Caltrain
Electric Trains
Deep Dive

SPUR Digital Discourse
March 20, 2024
Electrification Overview
Transformational Moment

Electrification will modernize the system and better support our communities with more frequent, reliable and sustainable service.

Steam 1860s

Diesel 1950s to present

Electric 2024
Caltrain Corridor

- 77 miles of track from end to end
- 31 stations
- Bi-directional commute
- 41 at-grade crossings
- Pre-pandemic
  - 7th largest commuter railroad in the country
  - 70% farebox recovery
  - Over 18 million Unlinked Passenger Trips (UPT) in 2019
  - Frequently overcrowded trains, standing room only
Project Elements

• Electrification
  - Overhead Contact System (OCS)
  - Traction Power Facilities
  - Signal System

• Electric Trains
  - 23 seven-car train sets (161 cars)
  - All Electric between San Francisco and San Jose
Work begins to electrify Caltrain

2016
- Design Feedback
- Electrification Infrastructure Construction & System Testing

2017
- Limited Notice to Proceed Extension
- Funding Awarded for Additional Electric Cars
- Groundbreaking
- Train Manufacturing Facility Complete
- First Train Assembled
- San Francisco Tunnels Complete
- First Train Arrives
- Train Testing at Full Speed in Pueblo, CO
- Train Testing on Caltrain Property
- All Segments Energized

2018
- Manufacturing and Testing

2019
- Passenger Service

2023
- Additional Capacity Improvements

2024

2025

LEGEND
- Electric Trains
- Infrastructure
Key Milestones

Complete:
- Foundations (3,000+)
- Poles (2,500+)
- Traction Power Facilities (10)
- Overhead Wire (2.5 million feet)
- Upgraded the Signal System San Francisco to San Jose (31 at grade crossings)
- Energized: Mountain View to San Jose (15 miles)
- 8 trainsets on Caltrain property (1,000 mile passed by 4 trains)
- Over 1,000 First Responders Trained

Upcoming:
- Repairs of Winter Storm Damage
- Full Corridor Energized (Spring 2024)
- Additional trainsets on property and testing (Throughout 2024)
- Soft Launch (Summer 2024)
- **Passenger Service: September 2024**
Economic Growth & Job Creation

33,000 Jobs Created in 36 States

- Caltrain (11 Unions)
Electric Trains

- 23 seven-car trainsets + battery electric pilot
- Car shells manufactured in Switzerland
- Assembled in Salt Lake City Utah
- 2 Traction Power Motors per set
- Regenerative Braking
1st Class Experience for All

- Free Wi-Fi
- Outlets at every seat
- Digital Trip Displays
- Smoother Ride
- Security Cameras
- Pleasant Lighting
- Better Storage
- Spacious, Accessible Restroom (with a baby changing table)
Electrified Service Planning
Outreach Activities

Soliciting Feedback on Proposed Electrified Service Plan
September – November 2023

- 1,500+ Table Visitors
- 5,000+ Website views
- 1,650+ Public Survey Responses
- 20 Community, Business and Advisory Group Presentations
- 21 Jurisdictions
- 10 Community and Station Events
- 9 TASI Unions

Including Joint Powers Board; Local Policy Maker Group; Caltrain Citizens Advisory Committee; Transit Partners; Key Employers; etc.
Customers are most excited about...

- Faster service
- Increased frequencies
- New train amenities

What Most Excites You about Electrified Service?*

<table>
<thead>
<tr>
<th>Feature</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Faster Service</td>
<td>50%</td>
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<tr>
<td>More Frequent</td>
<td>47%</td>
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<tr>
<td>New Trains &amp; Amenities</td>
<td>34%</td>
</tr>
<tr>
<td>Greener</td>
<td>20%</td>
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<tr>
<td>More Reliable</td>
<td>6%</td>
</tr>
<tr>
<td>Better Connections</td>
<td>3%</td>
</tr>
<tr>
<td>Simpler Service</td>
<td>2%</td>
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</table>

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
Electrified Service: Goals & 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 BART and other transit operators

**Simplicity & Legibility**
Provide a schedule that is easy to understand
Market Analysis Approach

Results from the market analysis can help inform decision-making about additional station stops – beyond the base level of service – during the peak periods.

