Unidirectionnel

Comment vous rendriez-vous habituellement à Caltrain à partir de votre domicile ?

Choisissez l'option que vous utilisez le plus souvent ou pour la plus longue partie de votre voyage.

- Marche
- Vélo
- Transport en commun
- Conduisez
- Autre (veuillez préciser)

Comment vous arriveriez habituellement à votre destination depuis Caltrain ?

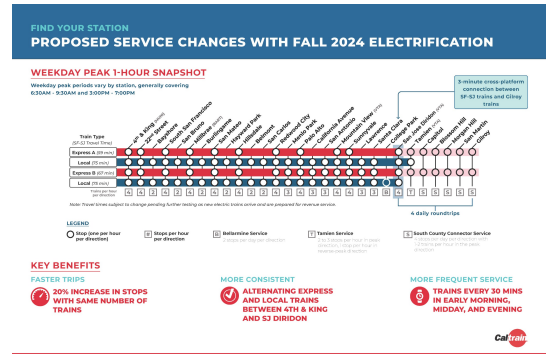
Choisissez l'option que vous utilisez le plus souvent ou pour la plus longue partie de votre voyage.

- Marche
- Vélo
- Transport en commun
- Conduisez
- Autre (veuillez préciser)

## Plan de service électrifié

Qu'en est-il des services électrifiés qui vous passionnent le plus ?

D'autres commentaires pour Caltrain ?



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क्या आप आशा करते हैं कि आप आम तौर पर राउंड-ट्रिप या एक-तरफ़ा यात्रा करने के लिए कैलट्रेन का उपयोग करेंगे?

- राउंड ट्रिप
- एक तरफ़ा रास्ता

आप आमतौर पर अपने घर से कैलट्रेन कैसे पहुंचेंगे?

वह विकल्प चुनें जिसका उपयोग आप सबसे अधिक बार या अपनी यात्रा के सबसे लंबे समय के लिए करते हैं।

- टहलना
- साइकिल
- पारगमन
- गाड़ी चलाना
- अन्य (कृपया निर्दिष्ट करें)

आप आमतौर पर कैलट्रेन से अपने गंतव्य तक कैसे पहुंचेंगे?

वह विकल्प चुनें जिसका उपयोग आप सबसे अधिक बार या अपनी यात्रा के सबसे लंबे समय के लिए करते हैं।

- टहलना
- साइकिल
- पारगमन
- गाड़ी चलाना
- अन्य (कृपया निर्दिष्ट करें)

## Draft Electrified Service Plan

2024 के पतन में विद्युतीकृत सेवा के लिए उल्लाहित हों!

Draft Electrified Service Plan

बंद किया हुआ

### वर्तमान एवं इच्छुक राइडर सर्वेक्षण

विद्युतीकृत कैलट्रेन सेवा शरद ऋतु 2024 में शुरू होने वाली है! कृपया अब से एक वर्ष बाद अपनी अनुमानित यात्रा आवश्यकताओं के आधार पर निम्नलिखित प्रश्नों के उत्तर दें।

#### प्रत्याशित यात्रा

आपको क्या लगता है कि आपकी यात्रा आम तौर पर किस स्टेशन से शुरू होगी?

----

आपको क्या उम्मीद है कि आप किस स्टेशन पर उतरेंगे?

----

आप अपने गंतव्य स्टेशन पर कितने समय में पहुंचना चाहेंगे (जैसे, सुबह 8-9 बजे)?

-----

प्रस्तुत करना

ड्राफ्ट सेवा योजना के बारे में जानने के लिए नीचे दी गई छवियों पर क्लिक करें!

**Caltrain Service Electrification**

**FASTER, MORE FREQUENT, SUSTAINABLE**

**SERVICE BENEFITS**

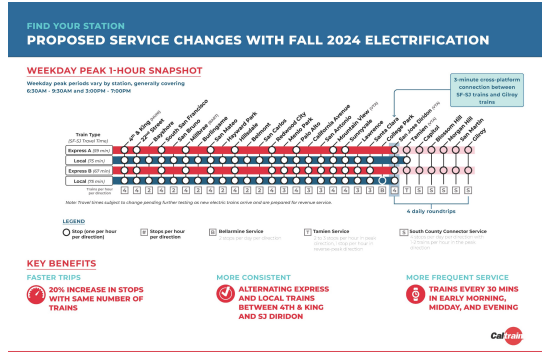
- Faster Trips**
- More Frequent Service**
- Improved Connections**
- Fully Electrified North of San Jose**

**CHANGES IN THE PROPOSED FALL 2024 SERVICE**

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
<b>Travel Times (San Francisco to San Jose)</b>	
Express in ~60 minutes	Express in ~60 minutes
Local in ~70 minutes	Local in ~75 minutes
<b>Longest Wait Time Between Trains</b>	
60 minutes	30 minutes on weekdays*
<b>Stations with Trains Every 15 Minutes in the Peak Periods</b>	
6 stations	11 stations
<b>Southern Santa Clara County</b>	
4 daily roundtrips on diesel trains (Gilroy to SJ)	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves Gilroy passengers up to 35 minutes. 4 daily roundtrips.

\*Weekend and holiday schedules available. Note: Travel times subject to change pending further testing on new electric trains and are provided for reference only.

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## Draft Electrified Service Plan

2024년 가을 전기 서비스를 기대해 보세요!

Draft Electrified Service Plan

받은

### 현재 및 관심 있는 라이더 설문조사

2024년 가을부터 전동화 칼트레인 서비스 개시 예정! 지금으로부터 1년 후 예상되는 여행 요구 사항을 기준으로 다음 질문에 대해 주십시오.

#### 예상되는 여행

여행은 일반적으로 어떤 역에서 시작될 것으로 예상하시나요?

