

COVID-19 Recovery Planning

July 21, 2020



COVID 19 Recovery Planning Topics



COVID-19 General Update



**DRAFT Equity, Connectivity,
Recovery, & Growth Framework**

COVID-19 General Update

Multiple Phases of Crisis & Response

Initial Triage

March 2020 – May 2020

Surviving the Pandemic

May 2020 – 2021 (?)

Preparing for the Next Reality

2021 and Beyond



Initial crisis and immediate triage response by Caltrain

Extended period where Pandemic is ongoing and Caltrain ridership and operations remain deeply impacted and in a state of dynamic flux. Railroad's financial position is precarious

Long-term resolution of pandemic through vaccine or other permanent public health approaches. Caltrain adjusts to new Business Environment

Financial Consequences of COVID-19

Status Today

- Caltrain Received \$49 Million in Tranche 1 of CARES Act funding- this is enough to sustain current operations into September
- Service restoration and re-opening have helped ridership increase to over 5% of pre-COVID levels
- Non-GoPass revenue is still down significantly from pre-COVID levels

Blue Ribbon Task Force Update

- Different distribution criteria has resulted in a projected \$15 million in “Tranche 2” CARES Act funding to Caltrain
- Lower distribution poses substantial challenges to Caltrain
- To persist through the end of calendar year 2020 with this level of CARES funding and no new sources, Caltrain would need to achieve restoration of ridership to 30% of Pre-COVID levels and would also need to retain existing GoPass revenue
- This level of ridership restoration and revenue retention is extremely optimistic given slowed reopening and increasing COVID caseloads

Analysis and Choices

Financial Analysis

- Once CARES Act funds are exhausted, deeper cuts and lay-offs are a possibility
- Caltrain is analyzing a wide variety of service levels and options to understand impacts to cost structure
- Options analyzed include;
 - Higher levels of service (various types and combinations of service levels ranging from 70 to 92 trains per weekday)
 - Absolute minimum service levels (40 trains per weekday, elimination of weekend service)
 - Full shutdown of Caltrain revenue service
- High fixed cost of operation means that it may not be possible to “cut” to a solution

Choices

- Averting severe service impacts and layoffs will require hard choices and creative solutions.
- Potential approaches include:
 - Continued advocacy for federal funds
 - Expansion of member agency contributions
 - Monetization of assets
 - Seeking out new public and private sector partners
- Substantial dedicated funds like those provided by SB797 are critical to longer term financial viability



Recovery Planning:

**Draft Equity, Connectivity
Recovery, & Growth
Framework**

Ongoing Recovery Planning Efforts

Caltrain has pivoted its Business Plan effort to focus on COVID-19 Recovery planning. This work is spread across multiple streams as shown on the right.

Caltrain staff will engage regularly with the Board, stakeholders and the public as recovery planning proceeds over the next several months.



Equity, Connectivity, Recovery, & Growth Framework



Near Term Service Planning



Financial Analysis



Scenario Planning

Building on the Business Plan

The 2020 confluence of the COVID-19 Pandemic and urgent, widespread calls for racial justice have provided an impetus for reflection and action on the part of the railroad



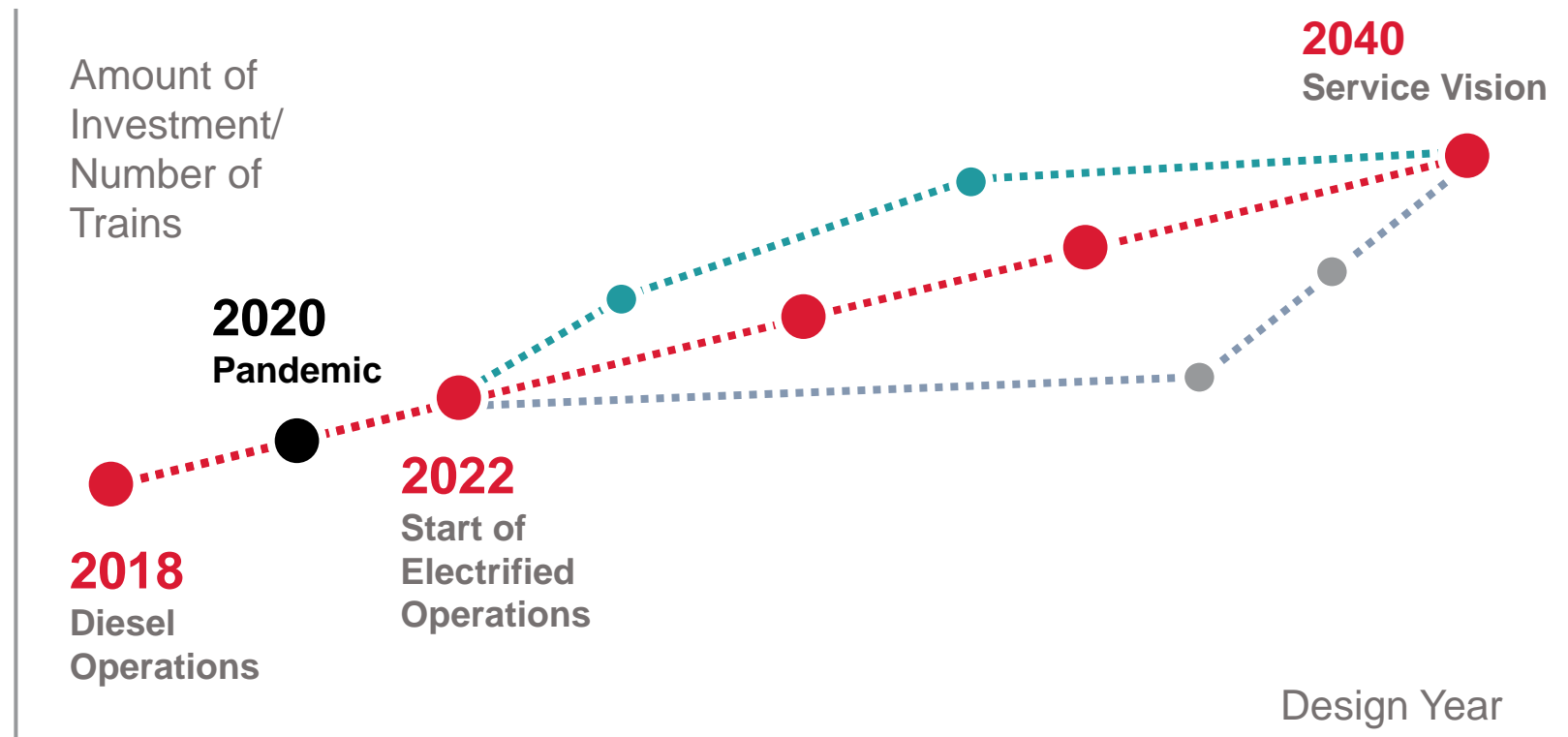
Source: SFGate

Building on the Business Plan

Caltrain had assumed a future where the railroad and its operations would remain relatively stable until the rollout of initial electrified service – this is no longer the case

Caltrain's Long Range Service Vision is an aspirational endpoint- not a single project. There are many paths Caltrain can take to implement and grow toward its Long Range Vision

The Pandemic has accelerated the pace of change for Caltrain and complicated our future. The way in which we recover will set the foundation for our long term growth

