



Local Policy Maker Group (LPMG) Meeting

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the Governor's Executive Orders [N-25-20](#) and [N-29-20](#).

Directors, staff and the public may participate remotely via Zoom at <https://zoom.us/j/94452832931> for audio/visual capability or by calling 1-669-900-9128, Webinar ID: # 944 5283 2931 for audio only.

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

- **Email:** Comments may be submitted by emailing video@caltrain.com before each agenda item is presented. Please indicate in your email the agenda item to which your comment applies.
- **Auditory:** Oral comments will also be accepted during the meeting. Web users may use the 'Raise Hand' feature to request to speak. Callers may dial *9 to request to speak. Each commenter will be notified when they are unmuted to speak.

**Thursday, June 25, 2020
5:30 p.m. – 7:30 p.m.**

Agenda

1. Call to Order
2. Staff Report
3. Caltrain Business Plan
4. Caltrain Electrification Project
5. California High-Speed Rail: Update (Presented by California High-Speed Rail Authority Staff)
6. Public Comments on Items not on the Agenda
7. LPMG Member Comments/Requests
8. Next Meeting
 - a. Thursday July 23, 2020 at 5:30pm
9. Adjourn

All items on this agenda are subject to action



Memorandum

Date: June 25, 2020
To: CalMod Local Policy Maker Group (LPMG)
From: Sebastian Petty, Director of Policy Development
Re: Caltrain Business Plan

PROJECT UPDATE

At the June 2020 Board Meeting, Peninsula Corridor Joint Powers Board (JPB) staff announced that activity on the Caltrain Business Plan would pause and pivot toward COVID Recovery efforts. Caltrain staff will share two presentations at June's LPMG meeting- the first will briefly discuss Caltrain's COVID-19 recovery and response planning and the second covers Business Plan material related to connectivity and equity that had been planned for the March LPMG meeting. The connectivity and equity material is being shared with the LPMG at this time because it is directly relevant to and will inform COVID-19 recovery planning.

Ongoing Technical Work and Next Steps

Staff is currently working on a number of analyses and efforts related to COVID-19 recovery planning. Work underway includes;

- Development of an "Equity, Connectivity, Recovery and Growth Framework
- Development of a service framework and options for a fall 2020 service revision
- Financial analysis and funding options
- Mid- and longer range scenario planning

This work will be brought forward for input through the same stakeholder venues that have been used to support the Business Plan process – including the LPMG.

- The Business Plan Project Partner Committee
- The Business Plan Stakeholder Advisory Group
- The City / County Staff Group
- The Local Policy Maker Group

Meetings and Outreach

Caltrain presented to the Project Partner Committee and CSCG during the month of June.

Background

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars.

Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system. The initial concept for a Caltrain “Business Plan” was brought to the Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. Technical work on the Plan commenced in the summer of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain’s interface with the communities it traverses. In October of 2019, the JPB marked a major milestone in the Business Plan process with its adoption of a “2040 Service Vision” for the Caltrain system. This action set long-range policy guidance for the future of the Caltrain service and allowed staff to advance toward the completion of the overall plan by summer of 2020.

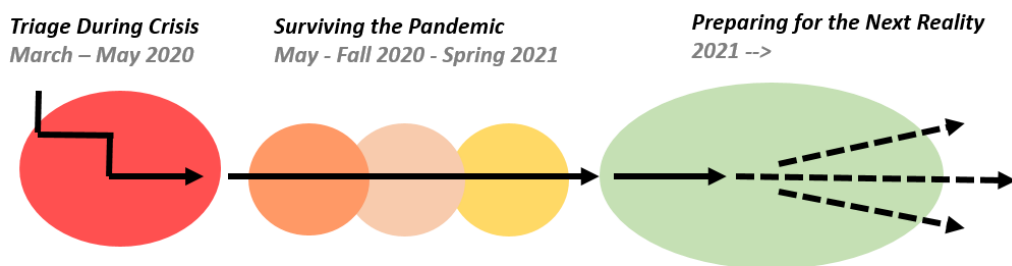
Starting in March of 2020, however, the emergence of the COVID-19 Pandemic resulted in a rapid and severe crisis for the railroad, with ridership plummeting by as much as 98% and the implementation of significant service cuts. Based on this unprecedented circumstance, staff informed the Board of their decision to temporarily pivot Business Plan efforts toward recovery planning in June of 2020.



COVID-19: Response & Recovery Update

June 15, 2020

Overview: Phases of Crisis



(1) Initial crisis and immediate triage response by Caltrain

(2) Extended period where both ridership and operations remain deeply impacted. Social distancing requirements or other types of public health restrictions remain in place as pandemic is ongoing and a return to shelter in place remains possible. Caltrain may need to adjust its service multiple times based on public health requirements, changes to demand or financial constraints

(3) Long term resolution of pandemic through vaccines, treatment or other permanent public health approaches. Path ahead for transit clarifies (not necessarily a return to 'normal'). Many possible scenarios and interacting variables mean Caltrain must consider a range of potential futures and outcomes as the railroad reconciles existing projects and plans with an emerging reality

Near Term Outlook - Overview

| | FY2020 June | FY2021 July - September | Fall 2020 | Early 2021 → |
|--------------------------|----------------|---|--|--|
| <i>Service Offering</i> | | Initial Re-opening service (42 -> 70 weekday trains) | Early fall refinement of service based on further planning and observed demand | Further revision based on observed demand. Highly contingent agency financial status |
| <i>Operating Funding</i> | | Minimal revenues from fares and parking. Member funds assumed to remain constant – substantial reliance on CARES act funds (tranches 1 and 2) to fill operating funding gap | | CARES Act funding likely exhausted- significant uncertainties about other sources |
| <i>Operating Costs</i> | | Some cost reductions but operating costs substantially unchanged from 92 train base due to CARES Act guidance to retain employment levels | | Potential for more significant cost reductions based on agency funding status |

Financial Outlook

- CARES funding (Tranche 1) will likely carry Caltrain through September 2020
- The expressed intent of CARES to avoid significant furloughs and lay-offs means that operating costs during this period will have only a loose relationship to service levels and ability to significantly reduce costs is limited
- Key factors that will determine exact amount of time that Caltrain can operate in this mode:
 - **Amount of “Tranche 2” CARES act funding received (allocation under discussion w/ Blue Ribbon Task Force)**
 - Rate at which ridership returns (impacting ticket sales and parking revenues)
 - Corporate GoPass Program participation
 - Ability of railroad to implement non-labor cost savings
 - Member contributions
- Above factors will influence timing but are unlikely to change fundamental financial outcome - Caltrain will need a significant new source of funding sometime in fall of 2020 through 2021
- Caltrain needs, with the current variables, approximately \$8m per month to continue service

Service – Initial Re-Opening

- Initial “re-opening” service expansion from 42 to 70 trains per weekday launched June 15
 - Maintains current hourly local service but adds in skip stop trains during peak hours
 - Results in effective 30 minute or better frequency at most stations during weekday peaks and provides option for faster travel times
 - Saturday and Sunday service will remain the same
- Key Objectives
 - Designed to balance train loads and provide additional capacity to ensure space for social distancing at all times
 - Ensures full coverage of all regularly served stations and origin-destination pairs
 - Provides increased frequencies and better travel times for passengers
 - Better management of connection to BART at Millbrae
 - Allows for ongoing strategic support of construction projects

Service – Initial Re-Opening

- Maintain social-distancing and other safety/hygiene requirements
 - Crews on board and extra employees in field (at key locations) to support social distancing
 - Properly stocked up bathrooms on all revenue trains
 - Emphasized cleaning and CDC-compliant disinfection
- Monitor situation constantly and make adjustments in timely manner
 - Extra employees to be deployed at key locations
 - Interim service adjustments based on timely updates from the field and other data available
 - Extra trains and crews to be staged at key locations for extra service when needed



Recovery Planning & Next Steps

- Caltrain Business Plan to temporarily pause and pivot
- Resources, analysis and outreach structures to be adapted and repurposed toward recovery planning
- Comprehensive approach creates opportunities for consideration and input from Board and stakeholders and can be undertaken in dialog with regional efforts (Blue Ribbon Task Force)
- Multiple updates and potential actions anticipated to come to Board over next several months, including;
 - Ongoing reports on service utilization and trends
 - Development of an Equity, Connectivity, Recovery & Growth Strategy
 - Development of service planning framework and options for fall 2020 service revision
 - Further financial planning and projections
 - Mid- and long term scenario planning work

Caltrain Business Plan

LPMG

June, 2020



Agenda for Today

The following slides were intended to go to the LPMG in March as part of an update on the Caltrain Business Plan. That meeting was cancelled as the initial Shelter In Place order went into effect.

This material is being presented to the LPMG now as it is directly relevant to more near-term COVID recovery planning efforts and the analysis included here will be used by Caltrain staff as planning for recovery proceeds

Introduction

Rounding out the Long Range Vision



- Station Access and Connectivity



- Equity- Existing Opportunities & Challenges



Connecting to Caltrain



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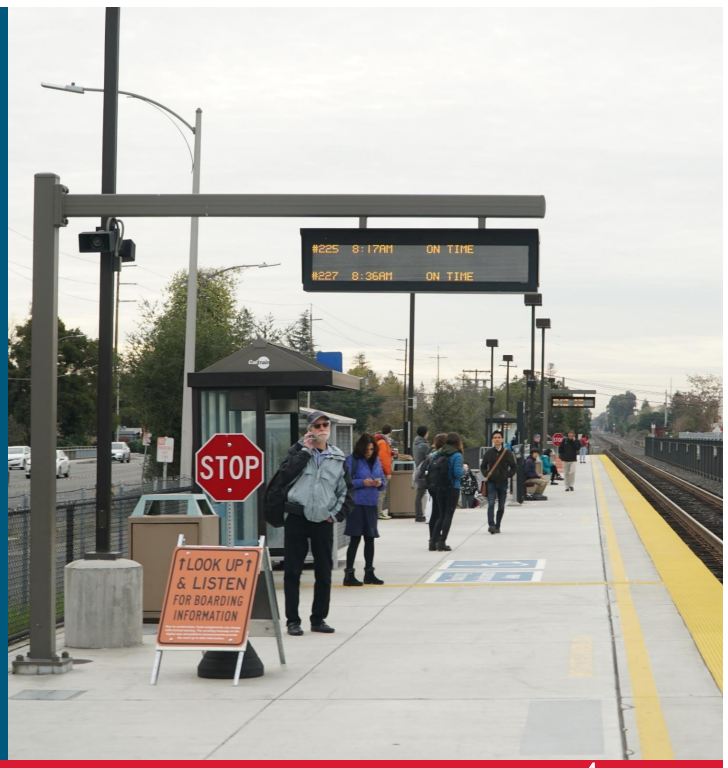
Getting to Caltrain

The Service Vision plans for ridership to triple over the next two decades.

Achieving this kind of growth will mean big changes for how riders connect to and access the Caltrain system.

As it plans for the future, Caltrain must decide how to invest in first- and last-mile programs and prioritize the use of resources to improve access and connectivity to the system.

This assessment considers how station access needs may change over time, and potential paths forward to realizing the service vision.



