

Caltrain Electrification + City Partnerships

Palo Alto City Council
September 16, 2024



COUNCIL MEETING

9/16/2024

Received Before Meeting

2

Caltrain Context

- 77 miles of track from end to end
- 31 stations
- Bi-directional commute
- 41 at-grade crossings
- Financial Challenges
 - Pre-pandemic 73% farebox recovery (nation leading)
 - Today: 23% farebox recovery (facing upcoming average \$77M annual deficit)



Ridership Growth / Cost Containment

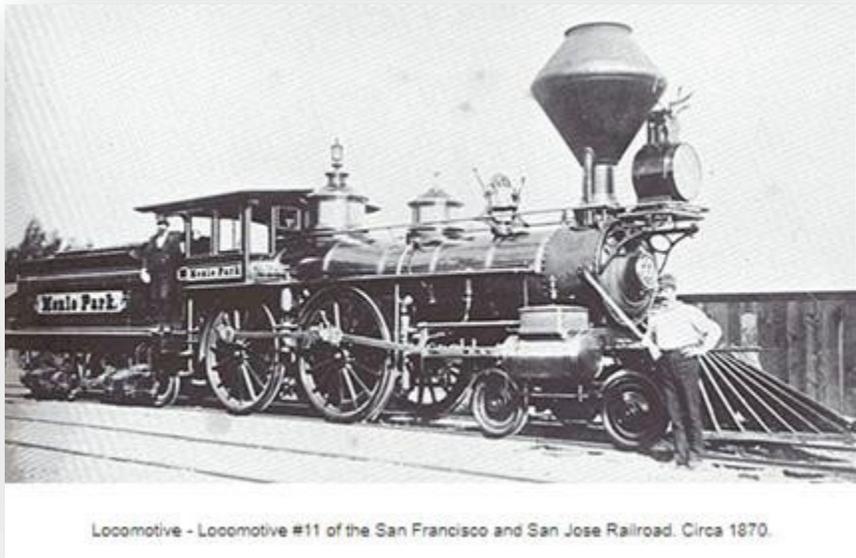
- Board Adopted **Equity, Growth, and Recovery Policy**
- **Revised schedule:** Standardize, focused on more midday, evening and weekend service (diversify ridership)
- **Regional Coordination:** Coordinated transfers, better signage Millbrae, GM group, Bay Pass participation, Clipper Start, fare integration
- **City Partnerships and toolkit:** www.caltrain.com/citypartnership
- **Pass Forward Program:** Bringing in new riders by providing free passes for low-income and equity priority community riders
- **Customer Experience/Fare Changes:** \$1 youth pass; 300 new bicycle eLockers, new ticket options, new visual display signs being installed, station work, positive brand recognition
- **Cost Containment:** Smaller trainsets, scheduling efficiencies, reduced overtime, internal efficiency programs
- **Electrification Planned September 21, 2024**



Transformational Moment

Caltrain is the oldest continuously operating passenger railroad in the West (160 years)

First time in a generation any US system fully converted from diesel to electric system



Steam 1864



Diesel 1950s



Electric 2024



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)
- 12 trainsets delivered (more coming)
- Over 1,000 First Responders Trained
- Soft Launch (August 2024)



Upcoming:

- Additional trainsets and testing (Throughout 2024)
- **Fully Electric Passenger Service: September 21, 2024**



Public Train Tours – 12,000 People (San Jose, San Francisco; San Carlos)



Electrified Service Plan Benefits

Improved service for all riders



Get There Faster

Express from SF to SJ
in under an hour

Quicker local service,
77 minutes instead of
100

Save more than 20
minutes on trips from
Southern Santa Clara
County to SF



Ride More, Wait Less

20% more train service

26% more train service at
equity priority stations

Half-hourly service during
weekends and off-peak



First Class for Everyone

Free Wi-Fi

Smoother, quieter
experience

Outlets at every seat

Digital trip information
onboard

Spacious, accessible
bathrooms



Clean and Green

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

Improves local air quality

Quieter trains, both
onboard and off

Electrified Service Plan

Palo Alto

FINAL ELECTRIFIED CALTRAIN SERVICE FOR PALO ALTO

STATIONS	STATION STOPS	CURRENT SERVICE	ELECTRIFIED SERVICE
PALO ALTO	Stops per Weekday	104	104
	Weekday Stops per Peak Hour*	4	4
	Weekday Stops per Off Peak Hour	2	2
	Weekend Stops per Hour	1	2
CALIFORNIA AVENUE	Stops per Weekday	60	90
	Weekday Stops per Peak Hour*	2	3
	Weekday Stops per Off Peak Hour	1	2
	Weekend Stops per Hour	1	2