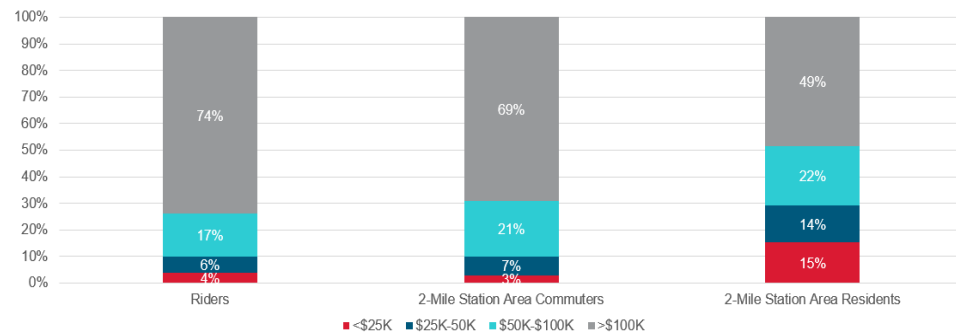


Re-Cap of Equity & Connectivity Analysis

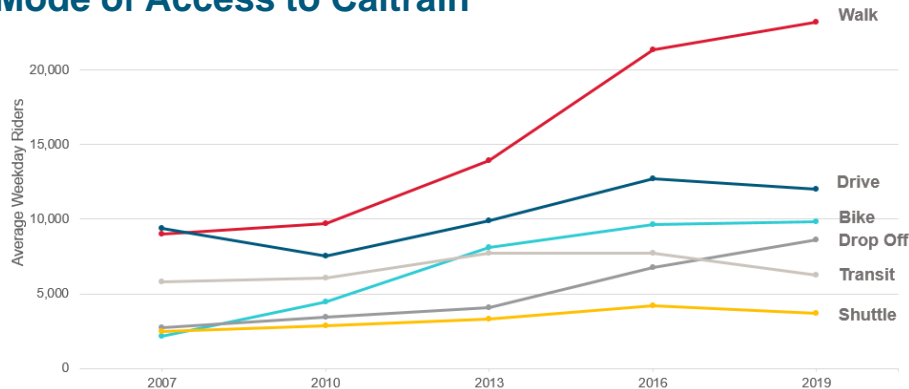
Building on the Business Plan

Work undertaken as part of the Business Plan related to near-term service planning, connectivity and equity is useful and applicable in helping Caltrain develop an effective response to these crises and has formed the basis for the Draft Equity, Connectivity, Recovery & Growth Framework

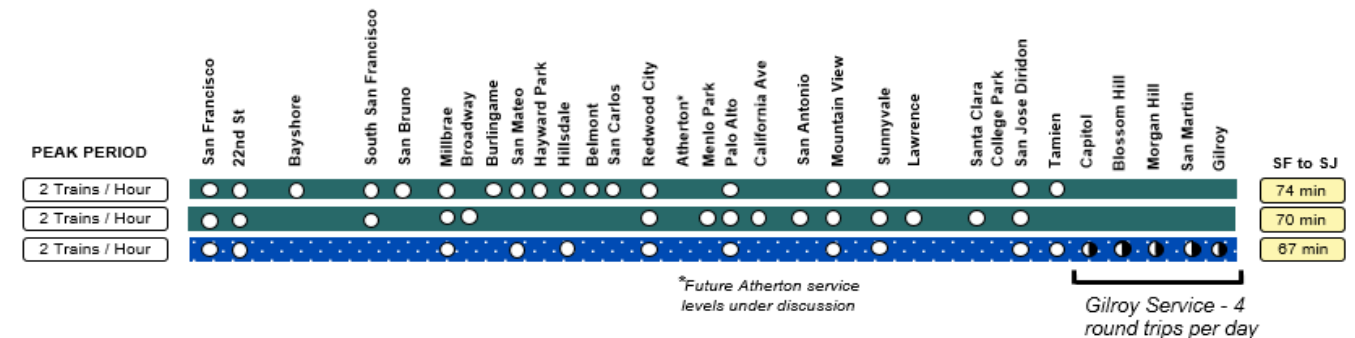
Riders and Residents by Income



Mode of Access to Caltrain

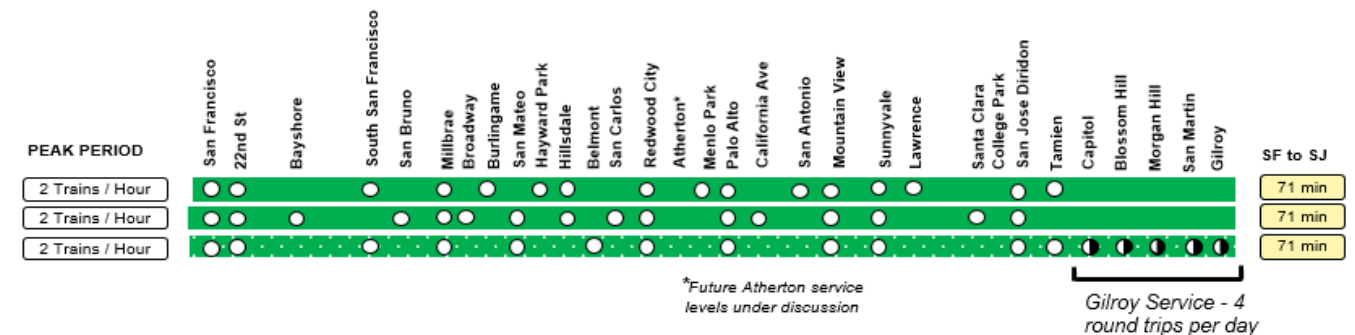


Two Zone with Express



Distributed Skip Stop

See www.caltrain2040.org for background and details



Building on the Business Plan

As part of the Business Plan Equity Assessment, Caltrain reviewed existing transportation plans along the corridor, interviewed community representatives from all three counties, and compared existing Caltrain ridership demographics to broader travel patterns in the corridor.



Community Stakeholder Interviews:

- TransForm (all counties)
- Youth Leadership Institute (all counties)
- Florence Fang Asian Community Garden (SF)
- Potrero Boosters Neighborhood Association (SF)
- Get Healthy San Mateo County (SMC)
- Midcoast Community Council (SMC)
- Paratransit Coordinating Council (SMC)
- Language Pacifica (SMC)
- AbilityPath (SMC)
- North Fair Oaks Council (SMC)
- ALLIES - Alliance for Language Learners' Integration, Education, and Success (SCC)
- Abode Services (SCC)

Why Focus on Equity?

The equity assessment is intended to help Caltrain understand how it can improve equity within its system- both in the near term and as the Service Vision is implemented over time.

Caltrain is Focusing on Equity for Multiple Reasons

- Stakeholder and Policy maker feedback through the Business Plan and other Caltrain undertakings have made it clear that equity is an important priority for the system
- Caltrain is planning to grow. The Long Range Service Vision calls for tripling the system's ridership. To do this, we want our service to be an accessible, useful and attractive choice for all members of our community
- Caltrain will need public investment to achieve its vision. Focusing on equity helps ensure that we deliver benefits and value to all members of the public

Existing Plans Review

1. Bayview Community Based Transportation Plan (2019)
2. Redwood City Citywide Transportation Plan (2018)
3. Moving San Mateo County Forward: Housing and Transit at a Crossroads (2018)
4. San Bruno/South San Francisco Community-Based Transportation Plan (2012)
5. San Mateo County Transportation Plan for Low-Income Populations (2012)
6. East Palo Alto Community-Based Transportation Plan (2004)
7. Community-Based Transportation Plan for East San Jose (2009)
8. Community-Based Transportation Plan for Gilroy (2006)
9. Equitable Access to Caltrain: Mapping and Scheduling Analysis (2019)

Stakeholder Engagement

To better understand existing barriers for disadvantaged riders and residents in the corridor, surveys were sent to community-based organizations along the corridor. Representatives who wanted to provide more feedback were interviewed in person or over the phone.



11

Community
Stakeholder Survey
Responses



6

In-Person Community
Stakeholder Interviews -
2 in each Caltrain county



6

Community
Stakeholder Phone
Interviews

Feedback From Stakeholders

Service & Stations



Better Service For Nontraditional Work Schedules And Non-work Trips

Currently, Caltrain is focused on traditional commute hours, whereas low-income and vulnerable populations are more likely to have commutes that fall outside of these times.