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Caltrain's Roles in Station Access

Today Caltrain plays a limited and uneven institutional role in providing and coordinating access to the system. Access and connectivity functions not provided or coordinated through Caltrain are undertaken by Caltrain's partners (MUNI, SamTrans and VTA), by cities and local jurisdictions, and at times by the private sector.

Current Roles



Partially funds some first/last mile shuttle operations



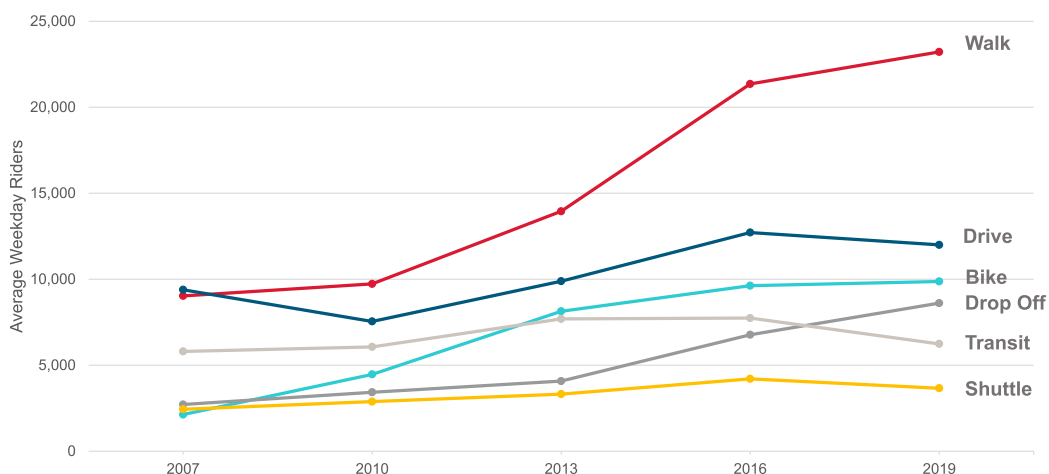
Provides and manages parking at some stations



Provides on-board and wayside bike parking; responsible for onsite pedestrian circulation on JPB-owned station facilities

How do Weekday Passengers Travel to and from Caltrain?

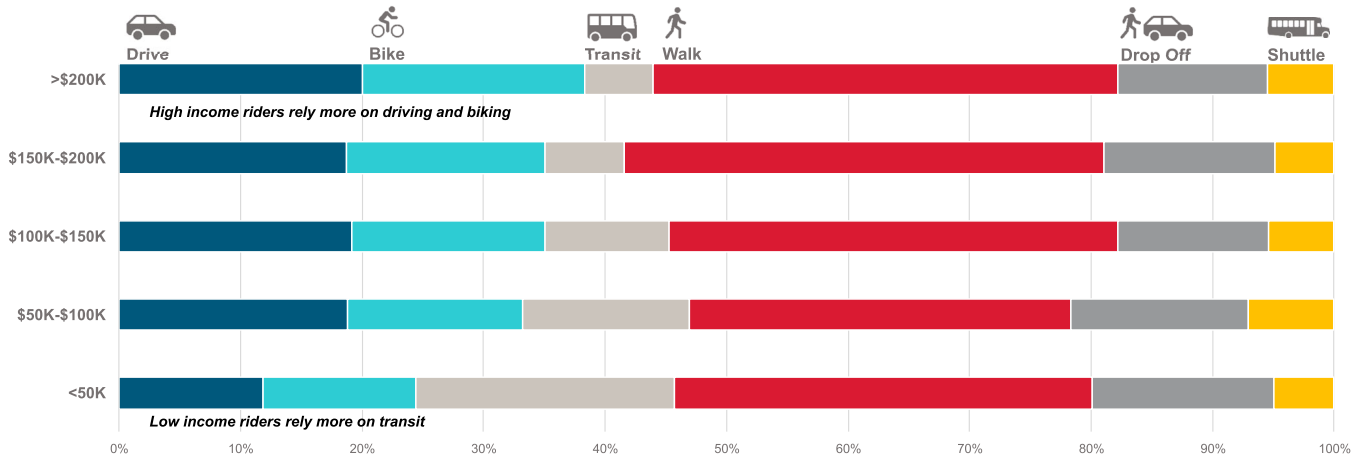
Data from Caltrain's Triennial Surveys- 2007 through 2019



Equity

Station Access by Household Income

Data from Caltrain's 2019 Triennial Survey



Caltrain Manages 7,600 Parking Spaces for Low or No Fees



SF Bayshore – Diridon

0 **5,400**

JPB-Managed Spaces

Parking Rates

Weekday \$5.50 daily flat fee
\$82.50 monthly flat fee

Weekend Free

Tamien – Gilroy

2,200

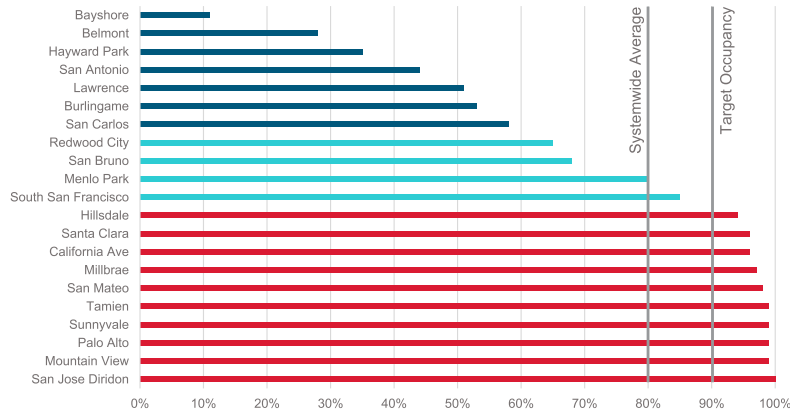
VTA-Managed Spaces

Parking Rates

Free

Parking is Undersubscribed at Some Stations and Oversubscribed at Others

Parking Occupancy



Demand

7

Mainline stations with <60% parking occupancy, where parking is potentially overpriced relative to demand & service levels

10

Mainline stations with >90% parking occupancy, where parking is underpriced compared to nearby public and private lots

9

Revenue and Pricing

\$5.6M

Annual Caltrain Parking Revenues

Including daily rates of \$5.50 per day or \$82.50 per month

1.5-5X

Price of Nearby Public & Private Parking Lots

Daily Rate Examples at public lots:

- Downtown San Mateo: \$7.50/day
- Menlo Park: \$10/day
- Downtown Palo Alto: \$25/day

Free

Parking at stations south of Diridon (owned by VTA)

Free lots may be used by non-Caltrain passengers



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Managing and Pricing Parking Are Key Opportunities

Current Operations

Caltrain Subsidizes Parking at Some Stations Relative to Market Rates

By charging a uniform rate across the system, Caltrain underprices parking at 10 high-demand stations relative to nearby public and private lots, which charge two to three times Caltrain's price

The benefits of this underpriced parking tend to accrue to high-income riders who are more likely to park at stations

This trend is likely to continue over time, although some spreading may occur as service improves across all stations

Future Operations

Active Parking Management Will Become More Important as Caltrain Increases Service

Caltrain may consider market-based pricing to better manage supply and demand during weekdays and weekends, similar to BART's proposed program

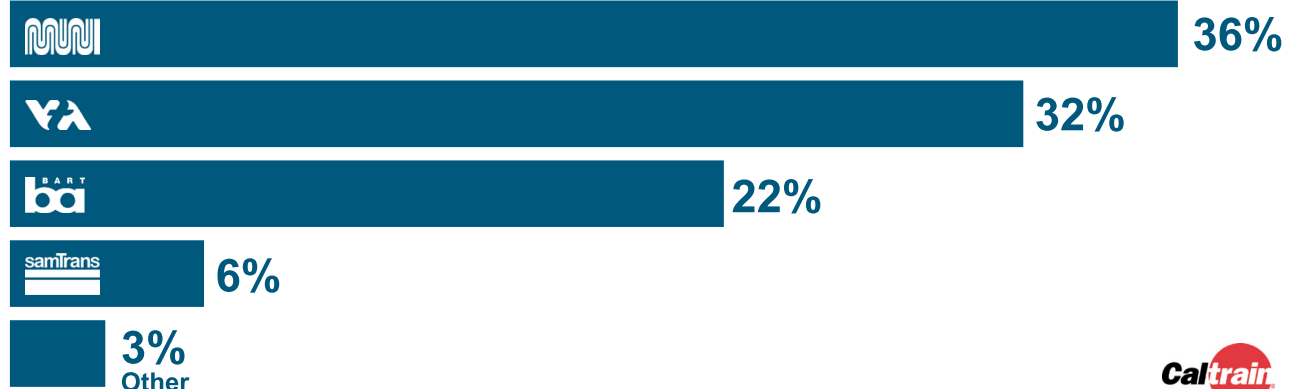
A market-based program could increase prices at some stations and decrease prices at other stations in order to reach a target weekday occupancy of around 90 percent

Pricing could be tied to occupancy surveys and service frequency

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10% of Caltrain Riders Connect to Other Transit Services

Percent of Caltrain transfers to other operators

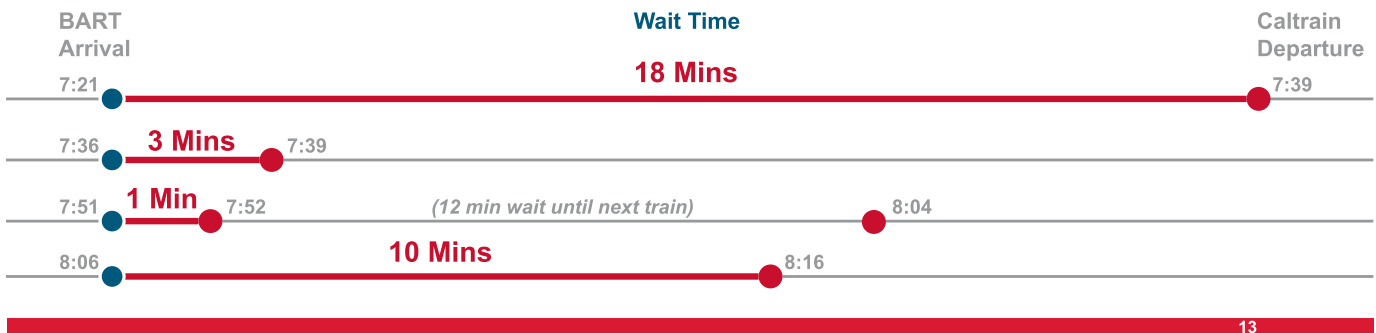


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Caltrain's Complex Service Pattern Limits Schedule Coordination

Today, Caltrain's highly customized schedule prevents regular coordinated transfers (~5 Minutes) with bus and rail services at most stations

Example: Southbound AM BART-Caltrain Connection at Millbrae



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Bus Operators Provide Discounted Transfers for Some Caltrain Fares

VTA and SamTrans offer transfer discounts to most Caltrain Monthly Pass holders, while Muni provides a discount for all Caltrain riders using a Clipper Card. Fare savings tend to accrue to higher income passengers, who represent a disproportionate share of Monthly Pass users



- ✓ 50 cent fare discount to all riders using a Clipper Card
- ❑ No discount on paper tickets



- ✓ Free local rides for two-zone or greater Monthly Pass holders
- ❑ No discount for one-way fares and other products



- ✓ Free local rides for two-zone or greater Monthly Pass holders
- ❑ No discount for one-way fares and other products



- ❑ No discounts



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Standardizing Caltrain Service Allows Improved Schedule Coordination

Coordinating Schedules

Shifting to standardized clockface schedules with electrification will help Caltrain better coordinate transit connections

A Distributed Skip Stop pattern could offer timed connections to high and low frequency buses, BART, and VTA Light Rail.

