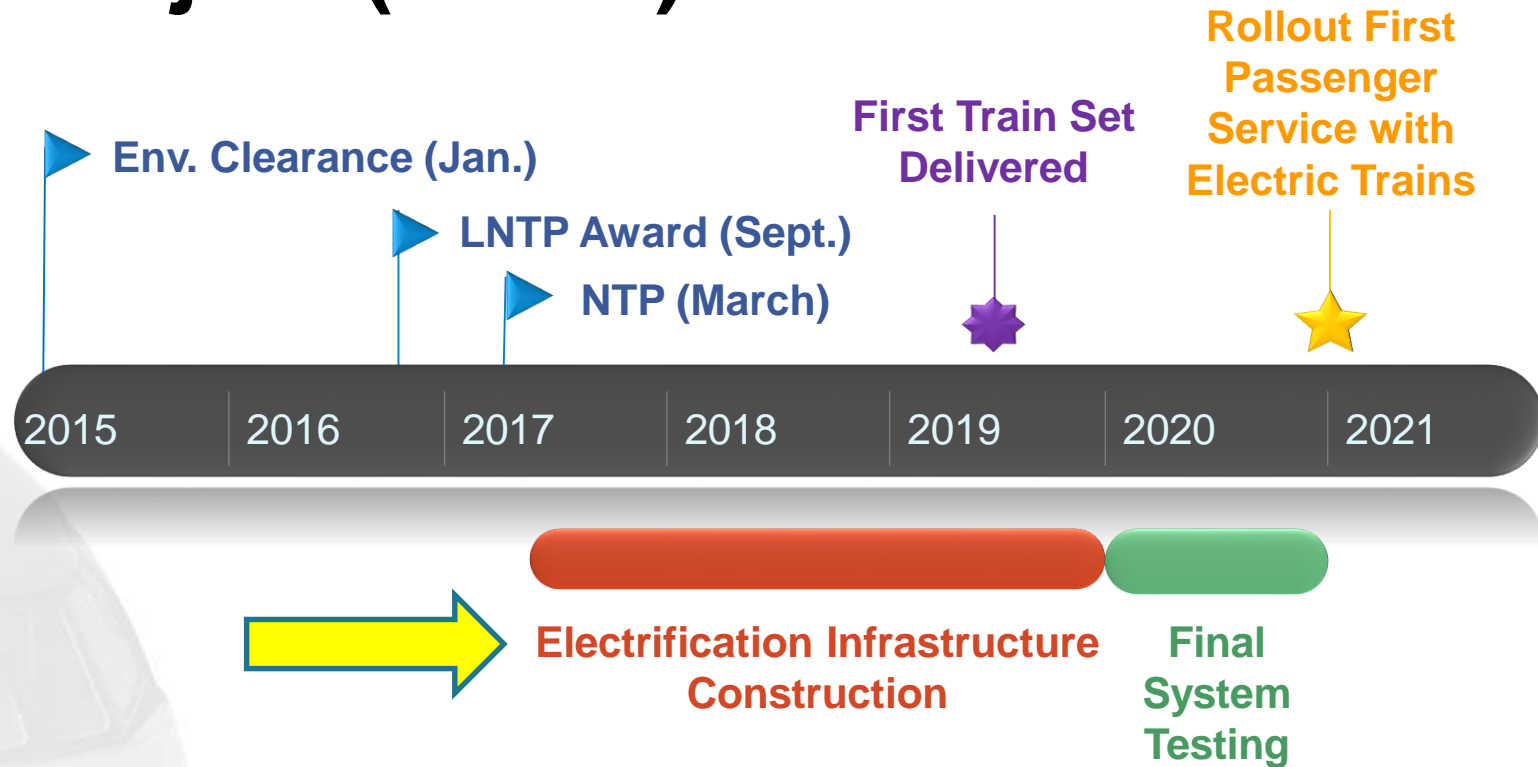




2017 Proposed Service Changes

For Public Meetings
January 2017

Peninsula Corridor Electrification Project (PCEP) Schedule



Note: Schedule Subject to Change

Service Change Background

- Facilitate Construction Work Windows for PCEP
 - Specified in Electrification Infrastructure Request for Proposal and Best And Final Offer
 - More project info: www.caltrain.com/pcep
- Supports Entire Capital Program
- Limited Changes Weekday Peak Hour Service
- 90 Minute Weekend Service
- Coordination w/ Sister Transit Agencies Connections, Stakeholders, Contractor, TASI
- Title VI Analysis for Weekend Changes Needed