Ridership Analysis
Considers current and pre-COVID ridership patterns

Land Use Analysis
Total population and jobs near stations, including recently-completed or under construction projects*

Equity Analysis
Connections to low income and/or minority communities

Transit Connections
Presence of high frequency rail, bus, and shuttle connections

*Based on a review of projects listed on City planning websites in Spring 2023
Planning Constraints

**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**
Caltrain’s constrained operating budget and lower ridership/farebox revenue currently limit service expansion opportunities.

**Service Coordination**
Timing transfers with all connecting transit agencies poses challenges.
Candidate Stations for Service Expansion

Based on market analysis, the following stations demonstrate the strongest need for additional service frequency during the peak periods:

- South San Francisco
- San Mateo
- Hillsdale
- Menlo Park
- Sunnyvale
- Lawrence
- Santa Clara

The results of this analysis were incorporated into the service planning process alongside operational considerations.

<table>
<thead>
<tr>
<th>Station</th>
<th>2023 Caltrain Ridership</th>
<th>Land Use Near Stations</th>
<th>Equity Need</th>
<th>Transit Connections</th>
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<tbody>
<tr>
<td>San Francisco</td>
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<td>22nd Street</td>
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<td>Bayshore</td>
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<td>Gilroy</td>
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Stations already at maximum peak service level (4 TPHPD)

Stations demonstrating the strongest need for increased peak service frequency

Scale:
Weekday Peak Hour Station Service Levels

Peak periods vary by station, generally covering 6:30am-9:30am and 3-7pm on weekdays.

<table>
<thead>
<tr>
<th>Train Type (SF-SJ Travel Time)</th>
<th>4th &amp; King (MUNI)</th>
<th>22nd Street</th>
<th>Bayshore</th>
<th>South</th>
<th>San Bruno</th>
<th>Millbrae (BART)</th>
<th>Burlingame</th>
<th>San Mateo</th>
<th>Hayward Park</th>
<th>Hillsdale</th>
<th>Belmont</th>
<th>San Carlos</th>
<th>Redwood City</th>
<th>Menlo Park</th>
<th>Palo Alto</th>
<th>California Avenue</th>
<th>San Antonio</th>
<th>Mountain View (VTA)</th>
<th>Sunnyvale</th>
<th>Santa Clara</th>
<th>College Park</th>
<th>San Jose Diridon (VTA)</th>
<th>Gilroy</th>
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<tbody>
<tr>
<td>Express (59m*)</td>
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<td>Local (75m*)</td>
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<td>Limited (67m*)</td>
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<tr>
<td>Local (75m*)</td>
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</table>

Trains per Hour per Direction

**LEGEND**

- O: 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
- B: Bellarine 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

*Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.*
Off Peak and Weekend Station Service Levels

Off-peak periods generally 5am-6:30am, 9:30am-3pm, and 7pm-1am
Weekend service hours vary by station, generally covering 7am-1am

- Weekend travel times approximately 77 minutes due to Broadway Station service; weekday off-peak service is 75 minutes without Broadway service.

*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.

LEGEND
- Stop (one per hour per direction)
- X No Service
- # Stops per hour per direction

Weekday service only
Electrified Service Plan Benefits
Improved service for all riders

Get There Faster
Express from SF to SJ in under an hour
Quicker local service, 75 minutes instead of 100
Save nearly 30 minutes on trips from Southern Santa Clara County to San Francisco

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
Smother, 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
City Fact Sheets

www.caltrain.com/servicebenefits

FASTER, MORE FREQUENT CALTRAIN SERVICE COMING IN FALL 2024
ELECTRIFIED SERVICE PLAN: CITY OF SOUTH SAN FRANCISCO

GET THERE FASTER

SAN FRANCISCO TO SAN JOSE IN UNDER AN HOUR
Compared to 55+ minutes today

75 MINUTES FOR THE SAN FRANCISCO TO SAN JOSE LOCAL TRAIN
Compared to 132 minutes today

21 MINUTES SAVED FOR THE SAN FRANCISCO TO CUPERTINO TRIP
Compared to a 2-hr trip today

CLEAN AND GREEN

ALL-ELECTRIC TRAIN SERVICE FROM SAN FRANCISCO TO SAN JOSE
Annual emissions reduced by 250,000 MTCO2, equivalent to taking 53,000 cars off the road