A Two Zone with Express pattern could offer timed connections to BART and low frequency buses but would some connections would remain challenging

Coordinating Fares

Further fare coordination presents an opportunity to increase ridership for Caltrain and partner agencies

Improved fare coordination could make transfers more seamless and convenient for all riders and could help Caltrain provide more equitable access for low- and middle-income riders who are more likely to connect via transit



Shuttles Fill Gaps in the Transit Network



Public and Private Shuttles Fill Gaps in Schedules and Service Areas



Service to areas where buses do not operate



Timed connections when buses can't coordinate with Caltrain's schedule



Augmented capacity where buses cannot handle peak-period demand

Many Types of Shuttles Operate on the Caltrain Corridor



Publicly Managed

Caltrain and the SMCTA manage 33 shuttles in San Mateo and Santa Clara Counties connecting to Caltrain

- 31 are free to the public
- 26 are co-funded by employers
- 4 are community shuttles oriented toward local travel needs



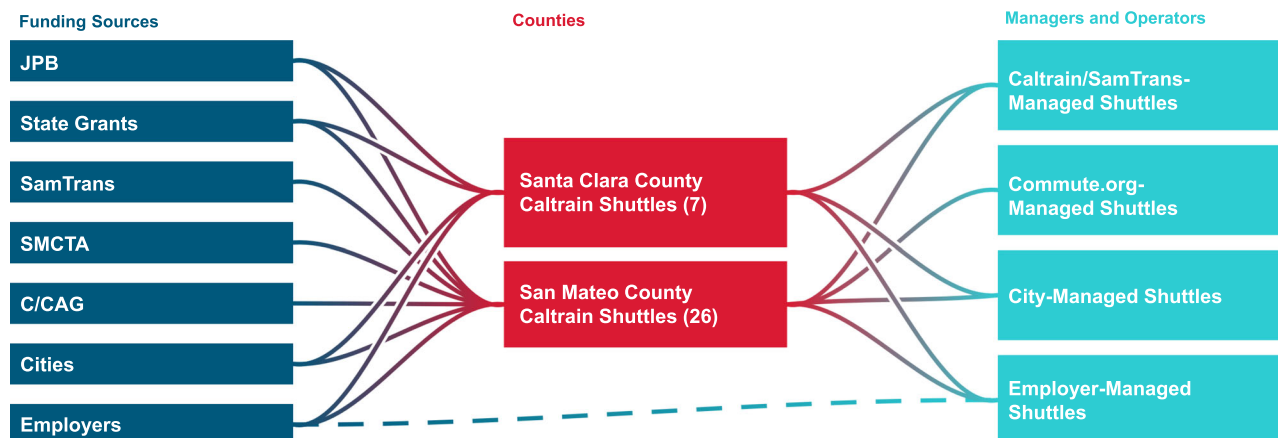
Privately Managed

Major employers like Stanford and Genentech operate first/last mile shuttles free to the public

Dozens of other employers offer private shuttles for employees only

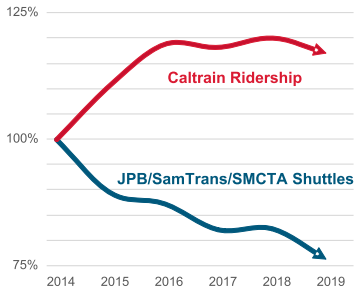
Shuttle Funding Structure

The current system of shuttle funding and operations is extremely varied and complex. Funding comes from many different sources and varies significantly from route to route.



Ridership on Publicly Managed Shuttles is Declining

Ridership Comparison: Caltrain vs. Publicly-Managed Shuttles



Shuttle Ridership is Declining as Caltrain Ridership Grows

Shuttle ridership on publicly managed shuttles has declined by 25% since 2014 while Caltrain ridership increased by 17%

Three quarters of routes have lost ridership over the past five years, with 14 routes experiencing losses greater than 40%

Publicly Managed Shuttles Struggle to Match SamTrans /VTA Productivity Goals

6 of 33 routes meet SamTrans fixed route performance criteria for passengers per revenue hour

Shuttles Lack Reliability and Time-Competitiveness

Limited funding, organizational capacity, and administrative complexity have contributed to ridership loss, including:

- Driver shortages
- Circuitous routes
- Inadequate stop infrastructure
- Competition from private services

Privately Managed Shuttles Continue to Grow

Stanford Marguerite

Stanford's shuttle ridership has increased 16% since 2014. About 20% of all their employees commute via Caltrain. Stanford's TDM program offers Caltrain Go Passes and financial incentives to employees to discourage driving to work

Genentech

Genentech and other South San Francisco employers operate two shuttle routes to connect to Caltrain at Millbrae Station. The shuttle is open to the public.



Caltrain's Role in Shuttle Operations

The current publicly-managed system is under-resourced to meet the changing needs of the Caltrain corridor

Demand for first/last mile services will increase substantially as land use intensifies and Caltrain service increases over time

The current system lacks the financial resources and operational capacity to efficiently handle increased demand over time

Caltrain and its partners will need to evolve the shuttle program to better leverage public buses and private partnerships

Caltrain and SamTrans are jointly funding a comprehensive study of the shuttle program

Additional work will be needed to further coordination around shuttles with all of Caltrain's member agencies, local jurisdictions and large employers

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Pickup & Dropoff Activity is Increasing, but Facilities are Lacking

Pickup & drop-off activity is increasing at most Caltrain stations

Result of both limited parking as well as Uber/Lyft growth

Half of Caltrain stations lack dedicated passenger loading zones

Most passenger loading activity occurs in existing surface parking lots and nearby streets

Caltrain must think holistically about onsite circulation

Station circulation and curb programming are critical to handling increased pickup & dropoff activity while minimizing conflicts

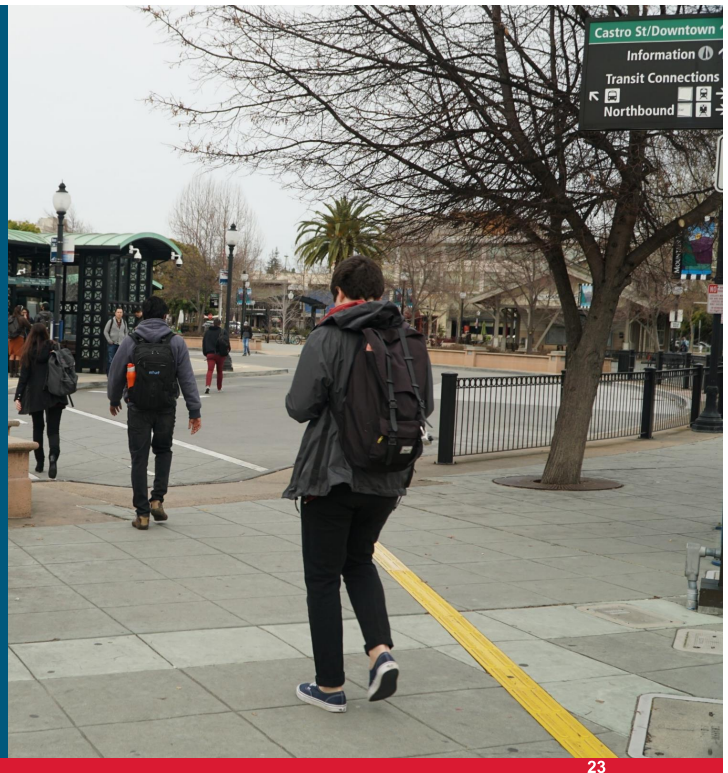


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Walking & Bicycling Conditions

There is substantial need to invest in offsite and onsite bicycle and pedestrian access to stations. However, offsite improvements are outside of Caltrain's jurisdiction and rely on City-led decisions and processes.

This section will focus on onsite improvements to bike parking and pedestrian circulation.



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Wayside Bike Parking and Bike Sharing are Critical to Expanding Bike Access

Onboard bike demand will exceed capacity in the short- and long-term

Caltrain has provided significant on-board capacity within its system, but expanding onboard bike capacity beyond the commitments already made by the JPB will limit overall passenger capacity, exacerbating crowding issues

Improvements to wayside bike parking and shared bikes/scooters show promise to scale access

A \$4M investment in bike parking is underway and will be used to fund improved bike parking, including e-lockers

4% of San Francisco and San Jose passengers use shared bikes or scooters to access Caltrain – a total expected to grow with the recent reintroduction of shared e-bikes

Investing in shared bike stations present an opportunity to scale capacity over time

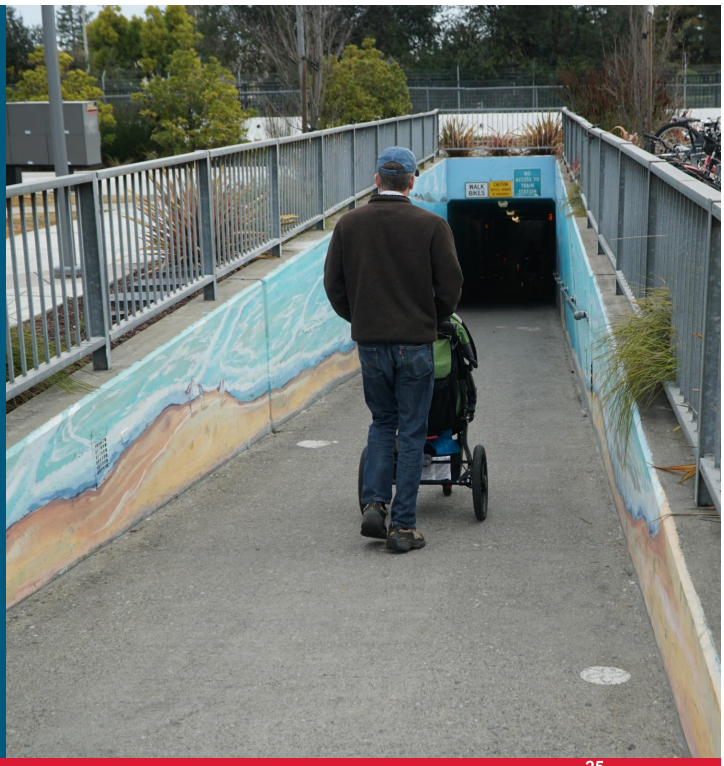
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Pedestrian Facilities Need Improvement

Caltrain stations need to prioritize pedestrians to handle expanded passenger volumes at stations

Most stations will need programmatic investments to accommodate increased ridership, improve onsite circulation, and reduce conflicts between modes

Major stations may need focused design efforts to handle increased volumes, particularly in the context of grade separations and joint development projects



Station Upgrades Needed to Accommodate Increased Ridership

Examples of upgrades needed to accommodate increased ridership



Expanded Shelters to offer shade and weather protection



Strategically located Clipper readers at station entrances and along platforms



Clipper-integrated ticket machines (coming soon to most stations)



