Train Schedule to be Adjusted this Fall

It's been almost two years since the Caltrain timetable changed. On Oct. 5, Caltrain will issue a new timetable that adjusts some of the times in response to ridership growth, improved service reliability and planned construction.

In the past two years, ridership has increased about 25 percent. The growth has affected on-time performance because it takes longer to board larger crowds.

Also, operating 92 trains on weekdays and 68 trains over the weekend creates a challenge for our maintenance and construction crews. There's only about a three-hour window on weekdays when there's no Caltrain service on the line, but sometimes there are freight trains. The crews also are challenged by train meets, when a north-bound train and southbound train pass each other.

Cap and Trade to Benefit Transit

In June, the California State Legislature passed a budget that dedicates significant funding for transportation projects.

The budget provides more than $600 million in new revenue generated through the State's cap-and-trade program to various transit eligible programs in 2015 and commits a large share of revenue generated over the life of the program to addressing the state's long-term transportation needs.

Under the long-term plan, 35 percent of future cap-and-trade revenue will be available for transit, transportation and housing-related programs and another 25 percent will be available to advance the state's high-speed rail project. Cap-and-trade is a market-based regulation that is designed to reduce greenhouse gases from multiple sources.

This long-term transit funding commitment is an historic investment opportunity and Caltrain is uniquely positioned to compete for these funds. Caltrain is already making progress toward dramatic improvements to the system through the CalMod program, but more funding will be needed for capacity and performance improvements that fully prepare the system to accommodate growing ridership demand.
Summer Eats

Looking for a convenient place where you can grab your morning cup of joe or a quick bite before you catch your train? Look no further than a Caltrain station for some of the best summertime eats or refreshments.

San Francisco Station

Tazza D’Amore
Monday through Friday 6 a.m. to 7 p.m., Saturday 7:30 a.m. to 3 p.m., Sunday 7:30 a.m. to 1 p.m.
Since 2003, this has been the perfect place for commuters seeking a morning pick-me-up. Tazza offers a selection of Fair Trade & organic coffee, teas, juices, fraps and smoothies and is known for its breakfast sandwiches. Fast service and friendly staff. Check out their Hump Day and TGIF specials.

Subway
Monday through Friday 6 a.m. to Midnight Saturday & Sunday 8 a.m. to 10 p.m.
Hot or cold, the Subway shop serves up delicious bites, such as sushi, BBQ pulled pork, veggie combos, empanadas, sweet potato curry fries, fish and chips and more.

San Carlos Station

Depot Cafe
7 days a week, 6 a.m. to 2:30 p.m.
The Depot Cafe is a great place to have a reasonably priced breakfast or lunch. The decor is quaint and the service staff is friendly. The walls of this cozy whistle stop are filled with photos of old trains.

San Jose Diridon Station

McCarthy’s Newstand
7 days a week, 6 a.m. to 8 p.m.
McCarthy’s Newstand is a third generation family-owned business selling newspapers, magazines, snacks, sandwiches and drinks out of the historic San Jose Diridon depot. It’s known for its popcorn. Fast service and friendly staff.

Hillsdale Station

Javaddictions
Monday - Friday, 5:45 a.m. to Noon
Javaddictions Hillsdale Station is the perfect place to grab a meal to go on your service at the station for 10 years. This is the Subway has been dishing up fast and friendly delicious subs on fresh baked bread daily. Hot or cold, the Subway shop serves up Hump Day and TGIF specials.

Tazza offers a selection of Fair Trade & organic coffee, teas, juices, fraps and smoothies and is known for its breakfast sandwiches. Fast service and friendly staff. Check out their Hump Day and TGIF specials.

Caltrain commuters can perk up their morning before they catch their train at this specialty coffee bar. You’ll find the best coffee, Mighty Leaf teas, fresh fruit smoothies and croissant breakfast sandwiches. Try their summer drink refreshers, iced coffee, mochas and lattes. Mention Caltrain Connection and get a large coffee or tea and a breakfast sandwich for $5.