FIRST CLASS SERVICE

STATE-OF-THE-ART VEHICLES FOR SMOOTHER RIDES
More WiFi, chargers, more restrooms, open seats, accessible bathrooms, and digital displays with trip information

FINAL ELECTRIFIED CALTRAIN SERVICE FOR SOUTH SAN FRANCISCO

<table>
<thead>
<tr>
<th>STATIONS</th>
<th>STATION STOPS</th>
<th>CURRENT SERVICE</th>
<th>ELECTRIC SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH SAN FRANCISCO</td>
<td>66</td>
<td>104</td>
<td></td>
</tr>
</tbody>
</table>
Beyond Electrification
Caltrain Ridership / Fiscal Challenges

Average Daily Riders

Notes:
- Farebox Recovery 74% (2020); 30% (2023)
- 20+ closures in 2023 for electrification construction
- Average weekday ridership increased by 14% compared to the same month in prior year

Operating Deficit, Subject to Change

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Deficit</th>
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<tbody>
<tr>
<td>2024</td>
<td>$0</td>
</tr>
<tr>
<td>2025</td>
<td>$0</td>
</tr>
<tr>
<td>2026</td>
<td>$33M (13% percent of operating budget)</td>
</tr>
<tr>
<td>2027</td>
<td>$58M (22% percent of operating budget)</td>
</tr>
<tr>
<td>2028</td>
<td>$57M (21% percent of operating budget)</td>
</tr>
</tbody>
</table>

* Current MTC recommendation $25M, reduce deficit to $8M in FY26

Notes:
- Farebox Recovery 74% (2020); 30% (2023)
- 20+ closures in 2023 for electrification construction
- Average weekday ridership increased by 14% compared to the same month in prior year
Ridership Growth Actions

- Fare promotions
- Activation Events (Summer of Caltrain)
- Business to Business Strategies
- Diversify Ridership (Pass Forward)
- Equitable Service
- Survey general population (positive brand)
- Promote Electrification

“The benefits of having a transit pass are that I can avoid traffic and it’s fast. Taking transit saves me money so I have more to take care of my family.” - Geraldo Valencia, Whole Foods
A Connected Future

- Enable expansion of the Bay Area commuter/intercity rail network
- Existing and future tenants
  - Capital Corridor
  - Amtrak
  - Altamont Corridor Express
  - California High Speed Rail
Major Projects / Initiatives

- Battery Electric Multiple Unit Train
- Portal (SF Downtown Extension)
- Diridon Business Case
- Transit Oriented Development
- Corridor Crossing Strategy
Pilot Battery-Electric Multiple Unit (BEMU)

- BEMU train runs off-wire between San Jose and Gilroy with demonstration trips to Salinas
- Improve Air Quality, Zero Emissions
- Benefit other commuter rail systems
  - Working towards FRA approval
  - Less infrastructure (overhead contact systems)
- State CARB In-Use Locomotive Regulation requires rail operators to reach implement fully zero emission fleet
Appendix
Ridership Analysis

Caltrain’s current ridership remains focused around key stations:

- San Francisco
- Millbrae
- Redwood City
- Palo Alto
- Mountain View
- Sunnyvale
- San Jose Diridon

Ridership estimates based on Clipper data and limited conductor counts Jan-Mar 2023
Land Use Analysis

Proximity to population and jobs is an indicator of potential latent demand for Caltrain.

Some Caltrain station areas are experiencing substantial growth, particularly:

- South San Francisco
- Sunnyvale
- Lawrence
- Santa Clara
- San Jose Diridon

Growth based on inventory of projects under construction or completed since 2019.
Corridor Development Inventory

Population and Jobs within ½ Mile of Caltrain Stations:
Mid-2020s Estimate

Growth based on inventory of projects under construction or completed since 2019

MARKET ANALYSIS
Equity Need

The Metropolitan Transportation Commission designates Equity Priority Communities across the region. Caltrain also identifies specific stations that serve minority or low-income riders for Title VI purposes.