Service Change Background

- All Details Available Online
 - www.caltrain.com/proposedchanges
- Website Contents
 - Public Hearing & Meetings Notice
 - Frequently Asked Questions (FAQs)
 - Calendar for Public Meetings
 - 2017 Proposed Weekday Timetable Changes
 - 2017 Proposed Weekend Timetable Changes
 - Online Form to Enter Comments

Weekday Service Changes

- Proposed Effective Date April 10, 2017
- Detailed Summary
 - Added 6 stops (Sunnyvale, California Ave, San Carlos, San Mateo, Burlingame, San Bruno) Train 305
 - Added Dwell Time to Top High-use Stations Peak Hours
 - Added stops at Santa Clara station to Trains 262 & 272 to improve Capitol Corridor and ACE connections
 - Minor revisions for clock face departures
 - Separation Southbound AM Bullet Trains 312 & 314 and 322 & 324; Revised Train Numbers and Departure Times
 - Existing 210 → Proposed 212 (Limited)
 - Existing 312 → Proposed 310 (Bullet)
 - Existing 220 → Proposed 222 (Limited)
 - Existing 322 → Proposed 320 (Bullet)
 - Existing 230 → Proposed 232 (Limited)
 - Existing 332 → Proposed 330 (Bullet)

Weekday Service Changes (cont'd)

- Detailed Summary (cont'd):
 - Provide hourly service to Tamien in the reverse peak
 - Eliminate Tamien Station service due to very low ridership:
 - AM Reverse Peak Trains: 208, 218, 228
 - PM Reverse Peak Trains: 263, 273, 283, 287
 - Add Tamien Station service for various trains:
 - AM Peak Trains: 310, 320, 330
 - PM Peak Trains: 289
- Departure times adjusted during off-peak to enable all train meets to occur at control points to accommodate construction work windows

Weekend Service Changes

- Proposed Effective Date Summer 2017
- Detailed Summary
 - Local service headways 60 mins to 90 mins
 - Saturday reduced from 36 to 28 trains per day
 - Sunday reduced from 32 to 24 trains per day
 - Keep weekend bullets (2 in each direction)
 - Keep range of service (trains & shuttles)
 - Revised Train Numbers
- Weekend Service Reduction is "Major Service Change" under 2016 Title VI Program
 - $\geq 25\%$ reduction of total revenue train miles per day for any service day of the week

Title VI Equity Analysis Background

- What is Title VI & how is it relevant to Caltrain?
 - As a recipient of federal funding, Caltrain operates its programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act of 1964
- For information on the Caltrain Title VI program, visit www.caltrain.com/TitleVI
- Weekend Service Change Equity Analysis is in-progress

Public Outreach

- Station Outreach (9 locations)
 - Weekdays & Weekends
- Public / Community Meetings
- All Dates / Locations Available Online:
www.caltrain.com/proposedchanges

Next Steps

- December to January: Public Outreach
 - Onboard Information, Traditional and Social Media
- Finalize Title VI Equity Analysis Report
- Compile & Review Public Comments for Consideration
- Finalize 2017 Service Changes
- February 2, 2017: JPB Informational Update Weekday Changes
- March 2, 2017: Public Hearing on Weekend Service Changes and Title VI Equity Analysis

Questions

Comments May be Sent To:

Mail: Peninsula Corridor Joint Powers Board, JPB Secretary
P.O. Box 3006, San Carlos, CA 94070-1306

Email: Changes@caltrain.com

Phone: 1.800.660.4287

Website: www.caltrain.com/proposedchanges

Backup Slides

Typical Two Track Schematic

- Trains Operate in both directions
 - Mainline Track 1 (MT-1): Northbound
 - Mainline Track 2 (MT-2): Southbound
- Controls Points: Signals where dispatcher authorize trains to proceed or stop
- Controls Points: Typically at Cross Overs, Turnouts, Sidings, Before / After Stations



Single Tracking Schematic

- One Track (MT-1) Remain Opens
- Portion Other Track (M-2) Closed for Construction
- Signals: Green (MT-1), Red (MT-2)