어느 역에서 내릴 것으로 예상하시나요?

목적지 역에 도착하기를 원하는 시간은 언제입니까(예: 오전 8-9시)?

제출하다

서비스 계획 초안을 알아보려면 아래 이미지를 클릭하세요!

**FASTER, MORE FREQUENT, SUSTAINABLE**

**SERVICE BENEFITS**

- Faster Trips
- More Frequent Service
- Improved Connections
- Fully Electrified North of San Jose

**CHANGES IN THE PROPOSED FALL 2024 SERVICE**

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
<b>Travel Times (San Francisco to San Jose)</b> Express in ~65 minutes Local in ~70 minutes	Express in ~60 minutes Local in ~75 minutes
<b>Longest Walk Time Between Trains</b> 60 minutes	30 minutes on weekdays*
<b>Stations with Trains Every 15 Minutes in the Peak Periods</b> 6 stations	11 stations
<b>Southern Santa Clara County</b>	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves City of San Jose passengers up to 28 minutes, 4 daily roundtrips.

\*Weekend service plans will likely include 15-minute head-to-head service between Diridon and San Jose.

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일반적으로 왕복 또는 편도 여행을 위해 Caltrain을 사용할 것으로 예상하십니까?

- 왕복 여행
- 일방 통행

집에서 Caltrain까지 보통 어떻게 가시나요?

가장 자주 사용하는 옵션이나 여행 중 가장 오랜 시간 동안 사용하는 옵션을 선택하세요.

- 걸다
- 자전거
- 운송
- 운전하다
- 기타 (구체적으로)

칼트레인(Caltrain)에서 목적지까지 보통 어떻게 가시나요?

가장 자주 사용하는 옵션이나 여행 중 가장 오랜 시간 동안 사용하는 옵션을 선택하세요.

- 걸다
- 자전거
- 운송
- 운전하다
- 기타 (구체적으로)

### 전기 서비스 계획

당신에게 가장 흥미로운 전기 서비스는 무엇입니까?

Caltrain에 대한 다른 의견이 있으신가요?

**FIND YOUR STATION**  
**PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION**

**WEEKDAY PEAK 1-HOUR SNAPSHOT**  
Weekly peak periods vary by station, generally covering 8:00AM - 9:30AM and 3:30PM - 5:00PM.

**KEY BENEFITS**

- FASTER TRIPS**: 30% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS
- MORE CONSISTENT**: ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN 4TH & KING AND S3 DIRIDON
- MORE FREQUENT SERVICE**: TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING

**LEGEND**

- 1 Stop per hour per direction
- 2 Stops per hour per direction
- 3 Bidirectional Service
- 4 Unidirectional Service
- 5 South County Connector Service

**3-minute cross-platform connection between SF-SJ trains and Clay train**

**4 daily roundtrips**

**Caltrain**

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Em que período de tempo você gostaria de chegar à sua estação de destino (por exemplo, das 8h às 9h)?

Você prevê que normalmente usará o Caltrain para fazer uma viagem de ida e volta ou só de ida?

- Ida e volta
- Mão Única

Como você normalmente chegaria a Caltrain saindo de sua casa?

Escolha a opção que você usa com mais frequência ou durante o período mais longo da sua viagem.

- Andar
- Bicicleta
- Transito
- Dirigir
- Outro (por favor, especifique)

Como você normalmente chegaria ao seu destino saindo de Caltrain?

Escolha a opção que você usa com mais frequência ou durante o período mais longo da sua viagem.

- Andar
- Bicicleta
- Transito
- Dirigir
- Outro (por favor, especifique)

## Draft Electrified Service Plan

Fique animado com o serviço eletrificado no outono de 2024!

Draft Electrified Service Plan

Fechadas

### Pesquisa de passageiros atuais e interessados

O serviço eletrificado do Caltrain está programado para começar no outono de 2024! Por favor, responda às seguintes perguntas com base nas suas necessidades de viagem previstas para daqui a um ano.

#### Viagem antecipada

Em que estação você prevê que sua jornada normalmente começará?

Em que estação você prevê descer?

Algum outro feedback para Caltrain?

Enviar

Clique nas imagens abaixo para conhecer o rascunho do plano de serviços!

**FASTER, MORE FREQUENT, SUSTAINABLE**

**SERVICE BENEFITS**

- Faster Trips
- More Frequent Service
- Improved Connections
- Fully Electrified North of San Jose

**CHANGES IN THE PROPOSED FALL 2024 SERVICE**

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
<b>Travel Times (San Francisco to San Jose)</b>	
Express in ~65 minutes	Express in ~60 minutes
Local in ~70 minutes	Local in ~75 minutes
<b>Longest Wait Time Between Trains</b>	
60 minutes	30 minutes on weekdays*
<b>Stations with Trains Every 15 Minutes in the Peak Periods</b>	
6 stations	11 stations
<b>Southern Santa Clara County</b>	
*Weekend service will be limited.	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 28 minutes, 4 daily roundtrips.

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**FIND YOUR STATION**  
**PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION**

**WEEKDAY PEAK 1-HOUR SNAPSHOT**  
Weekday peak periods vary by station, generally covering 8:00am - 9:30am and 3:30pm - 5:00pm.

**KEY BENEFITS**

- FASTER TRIPS**: 30% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS
- MORE CONSISTENT**: ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN 4TH & KING AND SJ DIRIDON
- MORE FREQUENT SERVICE**: TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING

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Русский

В каком временном окне вы хотели бы прибыть на станцию назначения (например, в 8-9 утра)?

Предполагаете ли вы, что обычно будете использовать Caltrain для поездок туда и обратно или в одну сторону?

- Поездка туда и обратно
В одну сторону

Как вы обычно добираетесь до Калтрэйна из дома?