Level boarding



Improved Wayfinding and Signage

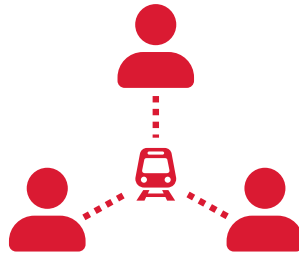


More Pedestrian-scale lighting



Strong Growth Predicted in Ridership and Station Use by 2040

Under the Long Range Service Vision adopted by the Caltrain Board, ridership is projected to triple from today's levels. This will mean significant changes to the way that people access the Caltrain system



+120,000
Passengers Traveling to and from Caltrain

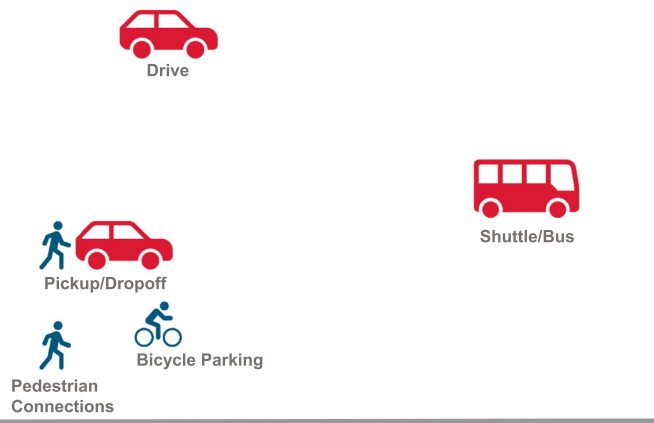


10X
Growth in use for some stations compared to today



Making improvements to enhance walking, biking, and passenger loading are the least costly access investments

Capital Cost per Passenger

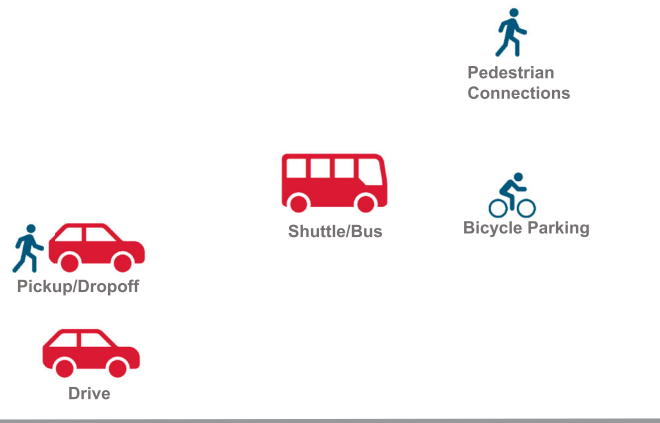


Operating Cost per Passenger



Walking and biking are also the most scalable/sustainable access modes

Scalability to Accommodate Demand



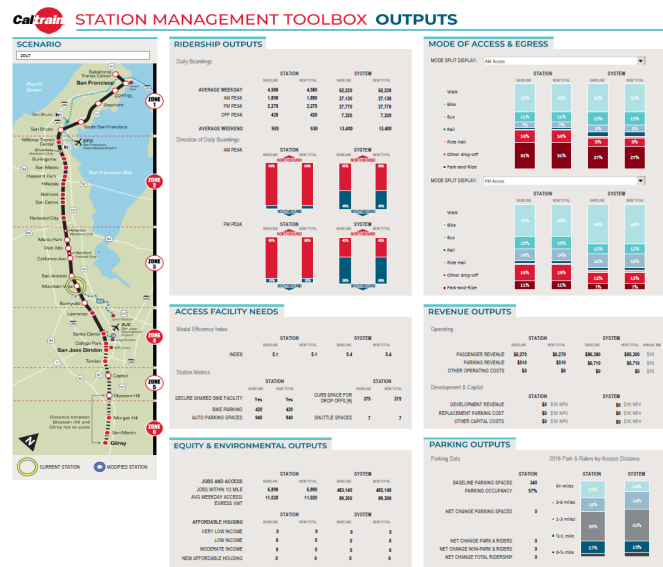
Sustainability



Caltrain Station Management Toolbox

Caltrain received a grant from the Federal Transit Administration to develop a tool to analyze the effects of access investments and joint development for Caltrain

Based on this analysis, Caltrain developed a Station Management Toolbox for staff use to evaluate individual and system wide changes – this tool has been updated to support the Business Plan analysis



Three Alternative Access Improvement Scenarios Explored

1: Ad-Hoc Approach

- Investments and programs occur as funding becomes available- similar to today
- Investments and programs are mostly led by entities other than Caltrain
- Caltrain is mostly agnostic to the types of investments that occur

2: Expand Parking Supply

- Investments and programs focus on growing parking supply in proportion to ridership
- Caltrain organization becomes more proactive in building new parking garages including land acquisition as needed

3: Prioritize Non-Auto Access and Joint Development

- Investments and programs emphasize modes other than park-and-ride
- Caltrain organization becomes more proactive in shuttles, service integration, pedestrian/bicycle infrastructure, and TOD



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Analysis Assumptions Drive Results

The Following Assumptions Were Used in This Scenario Analysis:

1: Ad-Hoc Approach

- 1.5x increase in parking supply
- No change to shuttle services
- Moderate improvement to bike/ped access
- Moderate development intensity at feasible sites with all parking replaced
- New parking assumed to cost \$75,000 per space due to garage and parking replacement costs

2: Expand Parking Supply

- 3x increase in parking supply
- No change to shuttle services
- Minimal improvement to bike/ped access
- No new joint development
- New parking assumed to cost \$100,000 per space due to garage, parking replacement, and land acquisition costs

3: Prioritize Non-Auto Access and Joint Development

- No new parking supply
- 3x increase in shuttles service
- Substantial improvement to bike/ped access
- High intensity development at all sites without replacement parking



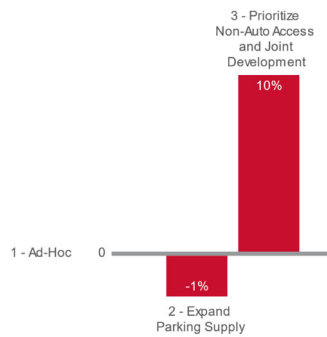
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Change in Ridership & Mode of Access through 2040

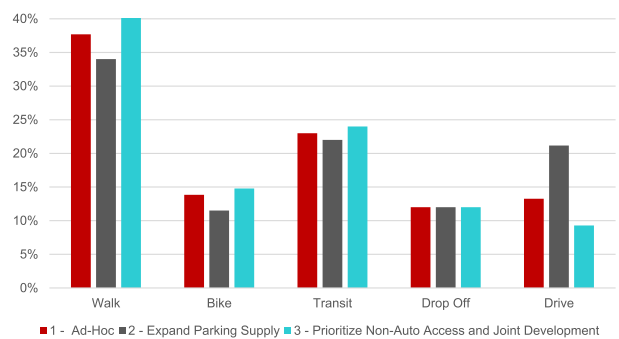
Prioritizing park-and-ride access shifts more passengers to driving but results in *lower* ridership than investing in other modes.

Maximizing joint development, active transportation, and transit access results in *higher* ridership and less driving.

Change in Ridership



Change in Mode of Access

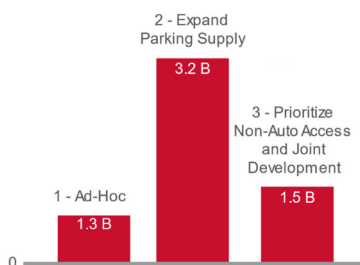


Change in Costs & Revenues

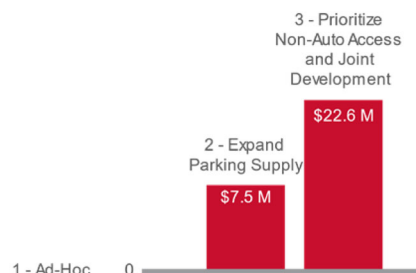
Tripling parking supply could cost double that of investing in non-auto modes.

Expanding access for non-auto modes more than triples the revenue generated by expanded parking supply.

Approximate Cost over 50 Years



Approximate Additional Annual Revenue



Station Access Results Present a Variety of Policy Questions



Is More Parking Worth the Investment?

- Parking garages are costly (analysis assumed \$100,000 per new space including replacement parking and land acquisition)
- Building new garages may come at the expense of housing and office TOD
- Increasing parking supply is less effective in supporting ridership growth than investments in other modes



How Should Caltrain Address Shuttle and Bus Connections?

- There is substantial demand to scale shuttle/bus service to match growth of Caltrain service and development
- However, organizational and operational challenges may limit the potential for expansion
- Ongoing operational subsidies are high



What is Caltrain's Role in Bike/Ped Access?

- Improving bicycle parking and shared use at stations represents a key opportunity to accommodate long-term ridership growth
- Addressing offsite barriers to pedestrian and bicycle access are necessary to accommodate ridership growth, but these areas are typically outside Caltrain's jurisdiction

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Equity Assessment

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Why Focus on Equity?

The equity assessment is intended to help Caltrain understand how it can improve equity within its system- both in the near term and as the Service Vision is implemented over time.

Caltrain is Focusing on Equity for Multiple Reasons

- Stakeholder and Policy maker feedback through the Business Plan and other Caltrain undertakings have made it clear that equity is an important priority for the system
- Caltrain is planning to grow. The Long Range Service Vision calls for tripling the system's ridership. To do this, we want our service to be an accessible, useful and attractive choice for all members of our community
- Caltrain will need public investment to achieve its vision. Focusing on equity helps ensure that we deliver benefits and value to all members of the public



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Equity Assessment Work Plan

The equity assessment is intended to help Caltrain understand how the Service Vision could improve equitable access to Caltrain and develop a series of policy interventions that would improve equitable access over time.



Opportunities & Challenges

- Review of existing plans
- Stakeholder interviews
- Market assessment



Analysis of the Service Vision

- Qualitative & quantitative evaluation of the Service Vision (will be presented in April)



Recommendations

- Context-specific recommendations developed from the analysis of the Service Vision and opportunities and challenges (will be presented in April)



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Existing Plans Review

1. Bayview Community Based Transportation Plan (2019)
2. Redwood City Citywide Transportation Plan (2018)
3. Moving San Mateo County Forward: Housing and Transit at a Crossroads (2018)
4. San Bruno/South San Francisco Community-Based Transportation Plan (2012)
5. San Mateo County Transportation Plan for Low-Income Populations (2012)
6. East Palo Alto Community-Based Transportation Plan (2004)
7. Community-Based Transportation Plan for East San Jose (2009)
8. Community-Based Transportation Plan for Gilroy (2006)
9. Equitable Access to Caltrain: Mapping and Scheduling Analysis (2019)

Stakeholder Engagement

To better understand existing barriers for disadvantaged riders and residents in the corridor, surveys were sent to community-based organizations along the corridor. Representatives who wanted to provide more feedback were interviewed in person or over the phone.



11

Community Stakeholder Survey Responses



6

In-Person Community Stakeholder Interviews - 2 in each Caltrain county



6

Community Stakeholder Phone Interviews

Better Service For Nontraditional Work Schedules And Non-work Trips

Currently, Caltrain is focused on traditional commute hours, whereas low-income and vulnerable populations are more likely to have commutes that fall outside of these times.