San Carlos Station

Depot Cafe
7 days a week, 6 a.m. to 2:30 p.m.
The Depot Cafe is a great place to have a reasonably priced breakfast or lunch. The decor is quaint and the service staff is friendly. The walls of this cozy whistle stop are filled with photos of old trains.

San Jose Diridon Station

McCarthy’s Newstand
7 days a week, 6 a.m. to 8 p.m.
McCarthy’s Newstand is a third generation family-owned business selling newspapers, magazines, snacks, sandwiches and drinks out of the historic San Jose Diridon depot. It’s known for its popcorn. Fast service and friendly staff.

Fare Changes Coming

Through the end of the year, Caltrain will be implementing a number of changes to its fare policy.

The changes include the authority to charge up to $25 a day to park at stations impacted by special events held at professional sports venues, such as Levi’s® Stadium.

Starting Oct. 5, the price for a paper one-way ticket and Day Pass will increase 25 cents and 50 cents, respectively. To avoid the fare increase, travel using Clipper cash. While a Day Pass isn't available on Clipper, nearly all customers purchasing a Day Pass use it for a round trip. There currently is a price differential between the cost of a paper ticket and using Clipper. With the October change, the difference will be 50 cents for a One-way Ticket and $1 for a Day Pass. Visit www.caltrain.com/clipper for more information.

Also in October, the cost of a Go Pass will increase from $165 to $180, with a minimum participation level going to $15,120. A second Go Pass increase will take effect with the sales of 2016 passes, increasing to $190 each and a minimum participation level of $15,960. The Go Pass is purchased by companies and Stanford University for all eligible employees, allowing them unlimited rides on Caltrain for the calendar year.

The final fare policy change will benefit one group of teenagers. The Youth fare category will include 18 year olds, effective Dec. 21, 2014. This will allow those traveling to school or work to use a Youth Pass. The age change is part of regional effort to have a consistent age for “youth”.

Before the Caltrain Board approved the changes, staff sought input from customers through a broad communications campaign that included four community meetings and a public hearing. To view the adopted Caltrain Codified Tariff, visit www.caltrain.com/tariff.
CalMod - What’s happening now

Caltrain continues to modernize its system. We would like to update our customers on two key projects.

Advanced Signal System
Installation work on the Communications Based Overlay Signal System Positive Train Control continues on the Caltrain right of way between San Jose and Redwood City. Work between Redwood City and San Francisco should start in late summer. CBOS is a key component of the Caltrain Modernization Program and is scheduled to equip the corridor with federal-mandated safety technology by 2015. The installation and increased system capacity will be completed this winter.

Procurement
Several key procurement milestones have been reached. In May, Caltrain released the Request for Qualification for the electrification infrastructure contract and the Request for Information for the procurement of electric trains, also called electric multiple units.

The RFQ is an opportunity for design-build teams to go through a qualification process before the Request For Proposal is issued. Only prequalified teams will be able to submit a proposal. The RFI for the electric trains will provide the CalMod team with current information about the latest industry models. In late summer, Caltrain staff will conduct public outreach to seek comments on vehicle design. The Request for Proposals for both projects is expected in early 2015.

The state law that allows transit agencies to use the design-build procurement process expires December 31, 2014. Caltrain is supportive of efforts to reauthorize this law and interested riders are encouraged to contact the State representatives to support SB785 and SB1443.

The state law that allows transit agencies to use the design-build procurement process expires December 31, 2014. Caltrain is supportive of efforts to reauthorize this law and interested riders are encouraged to contact the State representatives to support SB785 and SB1443. To find your representative:

www.ca.gov.

To find your representative:

For more information, visit www.caltrain.com/stanfordfootball.

Stroller and Luggage Boarding Tips

Caltrain is a vital commute option for families and travelers. However, riding with strollers and luggage in tow can be challenging. We have a couple of tips to make your ride more enjoyable.