Выберите вариант, которым вы пользуетесь чаще всего или для самой продолжительной части поездки.

- Ходить
Велосипед
Транзит
Водить машину
Другое (укажите)

Как вы обычно добираетесь до пункта назначения из Калтрэйна?

Выберите вариант, которым вы пользуетесь чаще всего или для самой продолжительной части поездки.

- Ходить
Велосипед
Транзит
Водить машину
Другое (укажите)

Draft Electrified Service Plan

Ожидайте электрификации осенью 2024 года!

Draft Electrified Service Plan

Закрото

Опрос текущих и заинтересованных пассажиров

Запуск электрифицированного поезда Caltrain запланирован на осень 2024 года! Пожалуйста, ответьте на следующие вопросы, исходя из ваших предполагаемых потребностей в поездках через год.

Ожидаемое путешествие

На какой станции, по вашему мнению, обычно начинается ваше путешествие?

-----

На какой станции, по вашему мнению, вы выйдете?

-----

Есть ли еще отзывы о Caltrain?

Empty text box for reviews

Представлять на рассмотрение

Нажмите на изображения ниже, чтобы узнать о проекте плана обслуживания!



FASTER, MORE FREQUENT, SUSTAINABLE

SERVICE BENEFITS

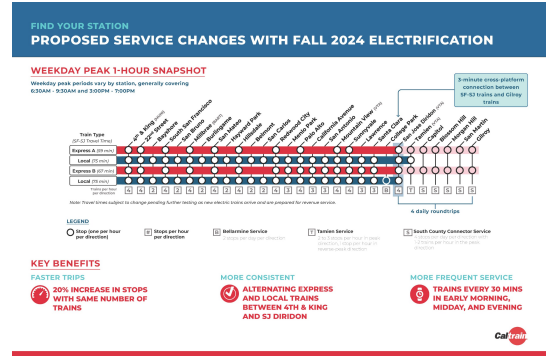
- Faster Trips
More Frequent Service
Improved Connections
Fully Electrified North of San Jose

CHANGES IN THE PROPOSED FALL 2024 SERVICE

Table with 2 columns: HOW IT WORKS TODAY, ELECTRIFIED SERVICE. Rows include Travel Times, Longest Wait Time, Stations with Trains, and Southern Santa Clara County.

\*Minimum transfer times will be applied.

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¿En qué horario le gustaría llegar a su estación de destino (por ejemplo, de 8 a 9 a. m.)?

¿Anticipa que normalmente utilizará Caltrain para realizar un viaje de ida y vuelta o de ida?

- Ida y vuelta
- De una sola mano

¿Cómo llegarías normalmente a Caltrain desde tu casa?

Elige la opción que utilizas con más frecuencia o durante la mayor parte de tu viaje.

- Caminar
- Bicicleta
- Tránsito
- Conducir
- Otros (especificar)

¿Cómo llegaría normalmente a su destino desde Caltrain?

Elige la opción que utilizas con más frecuencia o durante la mayor parte de tu viaje.

- Caminar
- Bicicleta
- Tránsito
- Conducir
- Otros (especificar)

## Draft Electrified Service Plan

¡Prepárese para el servicio electrificado en el otoño de 2024!

Draft Electrified Service Plan

Cerrado

## Encuesta de pasajeros actuales e interesados

¡El servicio electrificado de Caltrain está programado para comenzar en el otoño de 2024! Responda las siguientes preguntas según sus necesidades de viaje previstas dentro de un año.

### Viaje anticipado

¿En qué estación cree que normalmente comenzará su viaje?

¿En qué estación crees que te bajarás?



Enviar

¡Haga clic en las imágenes a continuación para conocer el borrador del plan de servicio!

**FASTER, MORE FREQUENT, SUSTAINABLE**

**SERVICE BENEFITS**

- Faster Trips**
- More Frequent Service**
- Improved Connections**
- Fully Electrified North of San Jose**

**CHANGES IN THE PROPOSED FALL 2024 SERVICE**

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
<b>Travel Times (San Francisco to San Jose)</b>	
Express in ~65 minutes	Express in ~60 minutes
Local in ~110 minutes	Local in ~75 minutes
<b>Longest Wait Time Between Trains</b>	
60 minutes	30 minutes on weekdays*
<b>Stations with Trains Every 15 Minutes in the Peak Periods</b>	
6 stations	11 stations
<b>Southern Santa Clara County</b>	
*Only during peak periods on weekdays between 7:30 a.m. and 4:00 p.m.	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 28 minutes, 4 daily roundtrips.

\*Minimum wait times will be further reduced.

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## Plan de Servicio Electrificado

¿Qué es lo que más le apasiona del servicio electrificado?

¿Algún otro comentario sobre Caltrain?

**FIND YOUR STATION**  
**PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION**

**WEEKDAY PEAK 1-HOUR SNAPSHOT**  
Weekly peak periods vary by station, generally covering between 8:00 a.m. and 9:00 a.m. \*trips

**KEY BENEFITS**

- FASTER TRIPS**  
30% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS
- MORE CONSISTENT**  
ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN 4TH & KING AND SJ DIVISION
- MORE FREQUENT SERVICE**  
TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING

**LEGEND**

- 🕒 Daily (one per hour per direction)
- 🕒 Peak (one per hour per direction)
- 🕒 Off-peak service
- 🕒 Service
- 🕒 South County Connector Service

**3** Increased cross-platform connections between SF-Daly Park and Clay Street

**4** daily roundtrips

Caltrain

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Sa anong oras na window mo gustong makarating sa iyong patutunguhan na istasyon (hal., 8-9am)?

Inaasahan mo ba na karaniwan mong gagamitin ang Caltrain para gumawa ng round-trip o one-way na paglalakbay?

- Papunta at pabalik
- Isang daanan

Paano ka karaniwang makakarating sa Caltrain mula sa iyong tahanan?