Weekday Schedule: www.caltrain.com/media/33909

Weekend Schedule: www.caltrain.com/media/33908

PALO ALTO STATION

EXPRESS

38 min  6 MINUTES SAVED

To / from San Francisco

6 min  0 MINUTES SAVED

To / from Mountain View

21 min  1 MINUTE SAVED

To / from San Jose Diridon

CALIFORNIA AVE STATION

EXPRESS

43 min  8 MINUTES SAVED

To / from San Francisco

6 min  1 MINUTE SAVED

To / from Mountain View

24 min  4 MINUTES SAVED

To / from San Jose Diridon



City Fact Sheets

www.caltrain.com/servicebenefits

FASTER, MORE FREQUENT CALTRAIN SERVICE COMING IN FALL 2024

ELECTRIFIED SERVICE PLAN: CITY OF PALO ALTO

Electric trains enable Caltrain to run faster, more frequent service with the same number of weekday trains we run today. This handout shows the final plans for electric service in fall 2024. The schedule will be finalized in spring 2024, after the new electric trains are tested.



GET THERE FASTER

SAN FRANCISCO TO SAN JOSE IN UNDER AN HOUR
Compared to 65+ minutes today

75 MINUTES FOR THE SAN FRANCISCO TO SAN JOSE LOCAL TRAIN
Compared to 100 minutes today

21 MINUTES SAVED FOR THE SAN FRANCISCO TO GILROY TRIP
Compared to a 2+ hour trip today

CLEAN AND GREEN

ALL-ELECTRIC TRAIN SERVICE FROM SAN FRANCISCO TO SAN JOSE
Annual emissions reduced by 250K MTCO₂, equivalent to taking 55,000 cars off the road

RIDE MORE, WAIT LESS

TRAINS EVERY 30 MINUTES ON WEEKENDS
Compared to hourly service today

TRAINS EVERY 30 MINUTES DURING MID-DAY AND EVENINGS
Compared to hourly service at most stations today

TRAINS EVERY 15 TO 20 MINUTES DURING PEAK HOURS* AT 16 STATIONS
Compared to 7 stations today

FIRST CLASS SERVICE

STATE-OF-THE-ART VEHICLES FOR SMOOTHER RIDES
Free Wi-Fi, outlets at every seat, spacious accessible bathrooms, and digital displays with trip information

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*PEAK HOURS VARY BY STATION, GENERALLY COVERING 6:30AM-9:30AM AND 3PM-7PM ON WEEKDAYS. NOTE: TRAVEL TIMES MAY CHANGE PENDING FURTHER ELECTRIC TRAIN TESTING.

FOR MORE INFORMATION

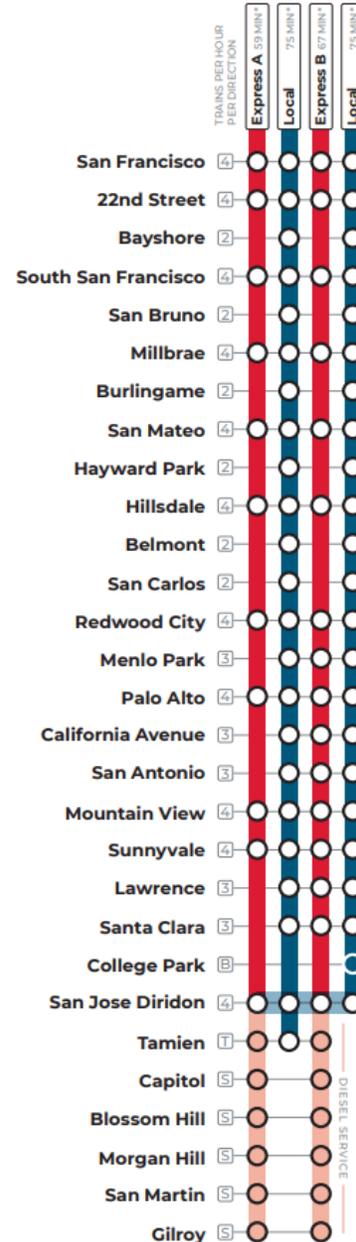
caltrain.com/electrification

calmod@caltrain.com

SPRING 2024



FALL 2024 ELECTRIFIED SERVICE WEEKDAY PEAK 1-HOUR SNAPSHOT



GET THERE FASTER

Most people will have quicker rides compared to service today.