- Strollers need to be folded before boarding the train.
- Please store strollers in the luggage rack.
- Keep strollers clear of aisles and doorways aboard trains.
- Please board the Luggage car, noted with a luggage icon by the door.
- Dedicated luggage racks are available in the third car from the north end of the train.
- Please keep the seats clear for your fellow passengers.
- Please sit near your luggage.
- Don’t place luggage in areas set aside for wheelchair or bikes.

Touch Down at Stanford Station for Cardinal Games

Add Caltrain to your game plan for all six Stanford football games starting with the season opener against UC Davis on Saturday, Aug. 30, at 1 p.m.

Designated trains will serve the station station before and after each Saturday game, including opening day. The Stanford Stadium station does not have Clipper machines or ticket machines. Clipper users (8-ride or e-cash) should use the Palo Alto station, located one-half mile north of campus. Customers who are purchasing tickets from ticket machines should buy a Day Pass.

For more information, visit www.caltrain.com/stanfordfootball.

Service for Levi's® Stadium Events

The San Francisco 49ers will be playing at Levi’s® Stadium in Santa Clara, and Caltrain will get fans to Mountain View where they can easily transfer to the VTA light rail line for the short trip to the stadium.

The multi-purpose 68,000-seat facility will also host top-tier soccer events, the PAC-12 Championship, the San Francisco Bowl, Super Bowl 50 and other events.

Customers heading to the stadium can buy a joint Caltrain/VTA adult Day Pass from all Caltrain ticket machines. It’s quick and easy: Just select the Caltrain/VTA Day Pass Mountain View (Levi’s® Stadium) button on the home screen. The Caltrain portion of the Day Pass will be valid from the boarding zone to zone 3, where you can transfer to VTA light rail. The VTA portion of the pass will expire at 3 a.m. Customers also can use VTA’s new mobile ticketing app to buy tickets in advance.

The Caltrain/VTA joint pass also may be a good option for customers heading to other destinations along the Mountain View light rail line, including Great America, or transfer to another light rail line to get to the Great Mall.

On event days, people who park at the Mountain View station to take light rail may have to pay as much as $25. Also, open alcoholic beverages are prohibited on Caltrain beginning at 9 p.m. on game or event days. Food and beverages aren’t allowed on VTA at anytime.

For VTA service to the stadium, visit www.vta.org/levissports.
Art Lloyd became a champion of public transportation long before he joined the Caltrain Board of Directors.

As a young boy, riding street cars with his grandmother in San Francisco, he developed a passion for railroads that has spanned more than 60 years and a career that included yard clerk with the San Francisco & Napa Valley Railroad, founder and partner of the Sequoia Stage/Eastshore Lines bus system in Berkeley and working with the Western Pacific Railroad in San Francisco, promoting travel on its flagship train, the California Zephyr. He was onboard for her last run in 1969. He also held a series of increasingly prominent positions with Amtrak.

So, when Lloyd became a member of the Caltrain board in 1992, he brought with him a wealth of knowledge and transportation expertise.

"Art's love for transit and railroads is infectious, genuine and reflects a life of leadership in the industry," said Mark Simon, Caltrain's executive officer of Public Affairs, adding, "As a source of historical and practical perspective, he was unparalleled."

Fourth generation railroader and former Caltrain station supervisor LeeAnn Dickson agrees. "We were always talking about my family history and just railroad history in general," said Dickson, who now works for the Federal Railroad Administration. "Once on the way to an Operation Lifesaver meeting, Art picked me up at Millbrae, and we drove to Sacramento via the old North-western Pacific route. It was very cool to hear his narrative on the history of the route."

Last March, Lloyd retired from his post and was subsequently honored by the Peninsula Corridor Joint Powers Board with a resolution thanking him for his service.

"His service to Caltrain was invaluable and the changes that occurred during his tenure – Baby Bullet, the reinvention of the railroad, and the embrace of Operation Lifesaver – were the direct result of his continuing advocacy and his fearless willingness to face the future," said Simon.

Art Lloyd with JPB Board Member Adrienne Tissier