Piliin ang opsyon na pinakamadalas mong gamitin o para sa pinakamahabang bahagi ng iyong biyahe.

- Maglakad
- Bisikleta
- Transit
- Magmaneho
- Iba pa (mangyaring tukuyin)

Paano ka karaniwang makakarating sa iyong patutunguhan mula sa Caltrain?

Piliin ang opsyon na pinakamadalas mong gamitin o para sa pinakamahabang bahagi ng iyong biyahe.

- Maglakad
- Bisikleta
- Transit
- Magmaneho
- Iba pa (mangyaring tukuyin)

## Draft Electrified Service Plan

Maging excited para sa nakuryenteng serbisyo sa Fall 2024!

Draft Electrified Service Plan

Sarado

### Kasalukuyan at Interesadong Rider Survey

Nakatakdang magsimula ang serbisyo ng Electrified Caltrain sa Fall 2024! Mangyaring sagutin ang mga sumusunod na tanong batay sa iyong inaasahang pangangailangan sa paglalakbay isang taon mula ngayon.

#### Inaasahang Paglalakbay

Saang istasyon mo inaasahang magsisimula ang iyong paglalakbay?

Anong istasyon ang inaasahan mong bababaan mo?

Anumang iba pang feedback para sa Caltrain?

Ipasa

I-click ang mga larawan sa ibaba upang malaman ang tungkol sa draft na plano ng serbisyo!

**FASTER, MORE FREQUENT, SUSTAINABLE**

**SERVICE BENEFITS**

- Faster Trips**
- More Frequent**
- Improved Connections**
- Fully Electrified North of San Jose**

**CHANGES IN THE PROPOSED FALL 2024 SERVICE**

**HOW IT WORKS TODAY** | **ELECTRIFIED SERVICE**

<b>Travel Times (San Francisco to San Jose)</b>	
Express in ~65 minutes	Express in ~60 minutes
Local in ~70 minutes	Local in ~75 minutes
<b>Longest Wait Time Between Trains</b>	
60 minutes	30 minutes on weekdays*
<b>Stations with Trains Every 15 Minutes in the Peak Periods</b>	
6 stations	11 stations
<b>Southern Santa Clara County</b>	
*Weekend service will be limited.	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 25 minutes, 4 daily roundtrips.

\*Weekend service will be limited. Note: Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 25 minutes, 4 daily roundtrips.

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**FIND YOUR STATION**  
**PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION**

**WEEKDAY PEAK 1-HOUR SNAPSHOT**  
Weekly peak periods vary by station, generally covering 8:00am - 9:30am and 3:30pm - 5:00pm.

**KEY BENEFITS**

- FASTER TRIPS**  
20% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS
- MORE CONSISTENT**  
ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN 4TH & KING AND S3 DIRIDON
- MORE FREQUENT SERVICE**  
3 TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING

**LEGEND**

- Daily one-way per direction
- Peak one-way per direction
- Bidirectional Service
- Train Service
- South County Connector Service

**3** include cross-platform connection between SF-SJ train and Clay train

**4** daily roundtrips

**Caltrain**

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Bạn muốn đến ga đích vào khoảng thời gian nào (ví dụ: 8-9 giờ sáng)?

Bạn có dự kiến rằng bạn thường sẽ sử dụng Caltrain để thực hiện hành trình khứ hồi hoặc một chiều không?

- Khứ hồi
- Một chiều

Bạn thường đến Caltrain từ nhà bằng cách nào?

Chọn tùy chọn bạn sử dụng thường xuyên nhất hoặc trong phần dài nhất của chuyến đi.

- Đi bộ
- Xe đạp
- quá cảnh
- Lái xe
- Khác (vui lòng ghi rõ)

Bạn thường đến đích từ Caltrain bằng cách nào?

Chọn tùy chọn bạn sử dụng thường xuyên nhất hoặc trong phần dài nhất của chuyến đi.

- Đi bộ
- Xe đạp
- quá cảnh
- Lái xe
- Khác (vui lòng ghi rõ)

### Kế hoạch dịch vụ điện khí hóa

Điều gì về dịch vụ điện khí hóa là điều thú vị nhất đối với bạn?

Bạn có phản hồi nào khác cho Caltrain không?

## Draft Electrified Service Plan

Hãy hào hứng với dịch vụ điện khí hóa vào Mùa thu năm 2024!

Draft Electrified Service Plan

Đã đóng cửa

### Khảo sát về hành khách hiện tại và quan tâm

Dịch vụ Caltrain điện khí hóa dự kiến sẽ bắt đầu vào mùa thu năm 2024! Vui lòng trả lời các câu hỏi sau dựa trên nhu cầu du lịch dự kiến của bạn trong một năm kể từ bây giờ.

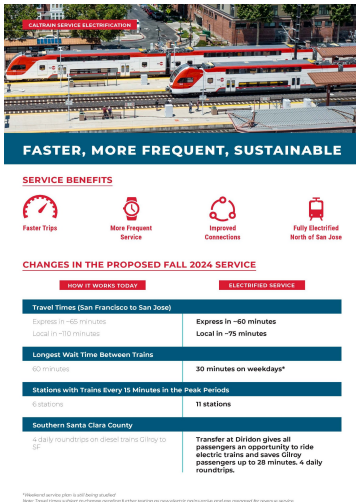
#### Chuyến đi dự kiến

Bạn dự đoán hành trình của mình thường sẽ bắt đầu ở ga nào?