Recommendations

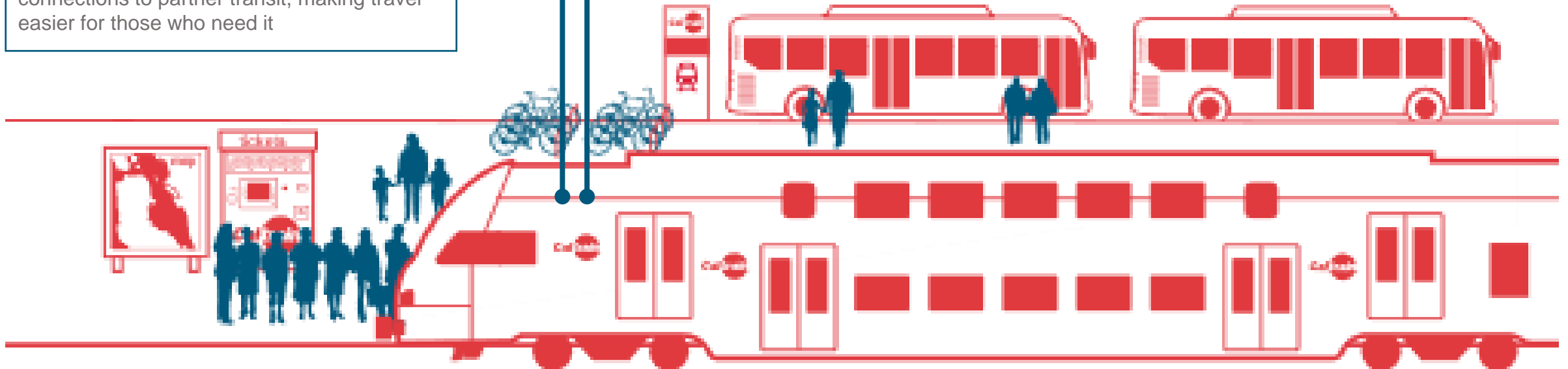
- More mid-day, late evening, and early morning service
- Connecting services during non-typical commute times need to be coordinated

More Frequent Service

Upgraded service would offer more flexibility and choice to access the corridor and better connections to partner transit, making travel easier for those who need it

Open Stations In Communities Of Concern

The Bayview neighborhood of San Francisco would like to see the Oakdale station built to replace the Paul Ave station closed in 1999. North Fair Oaks would like to see a local station on either the Caltrain or Dumbarton rail corridor.



Better Connecting Bus Service

Currently, existing and potential Caltrain riders are poorly served by connecting bus services in San Mateo and Santa Clara Counties

Recommendations

- Better scheduling coordination with SamTrans and VTA to reduce the number of bus connections that result in long waits or insufficient (<5 minutes) transfer times
- More frequent connecting bus services to Caltrain stations

Feedback From Stakeholders

Station Connections

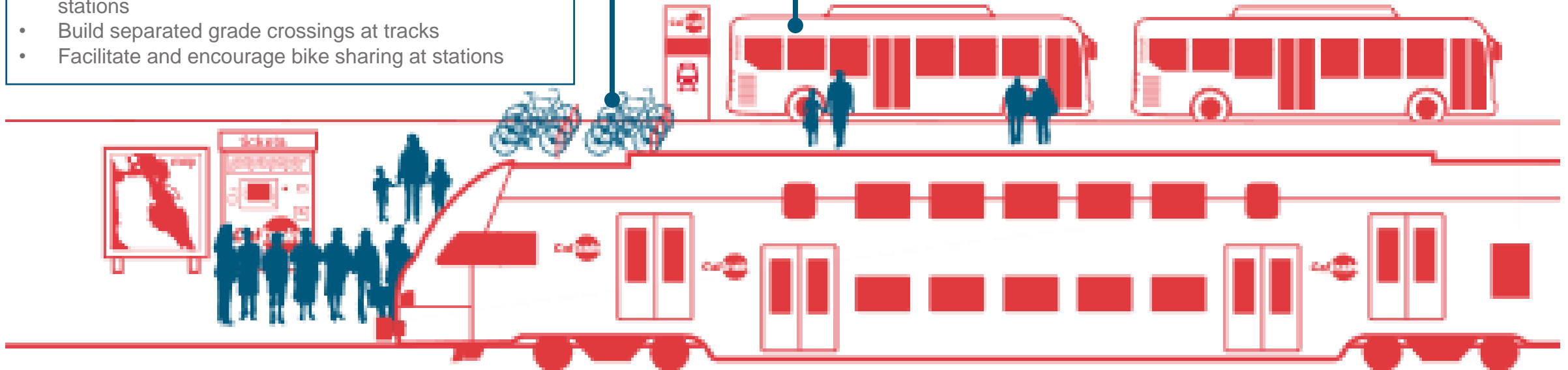


Better Bike & Pedestrian Connections

Biking and walking are low-cost modes that, if enhanced, could expand access to Caltrain services.

Recommendations

- Better bike facilities such as lockers and racks at stations
- Build separated grade crossings at tracks
- Facilitate and encourage bike sharing at stations



Feedback From Stakeholders

System Accessibility



Better Rider Information

The fragmented nature of public transit service in the Bay Area makes it difficult for riders, especially those from marginalized and limited English-proficient backgrounds, to navigate myriad systems and agencies

Recommendations

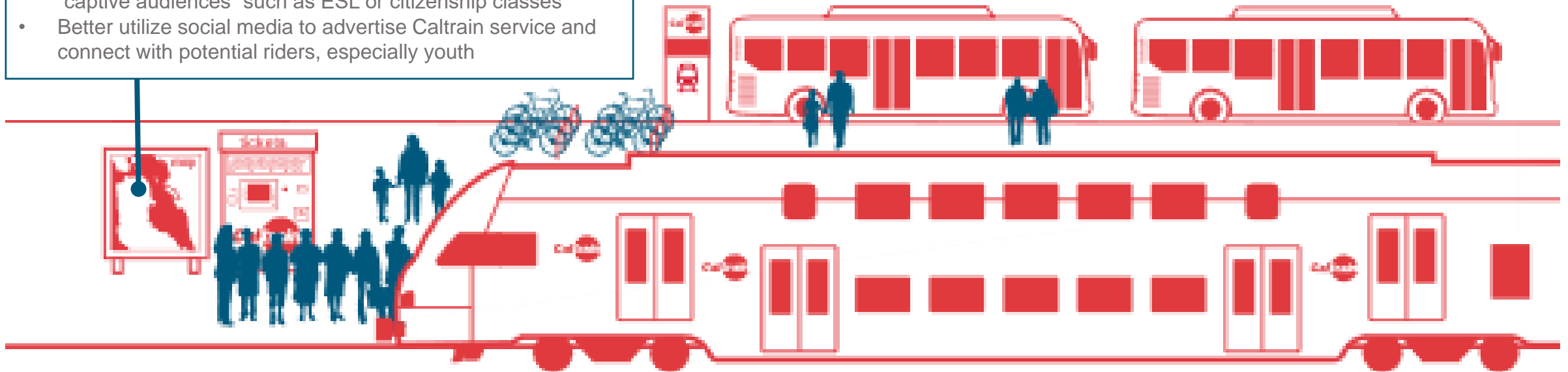
- Area-based maps and schedules that show services from all agencies, ideally in multiple languages
- Conduct outreach to teach people how to ride, perhaps with “captive audiences” such as ESL or citizenship classes
- Better utilize social media to advertise Caltrain service and connect with potential riders, especially youth

Accessible Station Design

Some Caltrain stations are poorly lit, provide limited access to ADA riders, and feel uninviting to riders

Recommendations

- Provide amenities at stations that improve rider experience, such as more lighting, shelter from the elements, and seating
- Implement level boarding at all stations