Recommendations

- More mid-day, late evening, and early morning service
- Connecting services during non-typical commute times need to be coordinated

More Frequent Service

Upgraded service would offer more flexibility and choice to access the corridor and better connections to partner transit, making travel easier for those who need it

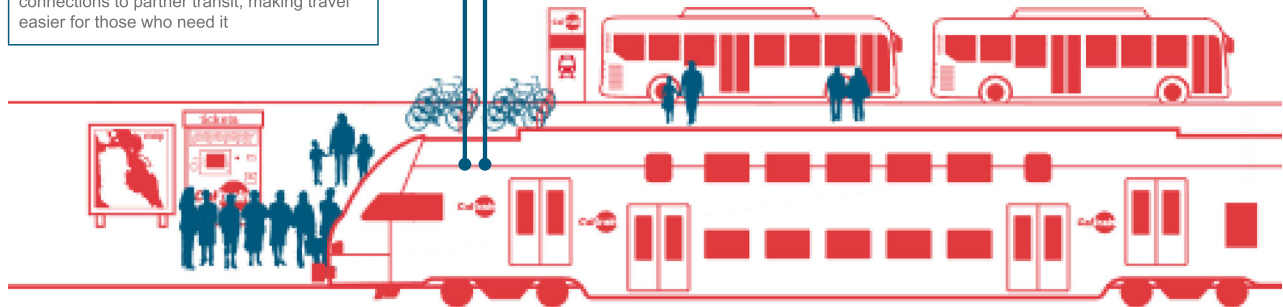
Feedback From Stakeholders

Service & Stations



Open Stations In Communities Of Concern

The Bayview neighborhood of San Francisco would like to see the Oakdale station built to replace the Paul Ave station closed in 1999. North Fair Oaks would like to see a local station on either the Caltrain or Dumbarton rail corridor.



Better Connecting Bus Service

Currently, existing and potential Caltrain riders are poorly served by connecting bus services in San Mateo and Santa Clara Counties

Recommendations

- Better scheduling coordination with SamTrans and VTA to reduce the number of bus connections that result in long waits or insufficient (<5 minutes) transfer times
- More frequent connecting bus services to Caltrain stations

Feedback From Stakeholders

Station Connections

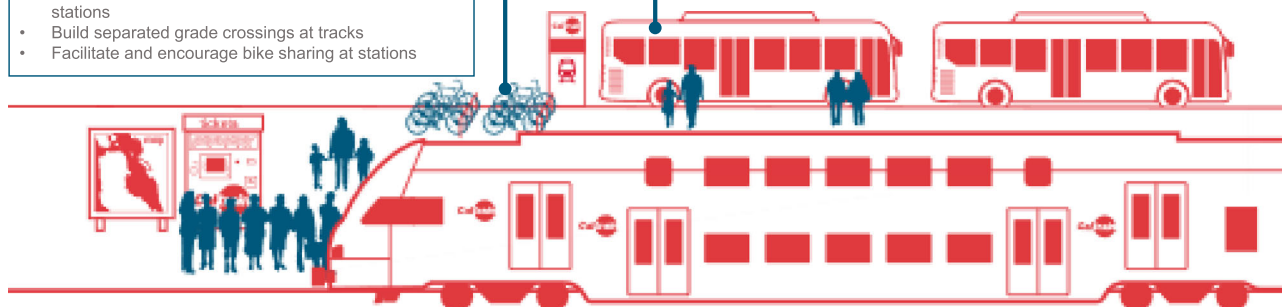


Better Bike & Pedestrian Connections

Biking and walking are low-cost modes that, if enhanced, could expand access to Caltrain services.

Recommendations

- Better bike facilities such as lockers and racks at stations
- Build separated grade crossings at tracks
- Facilitate and encourage bike sharing at stations



Feedback From Stakeholders



System Accessibility

Better Rider Information

The fragmented nature of public transit service in the Bay Area makes it difficult for riders, especially those from marginalized and limited English-proficient backgrounds, to navigate myriad systems and agencies

Recommendations

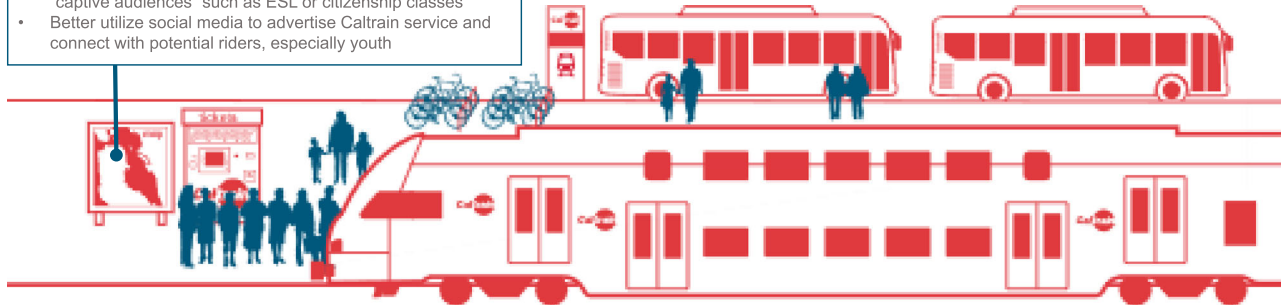
- Area-based maps and schedules that show services from all agencies, ideally in multiple languages
- Conduct outreach to teach people how to ride, perhaps with “captive audiences” such as ESL or citizenship classes
- Better utilize social media to advertise Caltrain service and connect with potential riders, especially youth

Accessible Station Design

Some Caltrain stations are poorly lit, provide limited access to ADA riders, and feel uninviting to riders

Recommendations

- Provide amenities at stations that improve rider experience, such as more lighting, shelter from the elements, and seating
- Implement level boarding at all stations



Feedback From Stakeholders



Fares & TOD

Discounted Fares For Low-income Riders

Currently, Caltrain does not offer discounts for low-income riders and has a significantly lower share of low-income riders compared with other agencies along the corridor (Muni, VTA, and SamTrans)

Recommendations

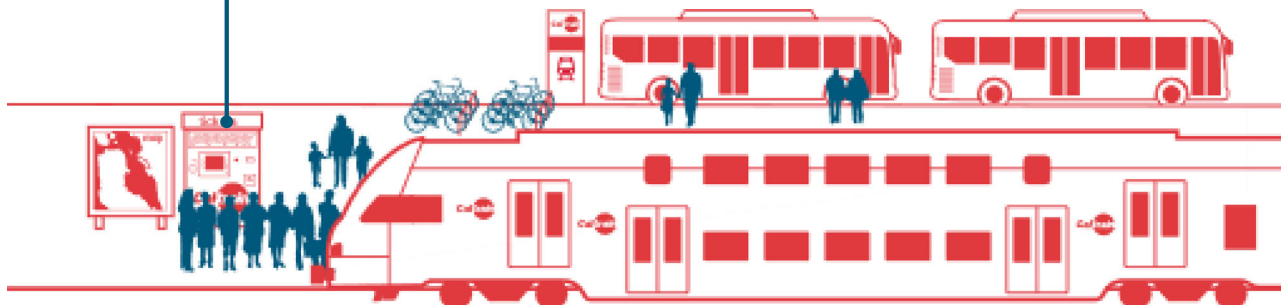
- Offer a reduced fare or subsidy program for low-income riders
- Revisit the zone fare structure to make sure that it is not disincentivizing the use of any connecting bus service

More Affordable Housing Near Stations

Housing along the Peninsula is becoming increasingly expensive and inaccessible to low-income and transit-dependent households.

Recommendation

- Partner with jurisdictions along the corridor to prioritize developing affordable housing and implement anti-displacement or local preference policies near stations



Equity Assessment Key Questions

The equity assessment will help us to understand how the Service Vision affects equitable access to Caltrain and will identify a series of potential policy interventions that could improve equitable access further

1. Does Caltrain ridership reflect corridor communities?

Tool: census and on-board survey data

2. Do the travel patterns of lower income and minority communities reduce their likelihood of using Caltrain?

Tool: Census Transportation Planning Products data

3. What policy levers could Caltrain shift to increase ridership from low income and minority communities?

Tool: Review of fare structure and service plans, stakeholder interviews, plan review



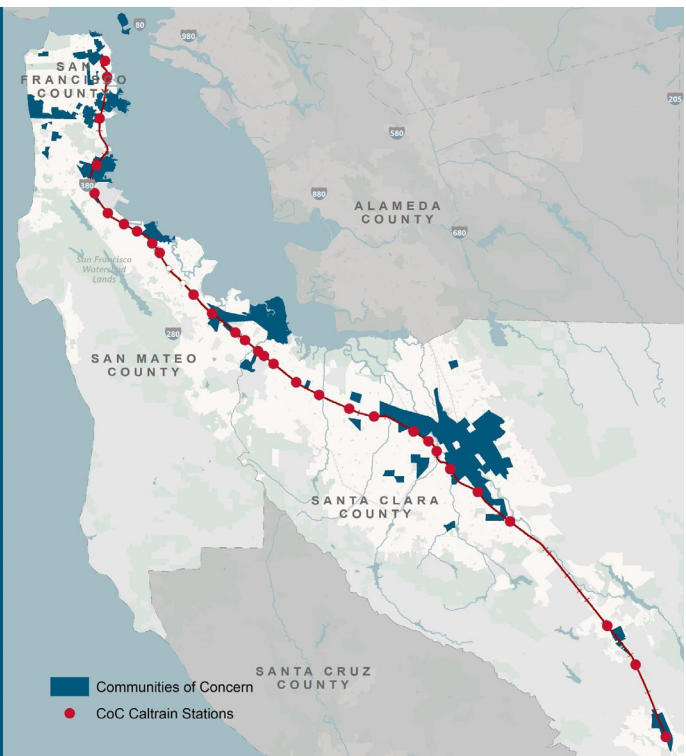
The Corridor is Diverse

Within a two-mile station area:

20% of households are located within an MTC-designated Community of Concern

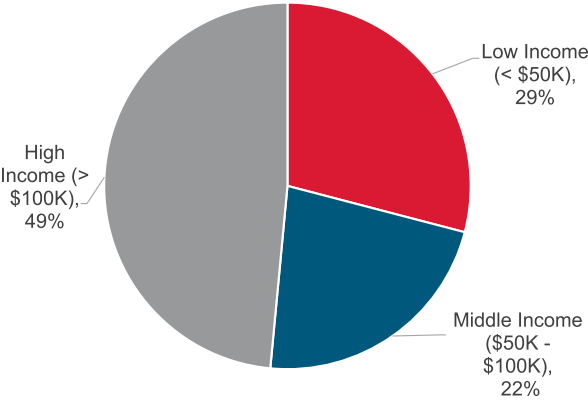
29% of households are low income (annual income less than \$50,000)