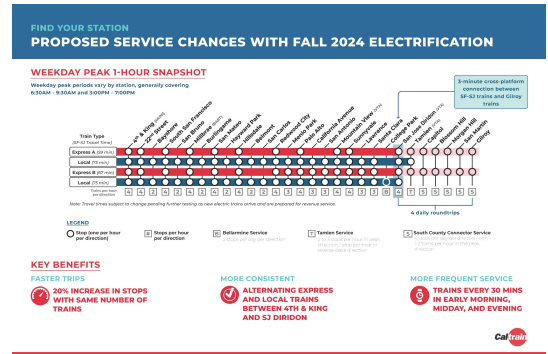
Bạn dự kiến sẽ xuống ga nào?

Nộp

Hãy nhấp vào các hình ảnh bên dưới để tìm hiểu về dự thảo gói dịch vụ!



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## **ATTACHMENT 11: SOCIAL MEDIA OUTREACH**

CALTRAIN TWITTER – STATION OUTREACH EVENT, OCTOBER 17, 2023



Our planning team is doing an outreach tour at some of our stations. Come join us at the San Mateo Station to learn more about future electrified service.

If you have any questions about upcoming weekend closures this is your chance to ask away!



3:59 PM · Oct 17, 2023 · 9,567 Views

**CALTRAIN TWITTER – SURVEY REMINDER, OCTOBER 26, 2023**



**Caltrain** @Caltrain · Oct 26, 2023



Electrified service is expected September 2024 and we'd love to get your feedback and let us know about your travel needs. >>

[fp.mysocialpinpoint.com/caltrains-draf...](https://fp.mysocialpinpoint.com/caltrains-draf...) Survey closes soon!



[fp.mysocialpinpoint.com](https://fp.mysocialpinpoint.com)  
Draft Electrified Service Plan  
Check out the draft service plan for Fall 2024!

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**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Acceptance of Quarterly Fuel Hedge Update**

Finance Committee  
Recommendation

Technology, Operations, Planning,  
and Safety Committee  
Recommendation

Advocacy and Major Projects  
Committee Recommendation

**Action**

Staff proposes the Board to review, accept, and enter into the record the presentation providing an update on the implementation of a fuel hedging strategy for Caltrain.

**Significance**

The purpose of this presentation is to provide an update on the implementation and performance status of the Fuel Hedging Program (Program) established for Caltrain.

Under this Program, the staff will continue to work with Linwood Capital, LLC in order to:

- Purchase new fuel hedge contracts for the upcoming fiscal year as market conditions allow.
- Maintain the size of the hedge in order to protect Caltrain's fuels budget against volatile price movements in the diesel fuel market.

**Budget Impact**

There is no impact on the budget.

**Background**

The Program implemented for Caltrain is designed to minimize large budget variances resulting from the volatility of diesel fuel prices. An effective hedging strategy can increase budget certainty and facilitate a more effective utilization of budgetary resources. The purpose of the Program is not to speculate on the price of fuel but to manage risk, particularly as it relates to Caltrain's annual budget.

### **FY 2024 History**

- As of March 31<sup>st</sup>, the fuel hedging program had realized net gains of \$711,620.60 for the time period July 2023 through March 2024 – the first three quarters of FY (fiscal year) 2024. This is approximately \$0.23 per gallon of realized gain for the first three quarters of FY 2024. The approximate cost of fuel before taxes and fees and after the effect of the hedge is \$2.89 per gallon from July 2023 through March 2024.
- Total dollar budget for fuel for the first three quarters of FY24 is \$9,058,720 based on \$2.69 per gallon budget before tax and fees and budgeted consumption of 3,367,554 gallons for the first three quarters.
- Estimated total cost before tax and fees and after hedging for the first three quarters of FY24 is \$9,003,919 or \$2.89 per gallon on 3,113,947 gallons. This renders an approximate budget surplus for the first three quarters of FY24 of \$54,801 driven by lower than anticipated fuel consumption in conjunction with the effects of the fuel hedging program.

### **FY 2024 Prospective**

- For the remainder of FY24, there is currently an unrealized gain of \$112,333.20 which is \$0.10 per gallon on all projected gallons for April 2024 through June 2024. This assumes projected consumption of 1,134,871 gallons for the last quarter of FY24.
- For the remainder of FY24, approximately 88 percent (after tax) of the anticipated fuel usage is hedged at an average price of \$2.63 per gallon excluding taxes and fees (\$3.34 per gallon with taxes and fees) versus a currently planned budget estimate of \$2.69 per gallon, excluding taxes and fees.
- The remaining un-hedged gallons for the remainder of FY24 have a projected cost of \$2.74 excluding taxes and fees (\$3.45 with tax and fees) as of 3/31/24.
- For the remainder of FY24, the expected weighted average cost of all gallons net of hedging and excluding tax and fees is \$2.64 per gallon and including taxes and fees is \$3.35 per gallon.
- Total dollar budget for fuel for the remainder of FY24 is \$3,052,803 based on \$2.69 per gallon before tax and fees and estimated total remaining consumption of 1,134,871 gallons. The estimated total cost before tax and fees and after hedging for the remainder of FY24 as of 3/31/24 is \$2,996,059 or \$2.64 per gallon. This yields an estimated surplus in the last quarter of FY24 of \$56,744.

Prepared By:	Adela Alicic	Senior Financial Analyst	650-508-7981
	Kevin Beltz	Manager, Debt and Investment	650-508-6405

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Robert Barnard, Chief, Rail Design and Construction  
Subject: **Receive Fiscal Year 2024 Quarter 3 Capital Program Quarterly Report**

Finance Committee Recommendation       Technology, Operations, Planning, and Safety Committee Recommendation       Advocacy and Major Projects Committee Recommendation

**Purpose and Recommended Action**

Staff recommends the Board receives the Capital Projects Quarterly Status Report. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital program status. The full report and a summarized version are in the following link:

<https://www.caltrain.com/about-caltrain/statistics-reports/quarterly-capital-program-status-report>.