Feedback From Stakeholders

Fares & TOD



Discounted Fares For Low-income Riders

Currently, Caltrain does not offer discounts for low-income riders and has a significantly lower share of low-income riders compared with other agencies along the corridor (Muni, VTA, and SamTrans)

Recommendations

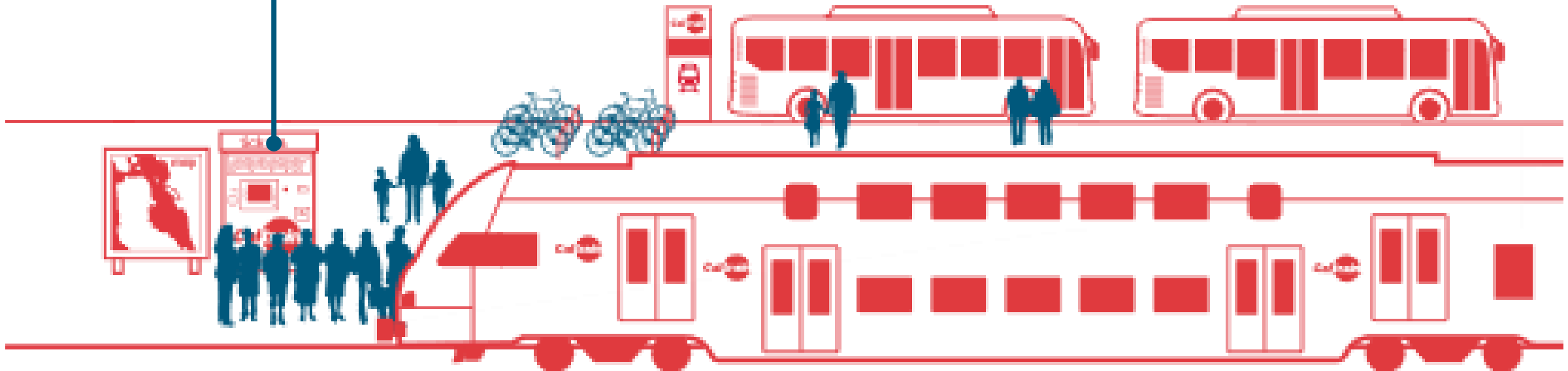
- Offer a reduced fare or subsidy program for low-income riders
- Revisit the zone fare structure to make sure that it is not disincentivizing the use of any connecting bus service

More Affordable Housing Near Stations

Housing along the Peninsula is becoming increasingly expensive and inaccessible to low-income and transit-dependent households.

Recommendation

- Partner with jurisdictions along the corridor to prioritize developing affordable housing and implement anti-displacement or local preference policies near stations



Equity Assessment Key Questions

The equity assessment will help us to understand how the Service Vision affects equitable access to Caltrain and will identify a series of potential policy interventions that could improve equitable access further

1. Does Caltrain ridership reflect corridor communities?

Tool: census and on-board survey data

2. Do the travel patterns of lower income and minority communities reduce their likelihood of using Caltrain?

Tool: Census Transportation Planning Products data

3. What policy levers could Caltrain shift to increase ridership from low income and minority communities?

Tool: Review of fare structure and service plans, stakeholder interviews, plan review



The Corridor is Diverse

Within a two-mile station area:

20% of households are located within an MTC-designated Community of Concern

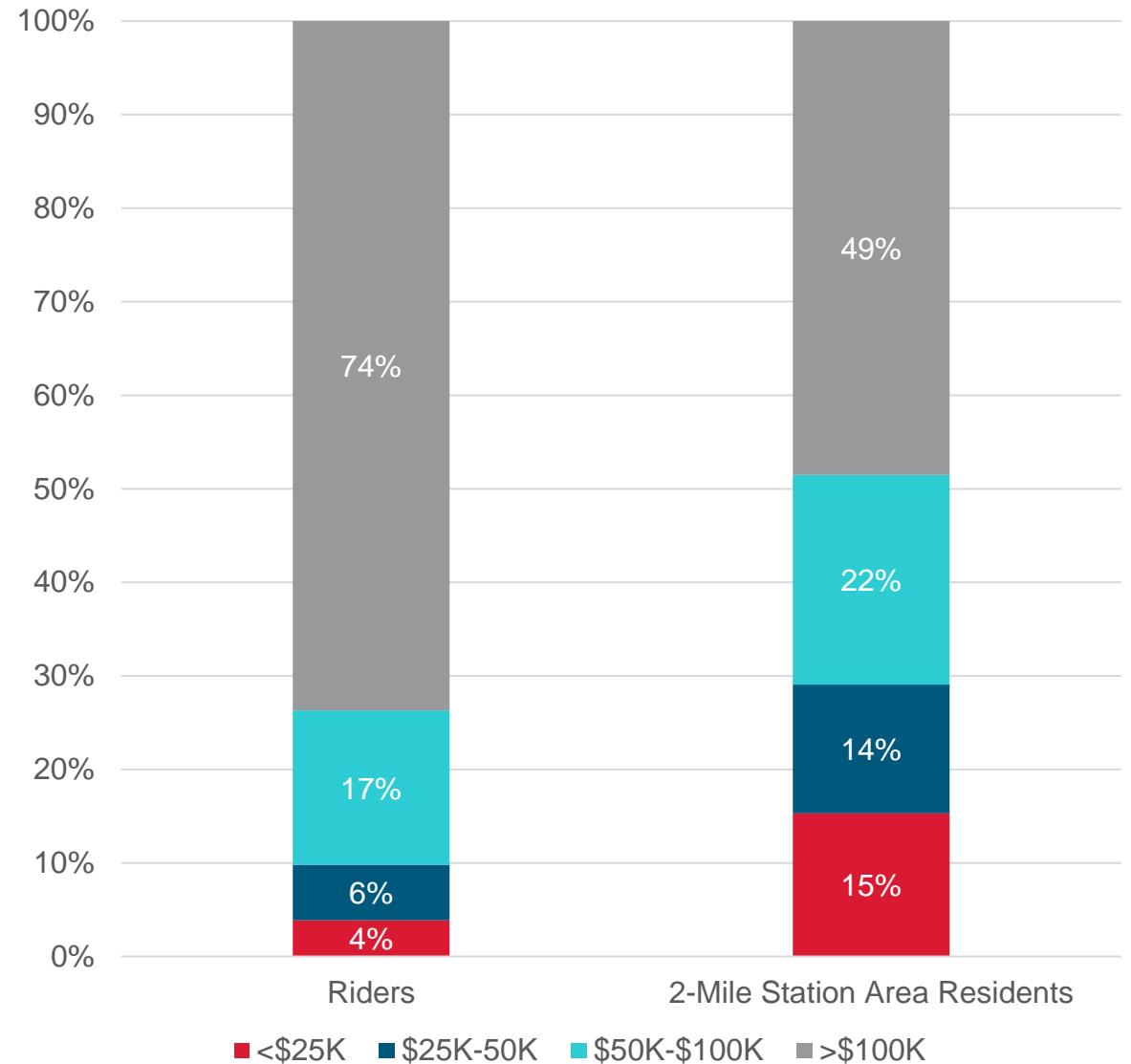
29% of households are low income (annual income less than \$50,000)

63% of residents identify as a person of color



Caltrain Rider Income does not Match that of Corridor Residents

Very-low, low, and middle-income brackets are underrepresented in Caltrain ridership relative to the surrounding corridor