63% of residents identify as a person of color

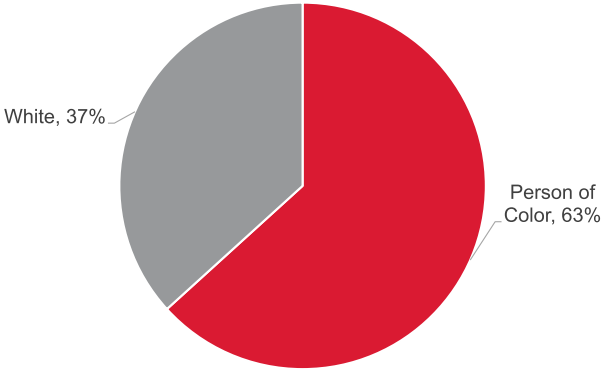


Residents within 2 Miles

Household Income



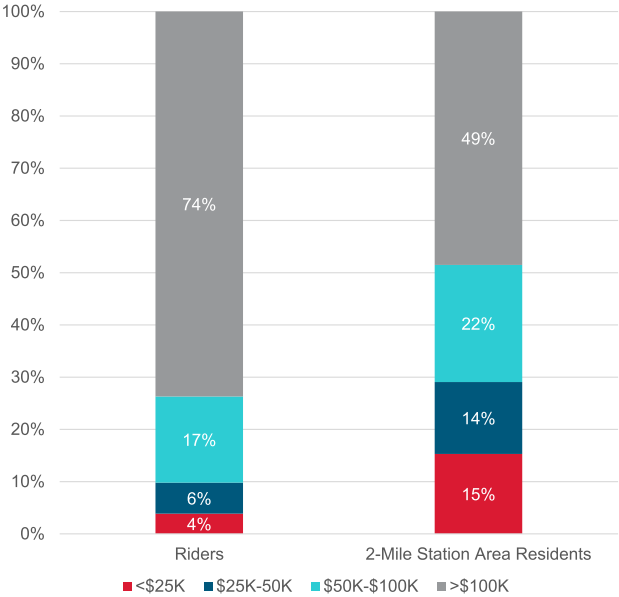
Race



Source: U.S. Census, American Community Survey 2017. Low-income defined by MTC as <\$50,000 or <200% of the Federal poverty level; high-income defined as >\$100,000.

Caltrain Rider Income does not Match that of Corridor Residents

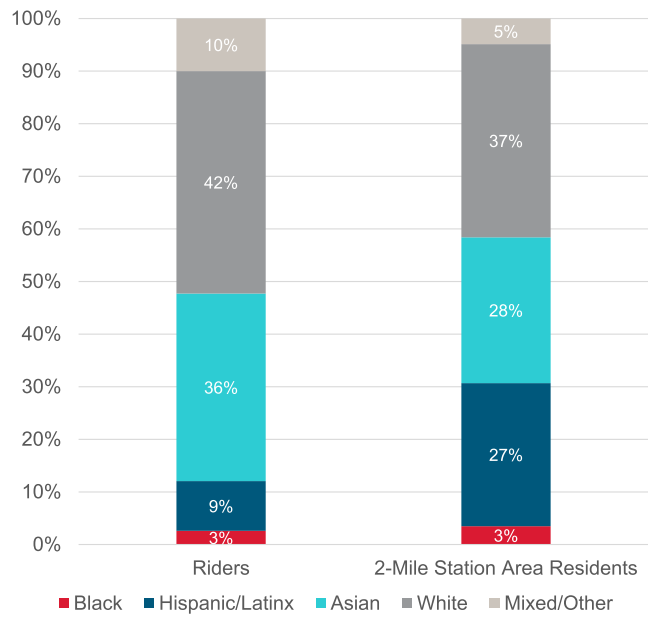
Very-low, low, and middle-income brackets are underrepresented in Caltrain ridership relative to the surrounding corridor



Source: U.S. Census, American Community Survey 2017. 2019 Triennial Caltrain Survey

Caltrain Rider Race/Ethnicity does not Match that of Corridor Residents

White and Asian neighbors are overrepresented in Caltrain ridership and Latinx neighbors are significantly underrepresented relative to the surrounding corridor



Source: U.S. Census, American Community Survey 2017, 2019 Triennial Caltrain Survey



Do the Travel Patterns of Lower Income and Minority Communities Reduce their Likelihood of Using Caltrain?

This question is answered by exploring:

- **Commute Trips vs. Non-Commute Trips:** Does trip-making by Caltrain riders and other commuters within the Caltrain corridor vary by income? Do commute travel patterns vary by income?
- **Parallel Transit Routes:** Is there a difference in the way low-income and minority riders travel along parallel transit routes?



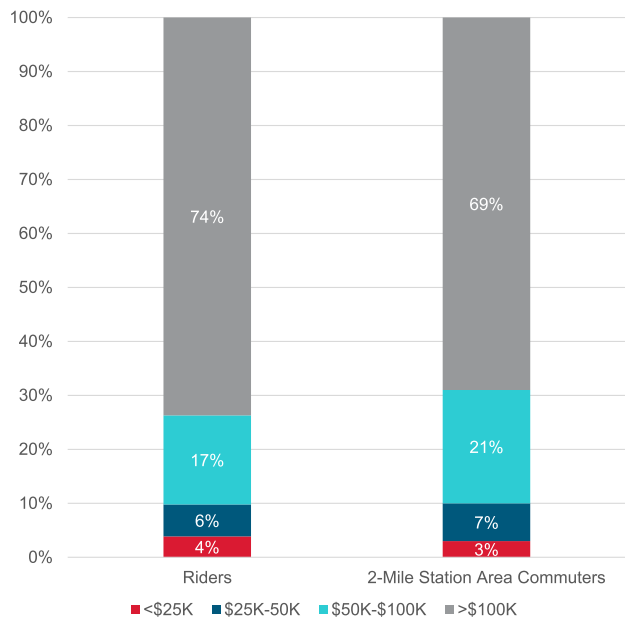
Commuting in the Corridor

Any work trip that has the work, home, or both trip-ends within 2-miles of a Caltrain station is considered a “corridor commute trip”

Trips that start and end in the same city are excluded



Caltrain Rider Income Closely Matches Income of Commuters within 2 Miles of the Corridor

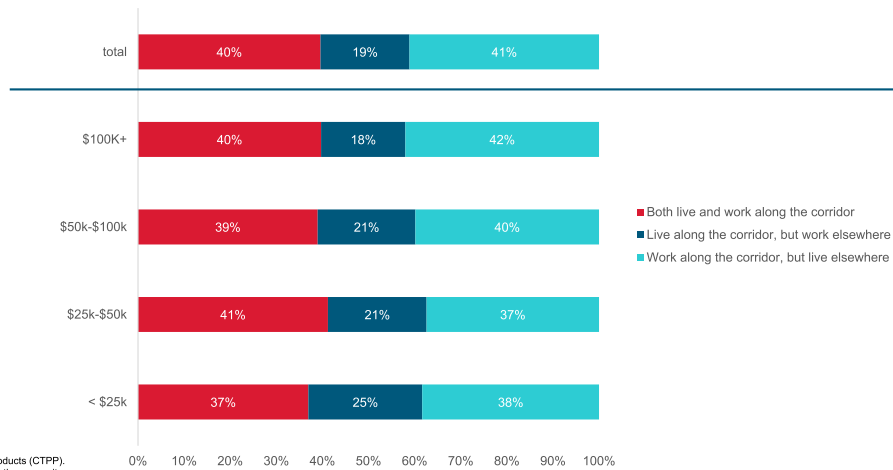


Source: U.S. Census, American Community Survey 2017; 2019 Triennial Caltrain Survey; Census Transportation Planning Products (CTPP). *Analysis excludes trips that start and end in the same city.



Low Income Commuters Have Similar Corridor Travel Patterns as Other Income Brackets

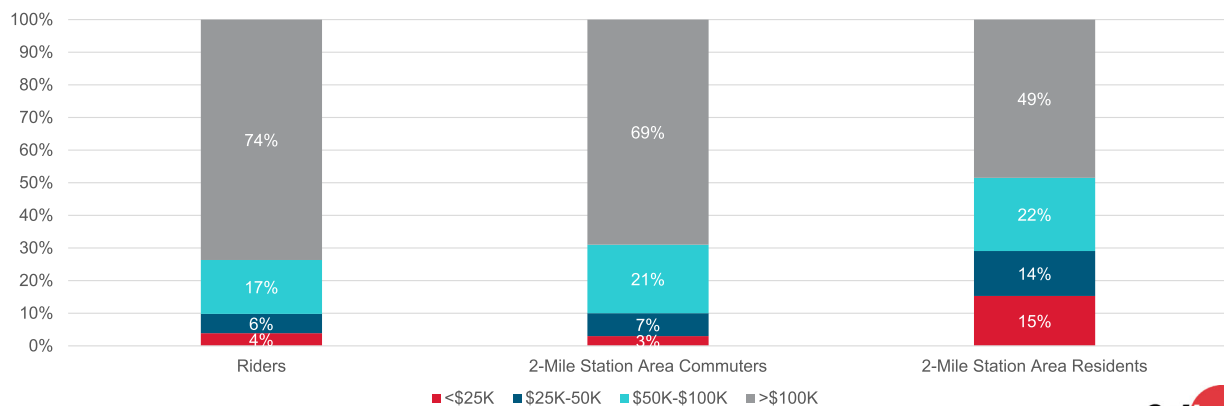
Home-based work trips with at least one end within 2-miles of a station



Source: Census Transportation Planning Products (CTPP).
*Analysis excludes trips that start and end in the same city.

Only 10% of Corridor Commuters Are Low Income Despite Being 29% of Residents

Caltrain is underserving non-work trips. This has the greatest impact on low-income populations.



Source: Census Transportation Planning Products (CTPP).
*Analysis excludes trips that start and end in the same city.

Parallel Transit Service

Several alternative transit lines run parallel to the Caltrain corridor. Although service is geographically similar to portions of the Caltrain route, ridership on these routes looks very different than on Caltrain.