**Discussion**

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is submitted to keep the Board advised as to the scope, budget, and progress of current ongoing capital projects.

**Budget Impact**

There is no impact on the budget.

Prepared By: Robert Cheung      Deputy Director, Project Controls      (650) 730-0296

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Dahlia Chazan, Chief, Caltrain Planning  
Subject: **Receive Update on Caltrain Capital Improvement Plan**



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

This item is for information only and does not require action by the Board of Directors (“Board”) meeting of the Peninsula Corridor Joint Power Board (“JPB”).

Staff will provide an update on Caltrain’s long-term Capital Improvement Plan (“CIP”) Development Project. The presentation will describe the progress to date on the CIP Development Project. It will also provide an overview of Caltrain’s portfolio of capital projects and programs to be included in the 10-Year CIP and introduce the foundations of the DRAFT Prioritization Framework – the decision support tool developed alongside the CIP.

**Discussion**

**Background** - In July 2023, Caltrain CIP Team presented its last progress update to the TOPS Committee on the CIP Development Project. Staff presented key takeaways from the first phase of the project, which culminated with the development of the CIP Baseline Report. The CIP Baseline Report highlights the guiding principles of Caltrain’s CIP along with the values and goals for Caltrain’s capital investments. It also reports on staff’s review of long-term planning efforts, foundational policies, and safety plans. Since then, the team has made significant progress on the development of two CIP products, the CIP List of Projects and the Prioritization Framework.

**The DRAFT List of Projects** - Over the past year, staff assembled a comprehensive list of more than one hundred forty capital projects and programs that Caltrain expects to undertake over the next ten years and that are at various stages of delivery. The list includes both Caltrain-owned and led efforts, as well as projects initiated by local jurisdictions or regional agencies. Projects that will be completed before the end of fiscal year 2025 and that are fully funded were not included in the list.

Intended as an internal living tool, the DRAFT List of Projects was made available to staff in February 2024 and has already brought value to the organization by informing the identification of eligible projects for grant applications.

More importantly, the List of Projects will directly inform Caltrain’s 10-Year CIP.

This portfolio of projects and programs is organized into seven DRAFT Strategic Initiatives that each highlight the main purpose of the capital investments they include. Over one hundred twenty Caltrain-owned projects and programs fall under the following five initiatives:

1. **Mandate, Compliance and Emergency Projects:** Projects that Caltrain is required to invest in and implement by regulatory agencies or under state and/or federal law. They are usually time-bound.
2. **Provide a Safe and Secure Railroad:** Safety is Caltrain's core value. This program of projects enables a safe and secure operating environment for all: the communities, our passengers, and our employees. Caltrain-initiated grade crossing improvements, intrusion protection/detection, and Closed-Circuit Television (CCTV) are examples of this strategic initiative.
3. **Maintain Core Services:** Investing in projects and programs that fall into this bucket is critical to ensure core levels of service are provided, and Caltrain maintains the ability to keep the railroad running. This includes:
  - a. Recurring programs that enable Caltrain to take proactive measures to run its passenger service and avoid asset failure that would disrupt service to all customers. This includes state of good repair programs.
  - b. Capital projects to replace assets at the end of their useful life or that have reached technical obsolescence.
  - c. Key planning functions and initiatives.
4. **Enhance Service and Customer Experience:** These projects procure new assets or upgrade existing assets. They increase the performance of the system, improve customer experience, and enable operational improvements that provide more flexibility.
5. **Deliver on the Long-Range Service Vision:** These projects are identified in the Caltrain Business Plan as needed to implement the moderate growth service scenario of 8 trains per hour per direction.

There are about twenty capital projects that have been initiated by local jurisdictions or regional agencies included in the Caltrain DRAFT List of Projects. Caltrain's role in these projects varies, depending on the project, its phase and whether it impacts Caltrain's right-of-way and operations. Nonetheless, these projects have Caltrain's involvement in common and are split into two DRAFT Strategic Initiatives:

6. **Partner with Local Communities:** This initiative includes projects developed in partnership with local jurisdictions. It includes all the grade separation projects.
7. **Contribute to the Region's Economic Vitality:** Projects and programs of regional significance, or more, are included in this initiative.



**The DRAFT Prioritization Framework** - The Prioritization Framework is being developed as an equitable, data-driven decision-support tool. It will support informed decision-making by running projects and programs' information through a rigorous two-step evaluation process:

1. First, the process evaluates **how well a project/program aligns with Caltrain's values and how it helps Caltrain deliver on its mission**. The evaluation is a collaborative process. Relying on projects' data, the process is informed by subject matter experts in the organization and vetted at the Executive level. Applied to Caltrain-owned projects and programs, this step produces the Caltrain Unconstrained and Prioritized List of Projects, which will directly feed into the **10-Year CIP**.
2. Then, **the tool applies constraints** to the entire portfolio of projects and reviews which projects **Caltrain has the capacity to deliver in the next 4 years through various lenses**: financial, resources and bandwidth, project readiness, etc. The results of this second step inform the Constrained and Prioritized List of Projects, which will feed into the **4-Year Rolling Program**.

Staff is working with the member agencies' staff to inform the development of the 4-Year Rolling Program.

**Next Steps** - Following this update to the TOPS Committee, staff plans to bring the following two items to the TOPS Committee and Board:

1. Late Summer 2024– Staff presentation and Board approval of Caltrain 10-Year CIP.
2. Late Fall 2024 - Staff presentation and Board approval of Caltrain 4-Year Rolling Program.

**Budget Impact**

There is no budget impact associated with this informational item.