Trip travel times below compare the fastest diesel trip today to the fastest trip with electrified service.

PALO ALTO STATION EXPRESS

38 min — 6 MINUTES SAVED

To / from San Francisco

6 min — 0 MINUTES SAVED

To / from Mountain View

21 min — 1 MINUTE SAVED

To / from San Jose Diridon

CALIFORNIA AVE STATION EXPRESS

43 min — 8 MINUTES SAVED

To / from San Francisco

6 min — 1 MINUTE SAVED

To / from Mountain View

24 min — 4 MINUTES SAVED

To / from San Jose Diridon

B Bellarmine Service
2 STOPS PER DAY IN EACH DIRECTION

T Tamien Service
2-3 STOPS PER HOUR IN THE PEAK DIRECTION*, AND 1 STOP PER HOUR IN THE REVERSE-PEAK DIRECTION

S South County Connector Service
4 DAILY ROUNDTRIPS WITH 1-2 DIESEL TRAINS PER HOUR IN THE PEAK DIRECTION*, WITH TIMED 3-MINUTE CROSS-PLATFORM TRANSFER AT DIRIDON

*TRAIN TIMES SHOWN ARE FOR TRAVEL BETWEEN SAN FRANCISCO 4TH AND KING TO SAN JOSE DIRIDON STATION.

**PEAK DIRECTION IS NORTHBOUND IN THE MORNING AND SOUTHBOUND IN THE AFTERNOON.

NOTE: BROADWAY STATION PROVIDES WEEKEND SERVICE ONLY. TRAVEL TIMES MAY CHANGE PENDING FURTHER TESTING AS NEW ELECTRIC TRAINS ARRIVE AND ARE PREPARED FOR SERVICE.

FOR MORE INFORMATION

caltrain.com/electrification

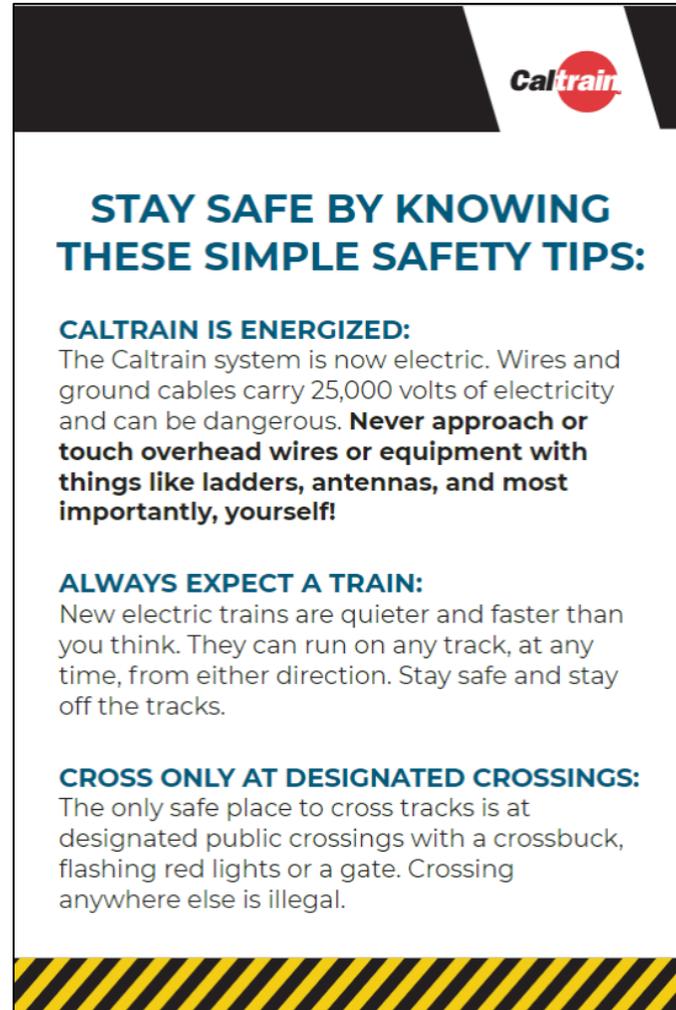
calmod@caltrain.com



Public Outreach Safety Campaign

- Community Meetings
- Residential Mailers
- Onboard Outreach
- School Campaign
- Public Service Announcements
- Right-of-way outreach

**Safety Video at
caltrain.com/safety**



The flyer features a black and white header with the Caltrain logo. The main text is in blue and black, with a yellow and black striped border at the bottom. It contains three sections of safety tips: 'CALTRAIN IS ENERGIZED', 'ALWAYS EXPECT A TRAIN', and 'CROSS ONLY AT DESIGNATED CROSSINGS'.