- 8, 8AX, 8BX
- 9, 9R
- T-Third Light Rail



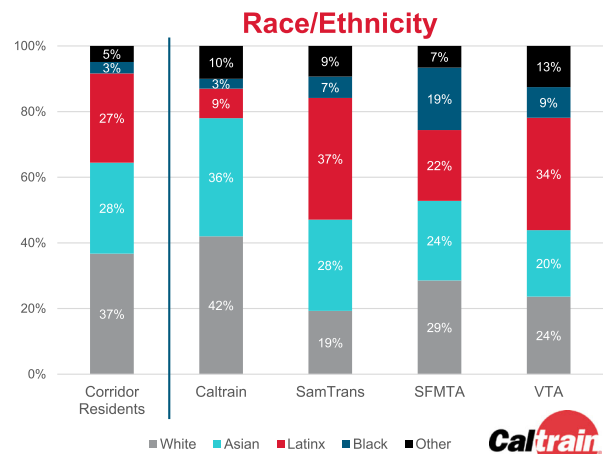
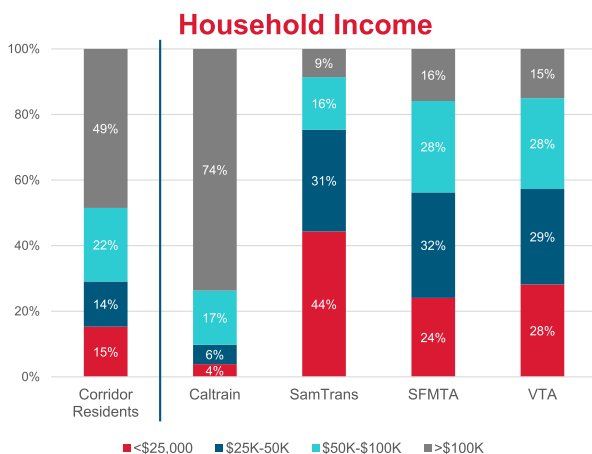
- ECR, ECR Rapid
- 292
- 398
- 397 (OWL)



- 22
- 66
- 68
- 102
- 103
- 121
- 122
- 168
- 182
- 185
- 304
- 522

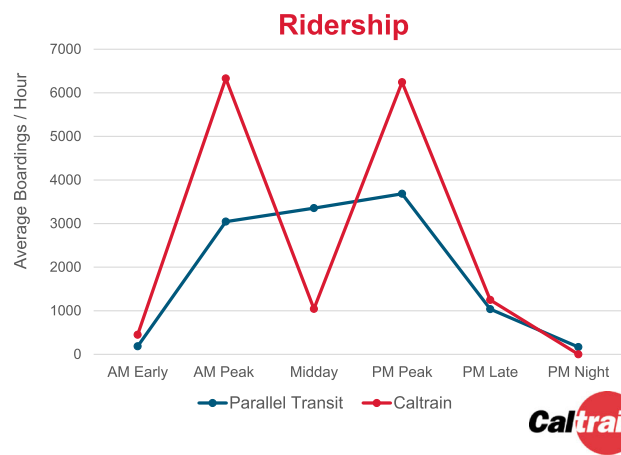
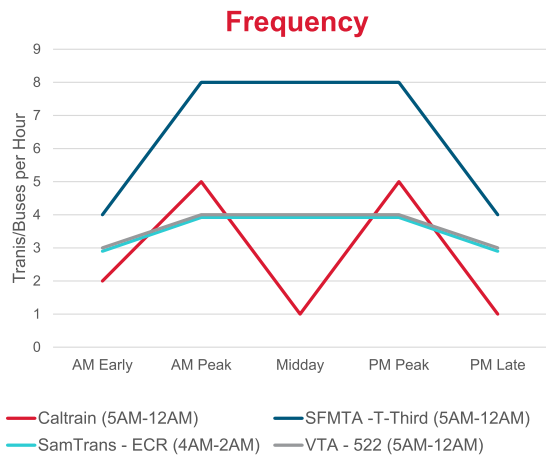


Parallel Routes Proportionally Serve More Low-Income Riders and People of Color than Caltrain



Source: U.S. Census, American Community Survey 2017, Caltrain 2019 Triennial Survey, SamTrans, SFMTA, and VTA on-board surveys.

Parallel Transit Has More Frequent All-Day Service & Serves More Midday Riders



Schedule & Frequency

- Caltrain service is concentrated in the peaks with very little service during the early morning, midday, and evening hours
- Parallel transit service runs consistent headways through the peak and midday hours
- Parallel transit service operates in the corridor 24/7
- As a result, off-peak demand is largely served by parallel transit service

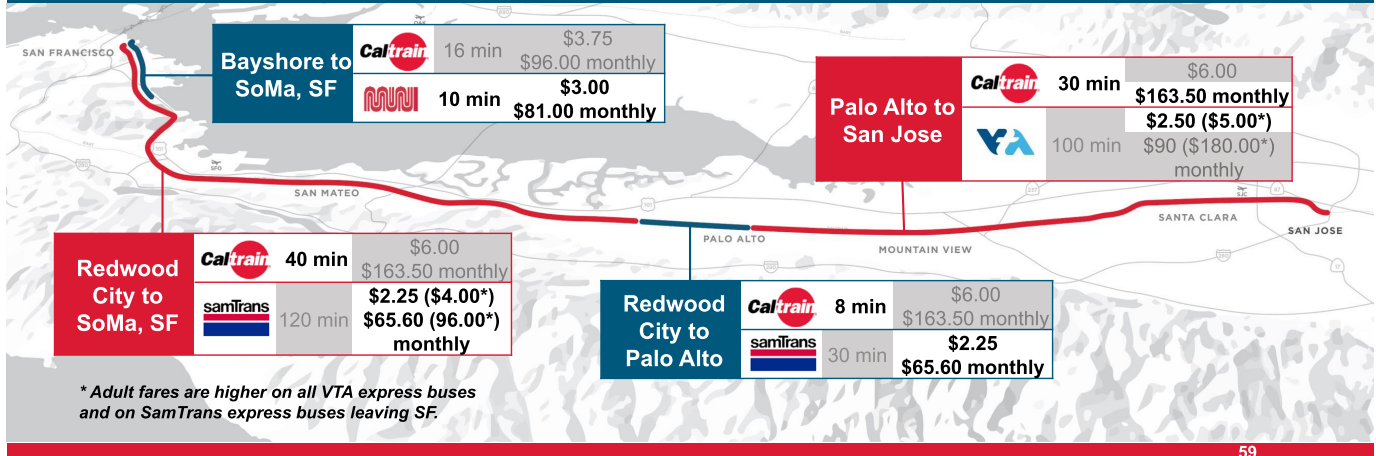


Comparisons: Travel Time & Cost



Travel Time

- Caltrain is generally faster but more expensive
- Caltrain has a zone-based fare structure: costs increase with distance travelled
- Parallel systems use flat rates with higher fares for express bus services



Cost & Fare Structure

- Within the corridor, SFMTA currently provides a low-income discount fare option
- Caltrain will begin participating in a means-based fare option through MTC's Clipper START Program (20% discount)
- Caltrain's need to maintain an overall high farebox recovery is driven by its underlying funding constraints

Discount Programs

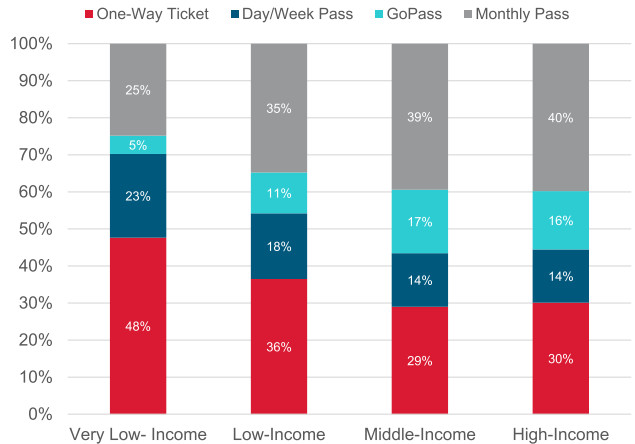
| Transit Agency | Discount Programs | | | | Approx. Farebox Recovery |
|----------------|-------------------|--------|----------|------------------|--------------------------|
| | Youth | Senior | Disabled | Low-Income | |
| Caltrain | ✓ | ✓ | ✓ | 50% discount | 70% |
| BART | ✓ | ✓ | ✓ | starting in 2020 | 70% |
| SFMTA | ✓ | ✓ | ✓ | 50% discount | 25% |
| SamTrans | ✓ | ✓ | ✓ | | 15% |
| VTA | ✓ | ✓ | ✓ | | 11% |

Discount Pass Programs are More Heavily Used By Middle- and High-Income Riders

Caltrain's most discounted pass is the GoPass. In October 2016, the average GoPass customer paid \$2.89, versus the non-GoPass customer average of \$5.96.*

The GoPass and Monthly Pass are the fare payment options with the least use by very-low and low-income riders.

Household Income and Fare Method

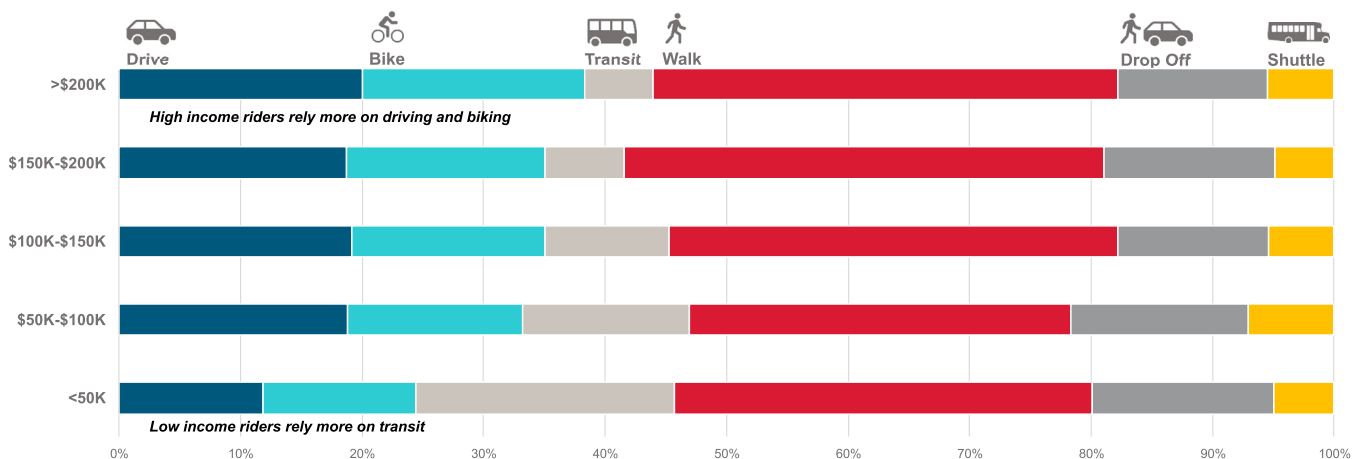


Source: Caltrain 2019 Triennial Survey.

Equity

Station Access by Household Income

Data from Caltrain's 2019 Triennial Survey



Fares & Station Access



Access

A higher share (25%) of Very Low-Income riders take transit to access the Caltrain system – more than any other income group

- Bus to Caltrain fare transfers are not offered
- Some Caltrain Monthly Pass holders receive a discounted bus fare when transferring from Caltrain*

Very-low income riders are the least likely of all income groups to use a Monthly Pass.



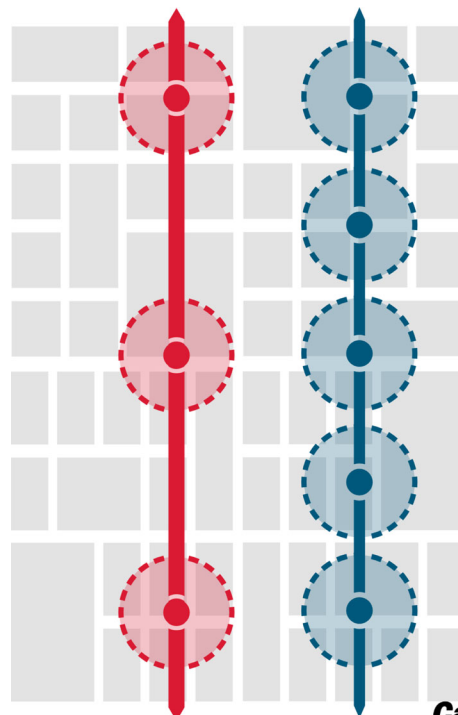
63

* Muni provides a 50-cent discount to all Caltrain transfers who use Clipper.



Access

- Buses and light rail provide more frequent stop spacing, which means easier access to destinations and transfers
- Because Caltrain is unable to easily add more stations, Caltrain can utilize station access policy and time transfers with other transit services to facilitate ease of access



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What Policy Considerations Can Caltrain Explore to Increase Ridership from Low-Income Communities?