Prepared By:	Lyne-Marie Bouvet	Principal Planner, Capital Improvement Plan	650-508-6446
	Nicole Soutanov	Deputy Director, Capital Program Planning	650-730-6265

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Board of Directors  
Through: Michelle Bouchard, Acting Executive Director  
From: Sherry Bullock, CalMod Program Director  
Subject: **Receive Update on Crossing Optimization Project through April 2024**



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

This report includes an informational update that requires no action by the Board of Directors (“Board”) of the Peninsula Corridor Joint Powers Board (“JPB” or “Caltrain”).

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

**Discussion**

The Caltrain Crossing Optimization Project provides an advanced technology solution to improve grade crossing warning time performance. This is accomplished by reducing crossing warning system activations and the amount of gate down time at grade crossings resulting from Through Move and scheduled Station Stop trains. This solution is integrated with Caltrain Positive Train Control (PTC) system, which has been operational since September 2019. The project is being implemented using a design-build approach and includes the following deliverables:

- Crossing Optimization Concept of Operations
- Rail capacity, schedule management and communication studies
- Optimization crossing functional design.
- Proof of concept demonstration
- Testing and Commissioning of Optimized Crossing system

**MONTHLY UPDATE**

**1. Project Schedule - Major Milestones for Crossing Optimization Implementation as of April 30, 2024:**

<u>Key Project Activity</u>	<u>No of Crossing</u>	<u>Planned Completion</u>	<u>Progress as of 04/30/24</u>	<u>Progress On Track?</u>	<u>Note</u>
220MHZ Study and Approval	n/a	Completed	Completed	Completed	
Crossing Group #1 Pilot Cutover Auzerais, Virginia Street, Center Street, Santa Paula, Mission, 16h street	6	4/27/2022	Completed	Completed	
Crossing Group #2 Cutover Broadway, Morrell Pd and Oak Grove	3	03/09/2023	Completed	Completed	
Crossing Group #3 Cutover Howard Ave, Peninsula Ave, North Lane and Baywater Ave	4	05/14/2024	In Planning	On Track	Group 3-4-5
Crossing Group #4 Cutover Bellevue, First Ave, Villa Terrace Ave, Second Ave	4	05/14/2024	In Planning	On Track	Group 3-4-5
Crossing Group #5 Cutover Third Ave, Fourth Ave, Fifth Ave, Ninth Ave	4	05/14/2024	In Planning	On Track	Group 3-4-5
Crossing Group #6 Cutover Alma St., Churchill Ave	2	06/17/2024	In Planning	On Track	Group 6-8
Crossing Group #7 Cutover Whipple, Brewster, Broadway, Maple St.	4	07/02/2024	In Planning	On Track	Group 7-9-12
Crossing Group #8 Cutover Rengstorff, Castro St., Mary Ave, Sunnyvale Ave	4	06/17/2024	In Planning	On Track	Group 6-8
Crossing Group #9 Cutover Encinal, Glenwood, Oak Grove, Ravenwood Ave.	4	07/02/2024	In Planning	On Track	Group 7-9-12
Crossing Group #10 Cutover South Linden, Scott Street	2	07/23/2024	In Planning	On Track	Group 10-13
Crossing Group #11 Cutover East Meadow Drive, Charleston Rd	2	12/16/2023	Completed	Completed	
Crossing Group #12 Cutover Main St., Chestnut St. Fair Oaks Lane, Watkins Ave.	4	07/02/2024	In Planning	On Track	Group 7-9-12
Crossing Group #13 Cutover Mission Bay and 16 <sup>th</sup> Street	2	07/23/2024	In Planning	On Track	Group 10 - 13
Crossing Optimization Final Acceptance		September 2024		Revised	Revised per latest cutover dates

## 2. Cost – Spend vs Budget with Actuals and Accruals through April 30, 2024

Crossing Optimization Budget and Cost (As of April 30, 2024)

	(A)	(B)	(C)	(D)		(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Crossing Contractor - WABTEC	\$ 7.88		\$ 7.88	\$ 6.56	\$ 1.32	\$ 7.88	\$ (0.00)	83.23%
Program Mngt. & Admin Costs	\$ 2.73		\$ 2.73	\$ 1.50	\$ 1.24	\$ 2.66	\$ 0.08	56.27%
Project Contingency	\$ 0.92		\$ 0.92		\$ 0.92	\$ 0.87	\$ 0.05	0.00%
ICAP	\$ 0.45		\$ 0.45	\$ 0.28	\$ 0.17	\$ 0.41	\$ 0.04	68.45%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
<b>Total Crossing Optimization Project</b>	<b>\$ 11.99</b>	<b>\$ -</b>	<b>\$ 11.99</b>	<b>\$ 8.34</b>	<b>\$ 3.65</b>	<b>\$ 11.82</b>	<b>\$ 0.17</b>	<b>70.53%</b>