Caltrain

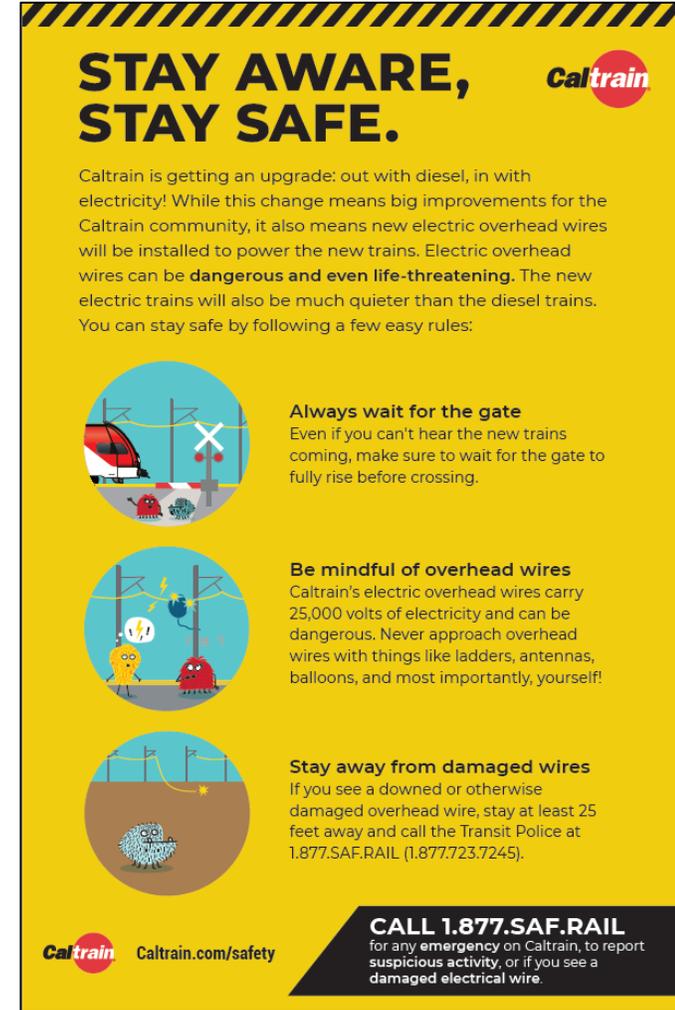
STAY SAFE BY KNOWING THESE SIMPLE SAFETY TIPS:

CALTRAIN IS ENERGIZED:
The Caltrain system is now electric. Wires and ground cables carry 25,000 volts of electricity and can be dangerous. **Never approach or touch overhead wires or equipment with things like ladders, antennas, and most importantly, yourself!**

ALWAYS EXPECT A TRAIN:
New electric trains are quieter and faster than you think. They can run on any track, at any time, from either direction. Stay safe and stay off the tracks.

CROSS ONLY AT DESIGNATED CROSSINGS:
The only safe place to cross tracks is at designated public crossings with a crossbuck, flashing red lights or a gate. Crossing anywhere else is illegal.

Right-of-Way Flyer



The mailer has a yellow background with a black and white striped border at the top and bottom. It features three circular illustrations with red and blue characters. The text is in black and blue, with a black box at the bottom for emergency contact information. It includes the Caltrain logo and the website URL.

Caltrain

STAY AWARE, STAY SAFE.

Caltrain is getting an upgrade: out with diesel, in with electricity! While this change means big improvements for the Caltrain community, it also means new electric overhead wires will be installed to power the new trains. Electric overhead wires can be **dangerous and even life-threatening**. The new electric trains will also be much quieter than the diesel trains. You can stay safe by following a few easy rules:

Always wait for the gate
Even if you can't hear the new trains coming, make sure to wait for the gate to fully rise before crossing.

Be mindful of overhead wires
Caltrain's electric overhead wires carry 25,000 volts of electricity and can be dangerous. Never approach overhead wires with things like ladders, antennas, balloons, and most importantly, yourself!

Stay away from damaged wires
If you see a downed or otherwise damaged overhead wire, stay at least 25 feet away and call the Transit Police at 1.877.SAF.RAIL (1.877.723.7245).

Caltrain Caltrain.com/safety

CALL 1.877.SAF.RAIL
for any emergency on Caltrain, to report suspicious activity, or if you see a damaged electrical wire.