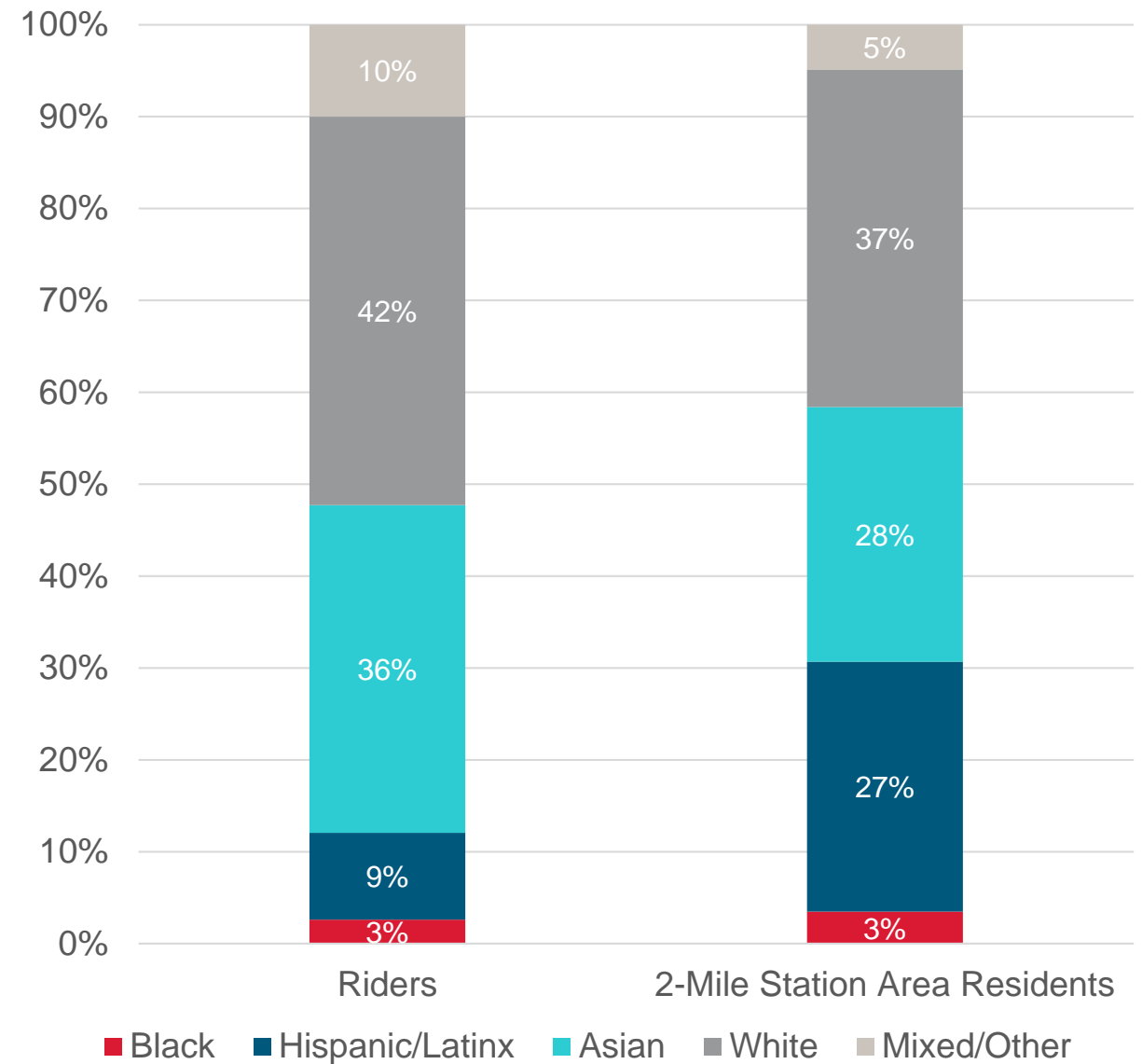


Source: U.S. Census, American Community Survey 2017. 2019 Triennial Caltrain Survey



Caltrain Rider Race/Ethnicity does not Match that of Corridor Residents

White and Asian neighbors are overrepresented in Caltrain ridership and Latinx neighbors are significantly underrepresented relative to the surrounding corridor



Source: U.S. Census, American Community Survey 2017, 2019 Triennial Caltrain Survey

Do the Travel Patterns of Lower Income and Minority Communities Reduce their Likelihood of Using Caltrain?

This question is answered by exploring:

- **Commute Trips vs. Non-Commute Trips:** Does trip-making by Caltrain riders and other commuters within the Caltrain corridor vary by income? Do commute travel patterns vary by income?
- **Parallel Transit Routes:** Is there a difference in the way low-income and minority riders travel along parallel transit routes?

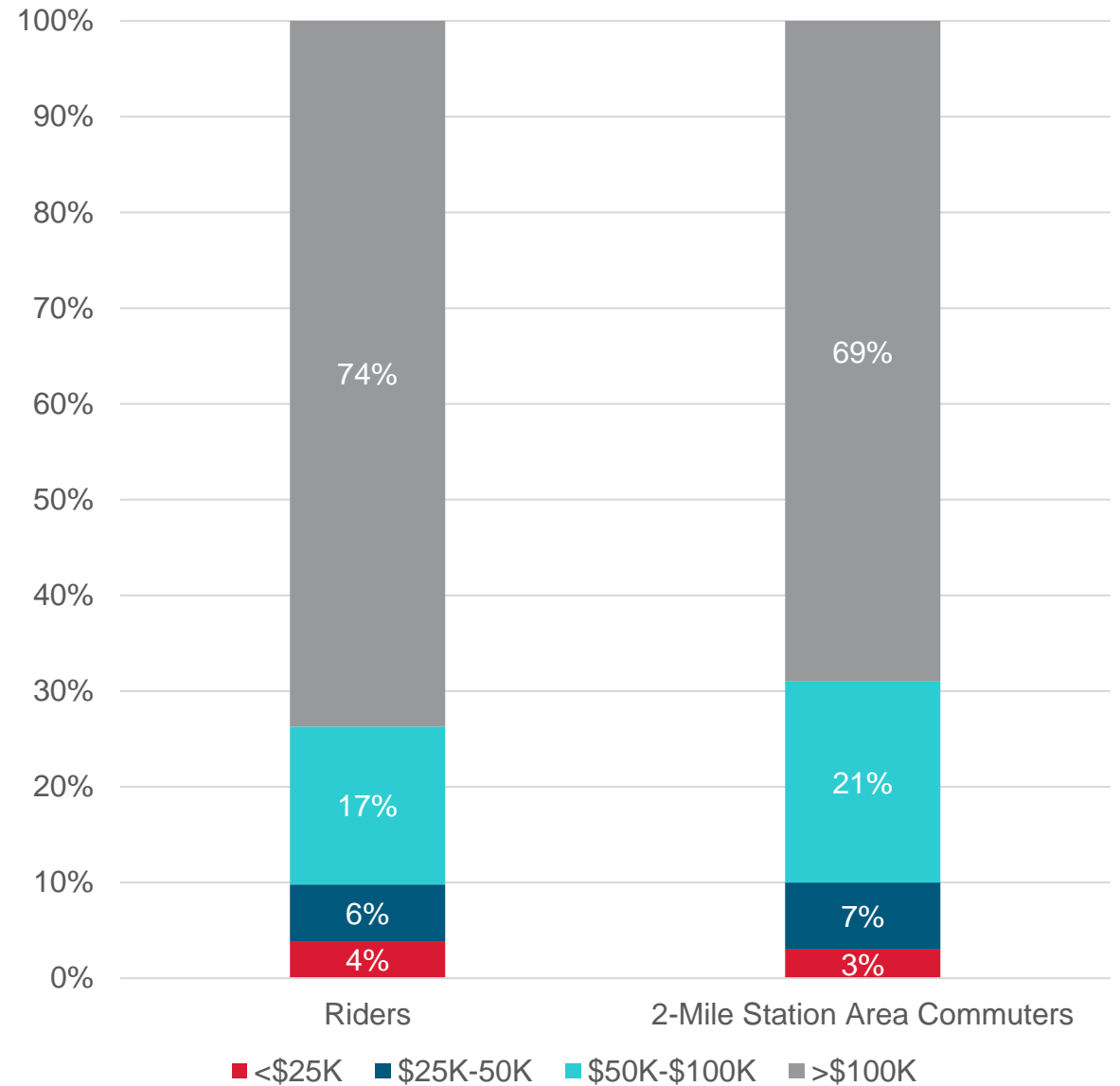
Commuting in the Corridor

Any work trip that has the work, home, or both trip-ends within 2-miles of a Caltrain station is considered a “corridor commute trip”