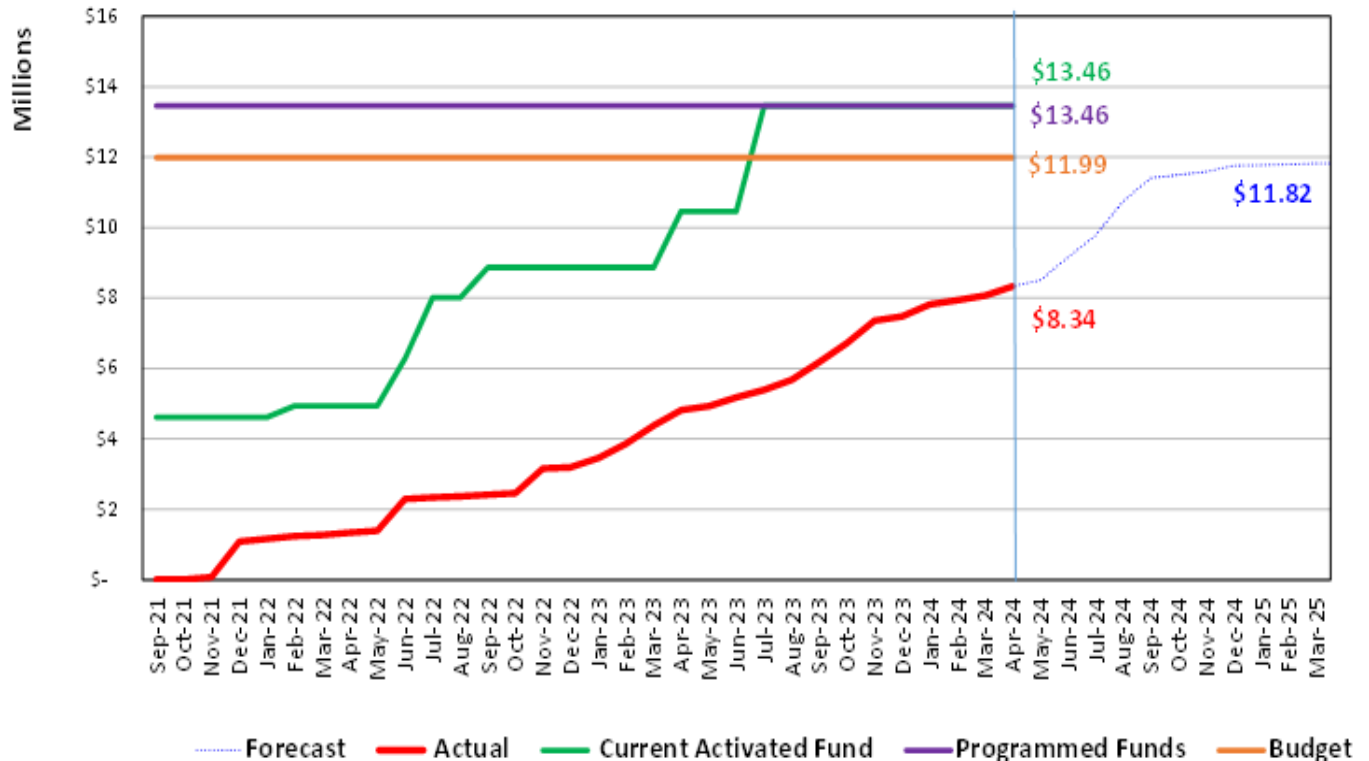
Note:

- 1). Expended and Accruals To-Date is through April 30, 2024;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for Crossing project delivery;

## 3. Cost Curve:

APRIL 2024

### Crossing Optimization | Expenditure - Planned vs. Actual



#### **4. Major Activities for April 2024:**

- Completion of Wayside Software, PTC Subdiv File update and lab testing.
- Ongoing development of Slot Plan solution and update.
- Ongoing development of Schedule Management (nearside station stop) system.
- Progressed Wayside Software, PTC Subdiv File update and lab testing.
- Continued CPUC GO-88B submittal process and closeout for completed crossings.
- Developed and submitted SSWPs for remaining cutovers.
- Submitted CCR to CSMRC for remaining grade crossings.
- Developed Wireless Crossing with the EMU train Test plan.
- Continued track access coordination with PCEP and EMU burn in.
- Developed SSWP for Schedule Management cutover.

#### **5. Upcoming Key Activities in May 2024:**

- May 7<sup>th</sup> - 14<sup>th</sup> cutover of Groups 3-4-5.
- Planning for June 12<sup>th</sup> - 17<sup>th</sup> cutover of Groups 6 and 8.
- Planning for June 25<sup>th</sup> – July 2<sup>nd</sup> cutover of Groups 7-9-12.
- Planning for July 17<sup>th</sup> – July 23<sup>rd</sup> cutover of Groups 10 and 13.
- Progress remaining development activities.
- Schedule Management cutover.
- Continued coordination meetings with support personnel including operations.
- Complete remaining GO-88B applications & start closeout for completed locations.
- Planning for Wireless Crossing Testing with the EMU train set type.

#### **6. Change Management:**

- In June 2022, the JPB approved change order for not to exceed \$4,903,222 to Wabtec contract No. 18-J-T-49 for completion of the crossing optimization work. The Project executed contract Amendment 4 in September 2022.
- In November 2022, the parties executed a \$0 change order (Amendment 5) to modify the payment schedule.
- There have been no further change orders since November 2022.
- Project team is planning on a change order discussion with Wabtec due to time extension and software re-work as result of PCEP 2SC changes in late May 2024.

**7. Risk Management:**

The following are top five risks for implementation of crossing optimization project:

Risk Descriptions	Mitigation Actions
<p><b>1.</b> Lack of track access to perform the crossing optimization cutovers in sequential days due to PCEP OCS Construction and testing delays in Segments 1 and 2, area closures bus bridge weekend and other Caltrain projects and maintenance occupying the tracks</p>	<ul style="list-style-type: none"><li>• Map crossing optimization cutover dates with PCEP path to completion schedule and work with Rail Ops to avoid conflicts and find suitable work windows. Crossing Optimization cutover dates were pushed to later dates since May of 2023 due to PCEP construction needs.</li><li>• Attend weekly Operations planning meeting including track access planning – On going.</li><li>• Proposed 2024 cutover schedule for the remaining groups and coordinate with all parties to ensure timely execution of the field work. – completed</li><li>• Currently remaining group cutover are planned from May through July 2024</li></ul>

**8. FRA Coordination Status:**

- o On-going bi-weekly coordination calls with FRA Test Monitor
- o Received Test Request Approved
- o Test Plan Approved
- o Continue development of combined Safety Case update (Crossing Optimization and PCEP 2SC), Caltrain will submit RFA for 2SC/Cross Optimization)
- o Continued coordination on site specific test plan and results submission.
- o EMU Vehicle type approved for addition to be added to Test Request Approval

**Budget Impact**

There is no budget impact.