Caltrain has historically underserved the following stations that serve equity priority populations:

- Bayshore
- South San Francisco
- San Bruno
- San Mateo
- Menlo Park
- Sunnyvale
- Lawrence
- Santa Clara
- Tamien
- Capitol
- Blossom Hill
- Gilroy
Transit Connections

Most Caltrain stations include connections to other transit operators that serve communities along the Caltrain corridor, including but not limited to:

- ACE
- BART
- Capitol Corridor
- Commute.org
- SamTrans
- SFMTA
- VTA

<table>
<thead>
<tr>
<th>Caltrain Station</th>
<th>Connecting Transit Operator(s)</th>
<th>Other Transit Operators' Peak Hour Trips per Direction</th>
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</thead>
<tbody>
<tr>
<td>San Francisco</td>
<td>SFMTA</td>
<td>28</td>
</tr>
<tr>
<td>22nd Street</td>
<td>SFMTA</td>
<td>7</td>
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<tr>
<td>Bayshore</td>
<td>Commute.org</td>
<td>3</td>
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<tr>
<td>South San Francisco</td>
<td>SamTrans, Commute.org</td>
<td>17</td>
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<td>Millbrae</td>
<td>BART, SamTrans, Commute.org</td>
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<td>San Carlos</td>
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<td>Redwood City</td>
<td>SamTrans, Commute.org</td>
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<td>SamTrans, City Shuttle</td>
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<td>Mountain View</td>
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<td>Sunnyvale</td>
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<td>Lawrence</td>
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<td>Santa Clara</td>
<td>VTA, ACE, Capitol Corridor</td>
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<td>San Jose Diridon</td>
<td>VTA, ACE, Capitol Corridor, Highway 17 Express</td>
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<td>San Martin</td>
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<td>Gilroy</td>
<td>VTA, County Express</td>
<td>11</td>
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</tbody>
</table>

Gray = Caltrain stations with greater than 10 peak hour trips from connecting transit operators
Weekday Stop Frequency by Station

Total weekday stops increase by 20% corridor-wide
**Proposed Service Plan Benefits**

**Weekday Peak Hour Stop Frequency**

Total peak hour stops increase by 20% corridor-wide

- 22nd St: 4 TPH peak direction, 2 TPH reverse-peak direction
- Tamien: 2-3 TPH peak direction, 1 TPH reverse-peak direction

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**Weekday Peak Hour Stops per Station (Draft Service Plan vs. Existing Service Today)**

*Station serving minority, low income, or Equity Priority Community*

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*22nd St: 4 TPH peak direction, 2 TPH reverse-peak direction. Tamien: 2-3 TPH peak direction, 1 TPH reverse-peak direction.*
Off-Peak Stop Frequency
Total off-peak stops per hour increase by 30% corridor-wide

Proposed Service Plan Benefits

Draft Service Plan Off Peak Trains per Hour

- Current Off-Peak Trains per Hour
- Off-Peak Trains per Hour in Draft Service Plan

* Station serving minority, low income, or Equity Priority Community
Travel Time Savings to SF & SJ
Most stations will see 3 to 5 minutes of savings to San Francisco or San Jose (comparing the fastest trains)

Reduction in Travel Time for Fastest Trip (Draft Service Plan)

* Station serving minority, low income, or Equity Priority Community

Decrease in Travel Time to SF  Decrease in Travel Time to SJ
Southern Santa Clara County Corridor Survey: Priorities

- Online survey for South County was conducted in June 2023 and targeted residents in those communities; 1,552 responses received
- Respondents ranked frequency, later morning service, and shorter travel time as top priorities
- 85% of passengers traveled within Santa Clara County or southern San Mateo County (<10% traveled to San Francisco)*

Service Improvement Preferences in Ranking Order

<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency</th>
<th>Earlier AM service</th>
<th>Later AM service</th>
<th>Earlier PM service</th>
<th>Later PM service</th>
<th>Shorter trip time</th>
<th>One seat ride</th>
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</thead>
<tbody>
<tr>
<td>Capitol</td>
<td>1</td>
<td>4</td>
<td>3</td>
<td>6</td>
<td>7</td>
<td>2</td>
<td>5</td>
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<tr>
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<td>6</td>
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<td>5</td>
<td>6</td>
<td>3</td>
<td>7</td>
</tr>
</tbody>
</table>

Ranking Order: 1=most requested improvement; 7=least requested improvement

*Data from 2022 Triennial Survey