Trips that start and end in the same city are excluded



Caltrain Rider Income Closely Matches Income of Commuters within 2 Miles of the Corridor

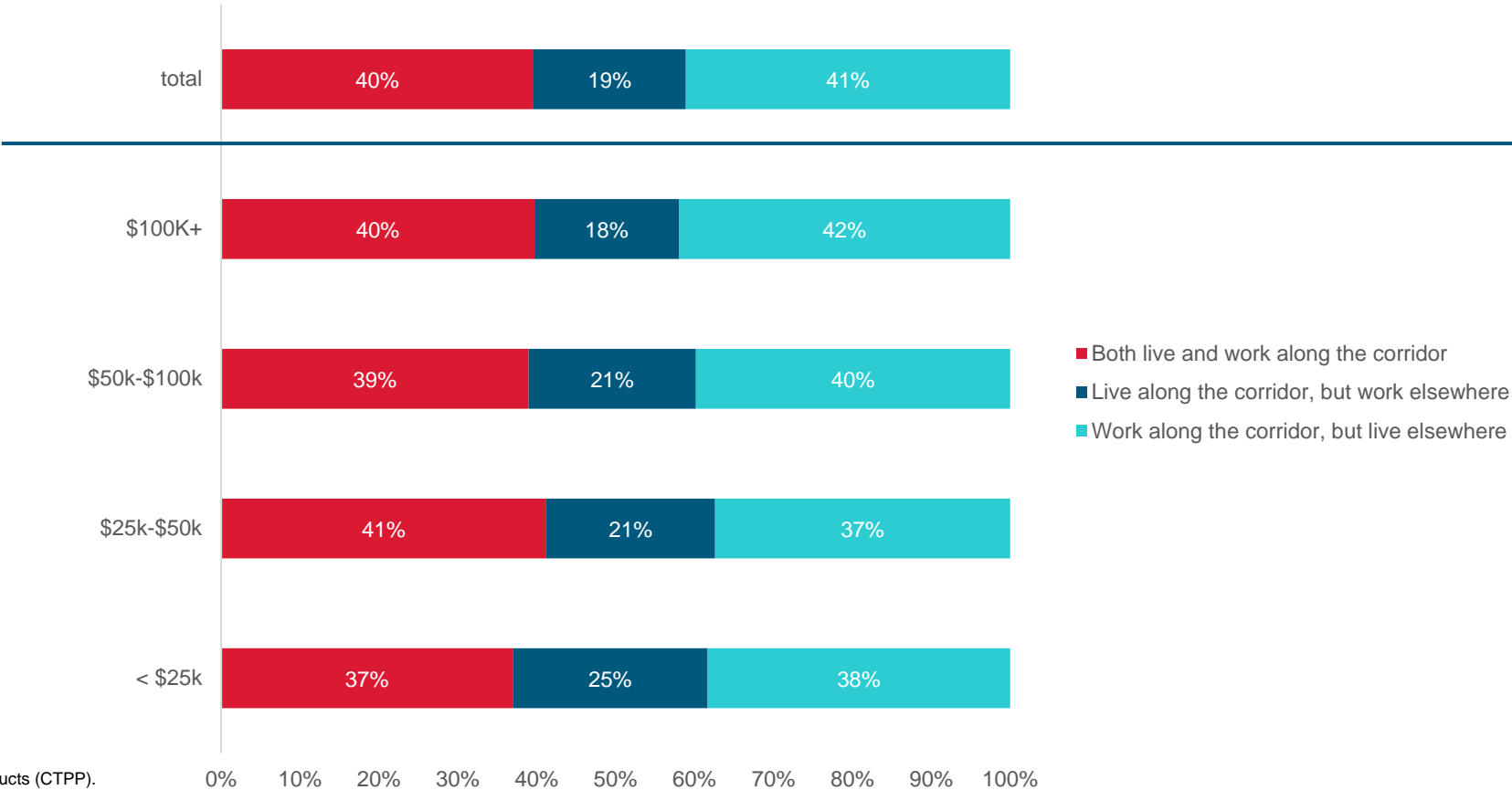


Source: U.S. Census, American Community Survey 2017. 2019 Triennial Caltrain Survey, Census Transportation Planning Products (CTPP). *Analysis excludes trips that start and end in the same city.



Low Income Commuters Have Similar Corridor Travel Patterns as Other Income Brackets

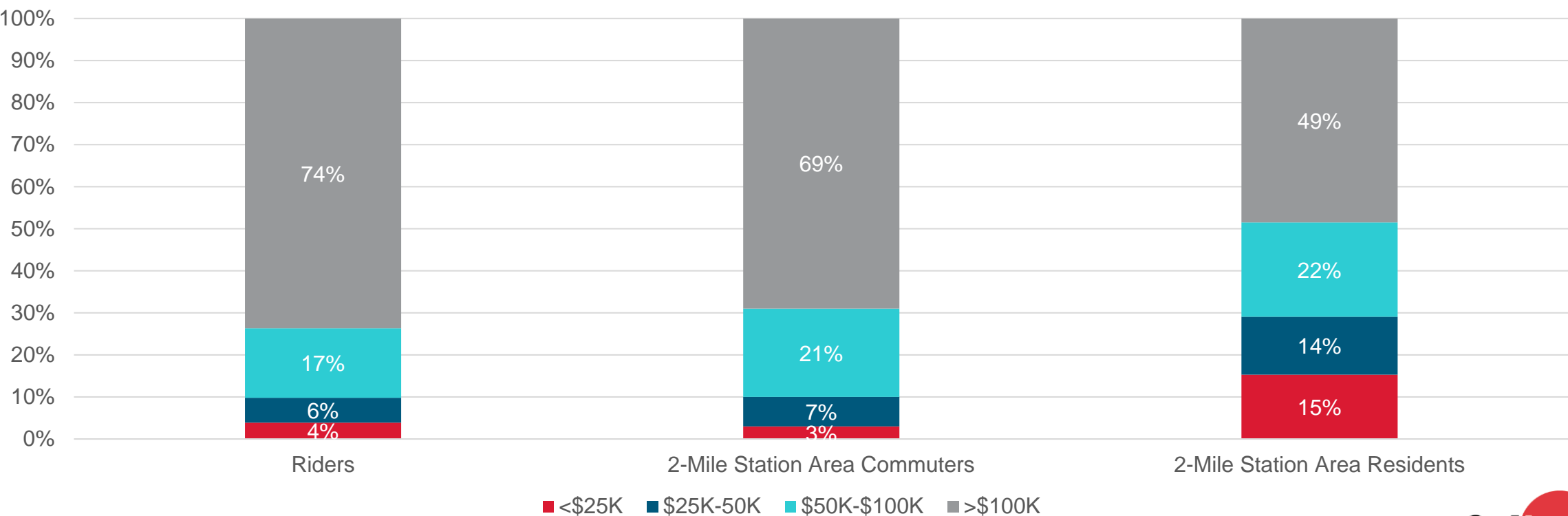
Home-based work trips with at least one end within 2-miles of a station



Source: Census Transportation Planning Products (CTPP).
*Analysis excludes trips that start and end in the same city.

Only 10% of Corridor Commuters Are Low Income Despite Being 29% of Residents

Caltrain is underserving non-work trips. This has the greatest impact on low-income populations.



Source: Census Transportation Planning Products (CTPP).
*Analysis excludes trips that start and end in the same city.

Parallel Transit Service

Several alternative transit lines run parallel to the Caltrain corridor. Although service is geographically similar to portions of the Caltrain route, ridership on these routes looks very different than on Caltrain.