Residential Mailer



September Launch Parties - September 21 & 22

- Main Events:
 - Palo Alto Station Sept 21 2pm - 6pm
 - Eshoo Train Ride Sept 21
 - San Mateo Station Sept 22 2pm - 6pm
- Additional events at every city along the corridor
- 100% Electric fleet from San Francisco to San Jose
- Faster, More Frequent Schedule
- Free Caltrain Rides



www.caltrain.com/launchparty

Connect with Caltrain Electrification

- Learn more at caltrain.com/electrification
- Sign-up for Project Updates: caltrain.com/get-involved
- Share Caltrain Electrification Benefits and News

City Partnership/Toolkit

Vital Role of Caltrain-City Partnerships

The ability of Caltrain to sustain and expand service will depend in large part on cities actively supporting expansion of ridership to groups beyond Caltrain's traditional core riders.



Caltrain-City Partnership Toolkit

Creating vibrant, diverse, people-centered communities where people gather, work and connect

In partnership we can increase transit ridership and:

- Reduce traffic and parking demand
- Support downtown recovery (vibrancy and tax revenues)
- Improve employee recruitment and retention
- Incentivize workers to return to the office
- Reduce Greenhouse Gas Emissions
- **More Info at: caltrain.com/citypartnership**

Partnership Models



- City Worker Go Passes
- Transportation Demand Management
- Development Agreements
- Local Ordinances
- Transportation Management Association
- Station Access
- Parking Management
- Transit Oriented Development

Request: Palo Alto Support Caltrain-City Principles

Palo Alto has been a leader on the corridor

Caltrain staff offer to present to the Rail Committee to provide more information and feedback on Caltrain/City partnership principles



CALTRAIN STATION ACCESS POLICY

2024 UPDATE
Adopted DATE



Draft Policy Overview



Policy Purpose Statement

Caltrain is a customer-focused rail system. Our mission is to offer safe, reliable, accessible, and sustainable transportation service that enhances quality of life for all.

The Caltrain Station Access Policy supports Caltrain's vision of being a vital link in the regional and statewide rail network by:

- Improving **connectivity** to communities and other transit systems.
- Contributing to the region's **economic vitality**.
- **Partnering** with local communities to ensure that diverse constituencies receive a **world-class travel experience**.

Goals and Objectives

Goals

Caltrain Access Policy Update



-  **1** **Safe** Routes To, From, and Through Stations
-  **2** World-Class Customer Access **Experience** for All Users
-  **3** **Ridership** Growth through Strategic Access Investments
-  **4** **Equitable** Access Aligned with Diverse Community Needs
-  **5** **Healthy** and **Sustainable** Modes of Access
-  **6** Strategic **Partnerships** to Advance Station Access

Access Hierarchy

The Access Hierarchy is the systemwide aspirational framework to:

- 1) Guide station area planning and investment decisions.
- 2) Be used as a tool for decision making and weighing the tradeoffs of access investments to ensure sustainable modes are the highest priority.
- 3) Ensure proposed access improvements prioritize pedestrians, biking/ shared micromobility, and transit facilities as the highest priority.



All Caltrain riders are pedestrians at some point in their journey. This includes people walking on foot, using wheelchairs and other mobility devices, and children in strollers.

All forms of shared micromobility such as bike share and scooter share, and private bicycles and scooters.

All connecting transit and shuttle services to Caltrain stations including bus, paratransit, private shuttles, light-rail, and other heavy-rail operators.

Taxis, all forms of ride-hailing services, and private drop-off.

Private and shared vehicle parking facilities.

Implementation Plan

The following **eight next steps** support the application of the Station Access Policy and are organized in short, medium, and long-term time periods.

Short term (0-2 years)

- Dissemination of the Station Access Policy
- Update the Caltrain Design Guidelines and Criteria
- Develop a Parking and Curbside Management Strategy
- Develop a Station Access Database

Mid-term (2-5 years)

- Document the Process for Access Improvements
- Conduct Station Needs Assessments
- Complete Project Identification, Evaluation, and Prioritization

Long-term (5+ years)

- Project Delivery and Policy Review

Station Access Toolkit

The Station Access Toolkit provides examples of actions to inform decision making that users of the Station Access Policy may select from when identifying possible access improvements.

The Access Toolkit is comprised of actions organized into five categories:

- 1) Customer Experience
- 2) Active Transportation
- 3) Transit and Shuttles
- 4) Private Vehicles and Parking
- 5) Partnerships



Questions