Caltrain could attract more low-income riders by:

- Expanding service during off-peak hours and non-traditional commute times
- Offering low-income fare products. Caltrain has committed to piloting low-income fare products starting this year as part of the regional MTC SMART program launch
- Evolving and simplifying fare structure so that discounts and transfer benefits accrue equitably to all types of riders
- Expanding and investing in first- and last-mile access that benefits all types of trips and people with a focus on Communities of Concern that have expressed a desire for better station access such as Bayview in SF and North Fair Oaks in San Mateo County



Analysis of the Long Range Service Vision

This analysis of the Long Range Service Vision will include qualitative and quantitative factors – it will focus on illuminating how Caltrain’s achievement of the Vision can help equity and will highlight areas where extra focus or reinforcing policies may be needed

Themes in blue are the focus for the evaluation of the service vision. Themes in gray may arise during conversations with stakeholders and will potentially be used to guide policy recommendations.

| Evaluation Framework | |
|---|--|
| Key Questions | Measure Themes |
| How does Caltrain provide service? | Infrastructure Quality |
| | Fare Structure+ |
| | Transit service (service planning)+ |
| | Network Completeness |
| Who benefits or is burdened from those services? | Station Access |
| | Affordability* |
| | Safety |
| | User Perceptions |
| How does Caltrain impact surrounding land use? | Distribution of Construction/Supportive Infrastructure |
| | Displacement Risk* |
| | Equitable TOD |
| | Environmental Impacts* |
| How are decisions made? | Accessibility of Destinations* |
| | Stakeholder Representation |
| | Distribution of Funding |
| | Quality of Engagement |

(MTC Equity Focus Area)*; (Title VI Equity Focus Area) *



FOR MORE INFORMATION

WWW.CALTRAIN2040.ORG

BUSINESSPLAN@CALTRAIN.COM

650-508-6499





Memorandum

Date: June 25, 2020

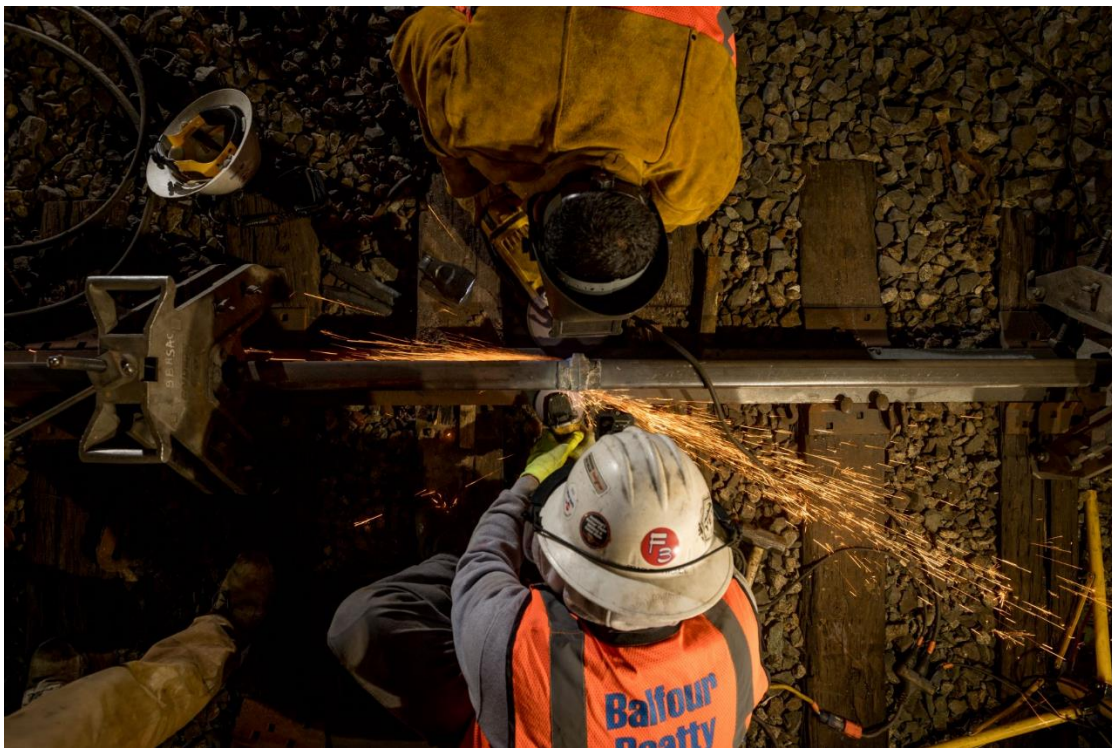
To: CalMod Local Policy Maker Group (LPMG)

From: John Funghi, CalMod Chief Officer; Casey Fromson, Gov. Affairs Director

Re: Caltrain Electrification Project E-Update

CONSTRUCTION UPDATE:

Construction to make Caltrain a modern, electric commuter rail system continues. This month, crews installed foundations, poles, and wire from South San Francisco to San Jose. Work was also performed on eight traction power facilities in San Francisco, South San Francisco, San Mateo, Redwood City, Palo Alto, Sunnyvale, and San Jose.



To sign up for weekly construction updates or for more construction information, visit [CalMod.org/construction](https://www.calmod.org/construction).

WATERTIGHT:

Thanks to the hardworking Stadler manufacturing crews, electric train production is still underway. At the Salt Lake City facility, production was moved to a split shift arrangement during spring to facilitate social distancing. To conduct the watertightness test, Stadler crews built a special tent with an array of piping and high pressure nozzles for spraying vast amounts of recycled water onto each vehicle to assure that they're watertight.



To see more photos of the new electric trains being built, visit [CalMod.org/Gallery](https://www.calmod.org/gallery).

CALTRAIN INCREASES WEEKDAY SERVICE:

As the Bay Area shelter-in-place restrictions begin to ease and travel throughout the region grows, Caltrain is now offering faster, user-friendly travel options. On June 15, we increased service to 70 trains per weekday and introduced a new skip-stop "Limited" service to reduce travel times and increase passenger flow for high-traffic stations to avoid crowding.

The health and safety of our passengers and staff are the utmost priority, and our tireless cleaning crews are sanitizing the fleet and stations using hospital-grade disinfectant products. Spray foggers are used on the trains during the midday and overnight, and station touchpoints are wiped down multiple times a day. All trains are six-car sets to maximize physical distancing onboard, and passengers are required to wear face coverings both onboard and at stations. Visit [Caltrain.com/COVID-19](https://www.caltrain.com/COVID-19) for the latest information and updates.

PUBLIC MEETINGS:

JPB Board Meeting – July 9 at 9:00 a.m – Please note, this will be remote only

For more details, and a full list of upcoming meetings, please visit CalMod.org/Events.

DETAILED PROGRESS REPORT:

- [April Monthly Progress Report](#) presented to Caltrain Board on May 7, 2020



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: June 25, 2020
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

2020 Business Plan

The public comment period for the Draft 2020 Business Plan closed on June 1. The Final 2020 Business Plan will be up for adoption at the June 25th California High-Speed Rail Authority (Authority) Board meeting and submitted to the California State Legislature by July 1. Statewide COVID-19-related impacts, which hit after the release of the Draft 2020 Business Plan, will be discussed and addressed in the Final 2020 Business Plan.

4,000 Construction Workers

On June 11, the Authority announced the creation of over 4,000 construction jobs across the 119 miles of high-speed rail construction throughout the Central Valley. The Authority and its partners have worked diligently to continue construction during the COVID-19 pandemic and ensure that California's workforce remains employed and contributing to the local economy. A series of videos highlighting the stories of construction workers dispatched to build this transformative project can be viewed [here](#).

Environmental Clearance

The Authority remains on track to complete environmental clearance for the full Phase I high-speed rail system from San Francisco to Anaheim by December 2022. On May 29, the Authority released its third draft environmental document in 2020, which covers the 14-mile Burbank to Los Angeles Project Section. The document is available for review and public comment until July 16. For additional information, please visit the Burbank to Los Angeles [Draft EIR/EIS webpage](#) or [online open house](#).

NORTHERN CALIFORNIA UPDATE

San Jose to Merced Draft Environmental Impact Report/Environmental Impact Statements (EIR/EIS)

The public comment period for the San Jose to Merced Project Section Draft EIR/EIS ended on June 23. As of June 12, the Authority received over 100 comments on the Draft EIR/EIS and engaged over 1,700 visitors to the online open house website. The Authority will provide written responses to each comment and will publish these responses in the Final EIR/EIS in Summer 2021.

San Francisco to San Jose Draft Environmental Impact Report/Environmental Impact Statements (EIR/EIS)

The Draft EIR/EIS for the San Francisco to San Jose Project Section will be released on July 10 and available for a minimum 45-day public comment period through August 24. During this

time, the Authority will conduct public outreach (see below for more information) to inform members of the public on how to access, navigate, and comment on the document.

Due to health and safety requirements concerning the coronavirus, outreach for the Draft EIR/EIS may need to occur via online and/or teleconference meetings only. Please visit the Authority's website www.hsr.ca.gov for the latest information on engagement during the public comment period.

San Francisco to San Jose Open Houses, Public Hearing, & Office Hours

- **July 20, 4-7 pm: San Francisco Open House**, Bay Area Metro Center, 375 Beale St, San Francisco, CA 94105
- **July 22, 11 am-2 pm: Staff Office Hours**, Teleconference or in-person at the Northern California Regional Office, 100 Paseo de San Antonio, Suite 300, San Jose, CA 95113
- **July 29, 11 am-2 pm: Staff Office Hours**, Teleconference or in-person at the Northern California Regional Office, 100 Paseo de San Antonio, Suite 300, San Jose, CA 95113
- **July 30, 4-7 pm: Redwood City Open House**, American Legion Post 105, 651 El Camino Real, Redwood City, CA 94063
- **August 5, 4-7 pm: Santa Clara Open House**, Santa Clara Marriott, 2700 Mission College Blvd., Santa Clara, CA 95054
- **August 12, 11 am-2 pm: Staff Office Hours**, Teleconference or in-person at the Northern California Regional Office, 100 Paseo de San Antonio, Suite 300, San Jose, CA 95113
- **August 19, 3-8 pm: Public Hearing**, Bay Area Metro Center, 375 Beale St, San Francisco, CA 94105

RECENT AND UPCOMING OUTREACH ACTIVITIES

- June 2: Atherton Rail Committee Presentation
- June 9: SAMCEDA Public Policy & Housing Land Use Transportation Committee Presentation
- June 10: Mobility Partnership Presentation
- July 9: Redwood City/San Mateo County Chamber of Commerce Transportation & Housing Committee Presentation
- July 16: Young Professionals in Infrastructure: Future of Rail Panel
- July 20: San Francisco to San Jose Open House
- July 22: San Francisco to San Jose Office Hours
- July 28: Bay Area Council Transportation Committee Presentation
- July 29: San Francisco to San Jose Office Hours
- July 30: San Francisco to San Jose Open House
- August 5: San Francisco to San Jose Open House
- August 12: San Francisco to San Jose Office Hours
- August 18: Brisbane Baylands Community Advisory Group Presentation
- August 19: San Francisco to San Jose Public Hearing