- 8, 8AX, 8BX
- 9, 9R
- T-Third Light Rail



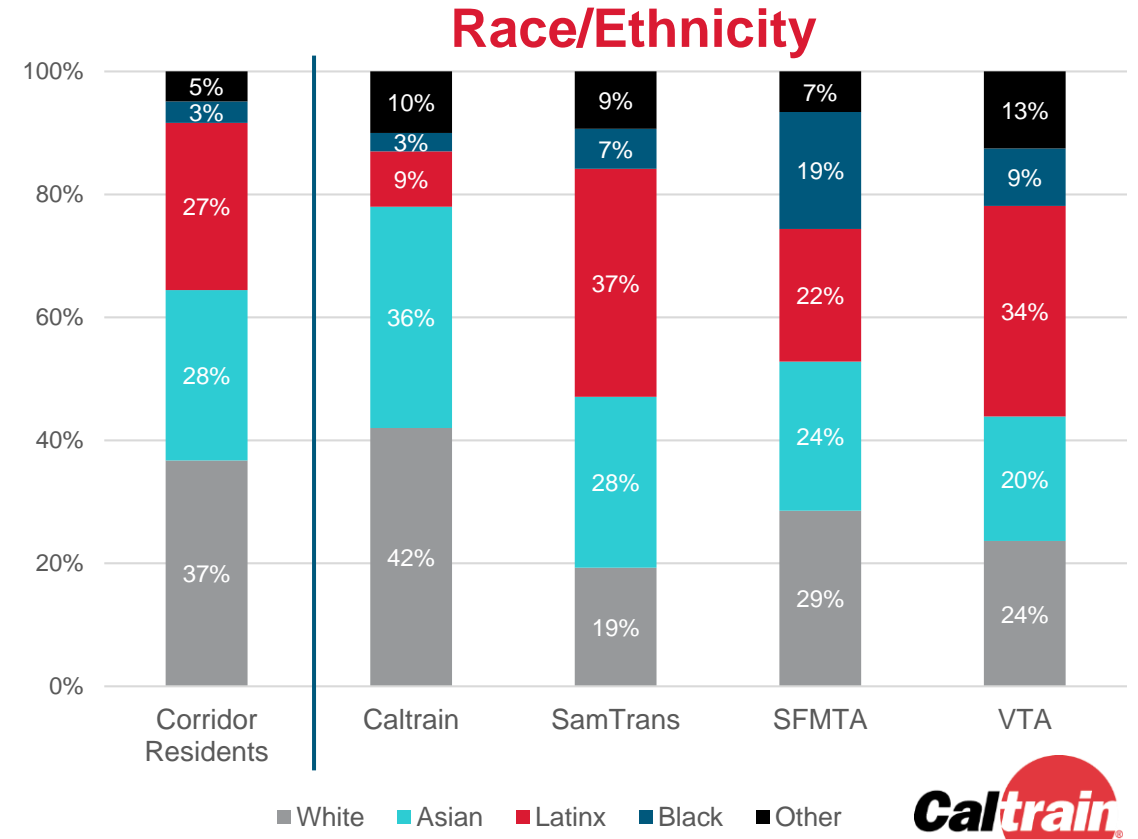
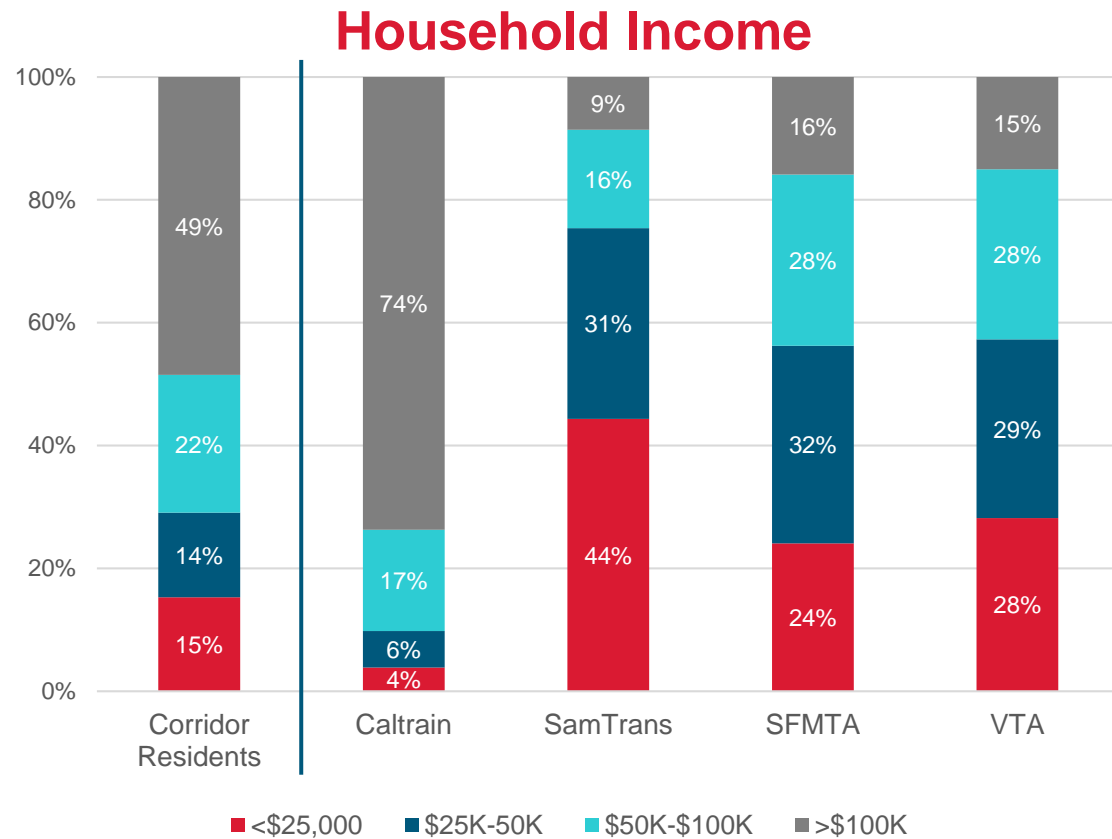
- ECR, ECR Rapid
- 292
- 398
- 397 (OWL)



- | | |
|-------|-------|
| • 22 | • 122 |
| • 66 | • 168 |
| • 68 | • 182 |
| • 102 | • 185 |
| • 103 | • 304 |
| • 121 | • 522 |



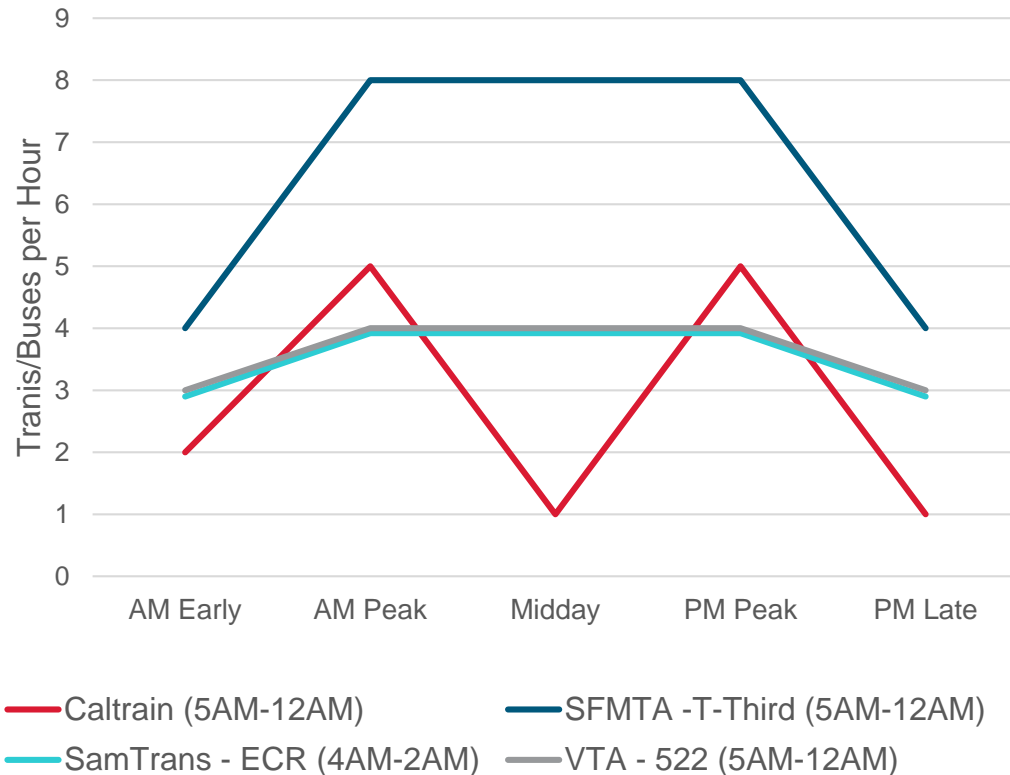
Parallel Routes Proportionally Serve More Low-Income Riders and People of Color than Caltrain



