Level Boarding Important to Caltrain

- No steps up/down between platform and train
- Key benefits
  - Safety
  - Operating Efficiencies
  - Passenger Convenience
  - ADA
- Examples
  - BART, Muni (no tenants)
Caltrain Corridor Today

Peninsula Corridor

• 32 Caltrain Stations
• Shared System with Multiple Tenants
  – Altamont Corridor Express
  – Capitol Corridor
  – Amtrak
• Freight
No Level Boarding Today

Platform height 8" above top of rail

<table>
<thead>
<tr>
<th>Caltrain Vehicle Thresholds</th>
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<tbody>
<tr>
<td>• Bi-level</td>
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<tr>
<td>– 18&quot; 1st step (25&quot; @ floor)</td>
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<tr>
<td>• Gallery</td>
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<td>– 18&quot; 1st step (45&quot; @ floor)</td>
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<table>
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Subject to Conflicting Regulations

ADA: Platform and vehicle together

CPUC: Platform and vehicle apart
Regulation Compliance

- Mini highs
- Wayside and onboard lifts
- Hand-crank lifts (backup)

Future Caltrain Level Boarding
Intermodal Stations with Dedicated Platforms

- Essen Central Station, Germany
- L.A. Union Station, USA
- Denver Union Station, USA (construction)

Future Shared Corridor

- Increased Multiple Tenants
- Different Vehicle Thresholds
  - Future Caltrain (25”)
  - ACE, CC and Amtrak (18”)
  - HSR (50”)
- Freight
- Conflicting Regulations
Future Caltrain System with Level Boarding

- Caltrain level boarding SF to SJ
  - 27 stations
  - Funding needed
  - CPUC waiver (TBD)
- SJ to Gilroy TBD (UP-owned ROW)
  - 5 stations
- Dedicated tenant platforms
  - 4 stations
  - Diridon and Santa Clara (ACE, CC and Amtrak)
  - Millbrae and Transbay Terminal (HSR)

Why 25” for Caltrain?

- Service Proven EMU Options
  - Single Level EMU at 50”
  - Bi-level EMU at 25”
- Bi-level Recommended
  - Maximizes capacity
  - Compatible with existing fleet during mix fleet operations
  - Removable 18” 1st step
Next Steps

• Long-term Level Boarding Effort
  – Planning and analysis TBD
  – Timing TBD

• Begin Public/Stakeholder Dialogue
  – CSCG, PCWG, LPMG presentations
  – Friends of Caltrain

• Short-term Inform EMU Discussions