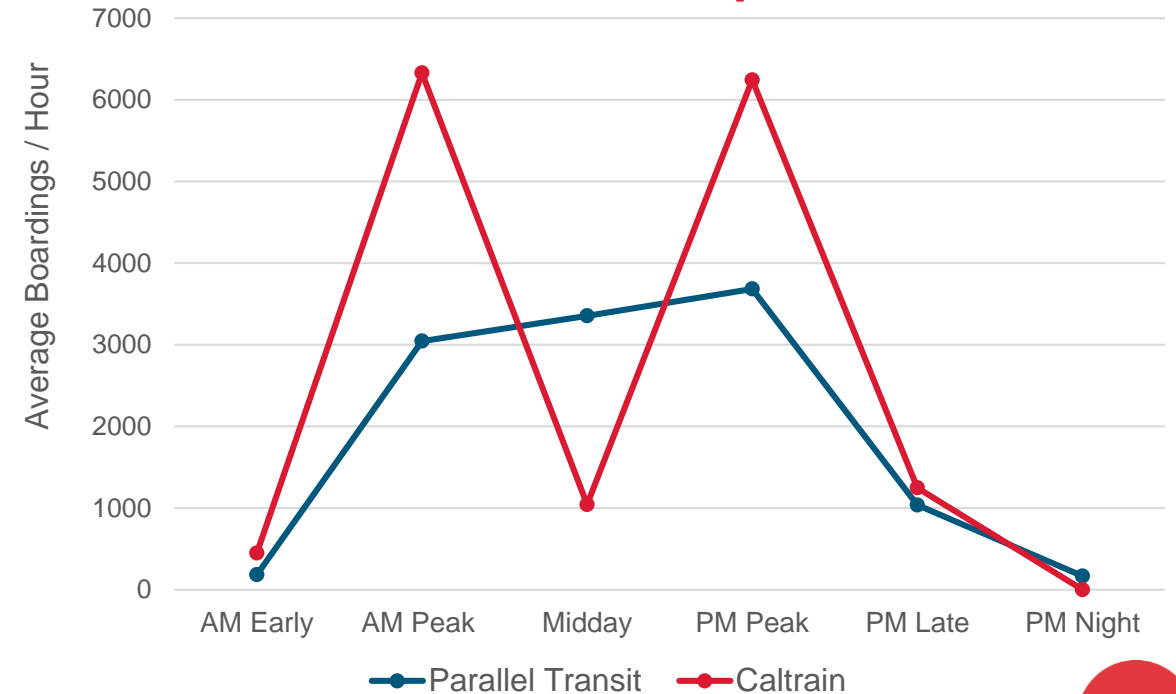
Source: U.S. Census, American Community Survey 2017, Caltrain 2019 Triennial Survey, SamTrans, SFMTA, and VTA on-board surveys.

Parallel Transit Has More Frequent All-Day Service & Serves More Midday Riders

Frequency



Ridership





Schedule & Frequency

- Caltrain service is concentrated in the peaks with very little service during the early morning, midday, and evening hours
- Parallel transit service runs consistent headways through the peak and midday hours
- Parallel transit service operates in the corridor 24/7
- As a result, off-peak demand is largely served by parallel transit service

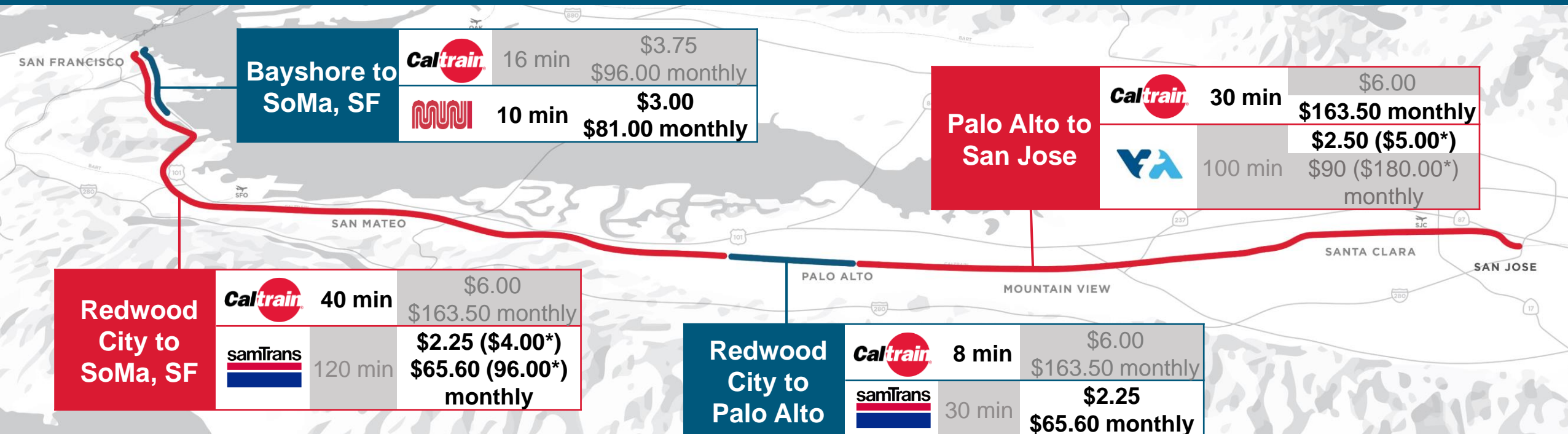


Comparisons: Travel Time & Cost



Travel Time

- Caltrain is generally faster but more expensive
- Caltrain has a zone-based fare structure: costs increase with distance travelled
- Parallel systems use flat rates with higher fares for express bus services



* Adult fares are higher on all VTA express buses and on SamTrans express buses leaving SF.



Cost & Fare Structure

- Within the corridor, SFMTA currently provides a low-income discount fare option
- Caltrain will begin participating in a means-based fare option through MTC's Clipper START Program (20% discount)
- Caltrain's need to maintain an overall high farebox recovery is driven by its underlying funding constraints

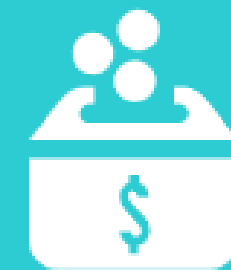
Transit Agency	Discount Programs				
	Youth	Senior	Disabled	Low-Income	Approx. Farebox Recovery
Caltrain	✓	✓	✓	50% discount starting in 2020	70%
BART	✓	✓	✓		70%
SFMTA	✓	✓	✓	50% discount	25%
SamTrans	✓	✓	✓		15%
VTA	✓	✓	✓		11%

Discount Pass Programs are More Heavily Used By Middle- and High-Income Riders

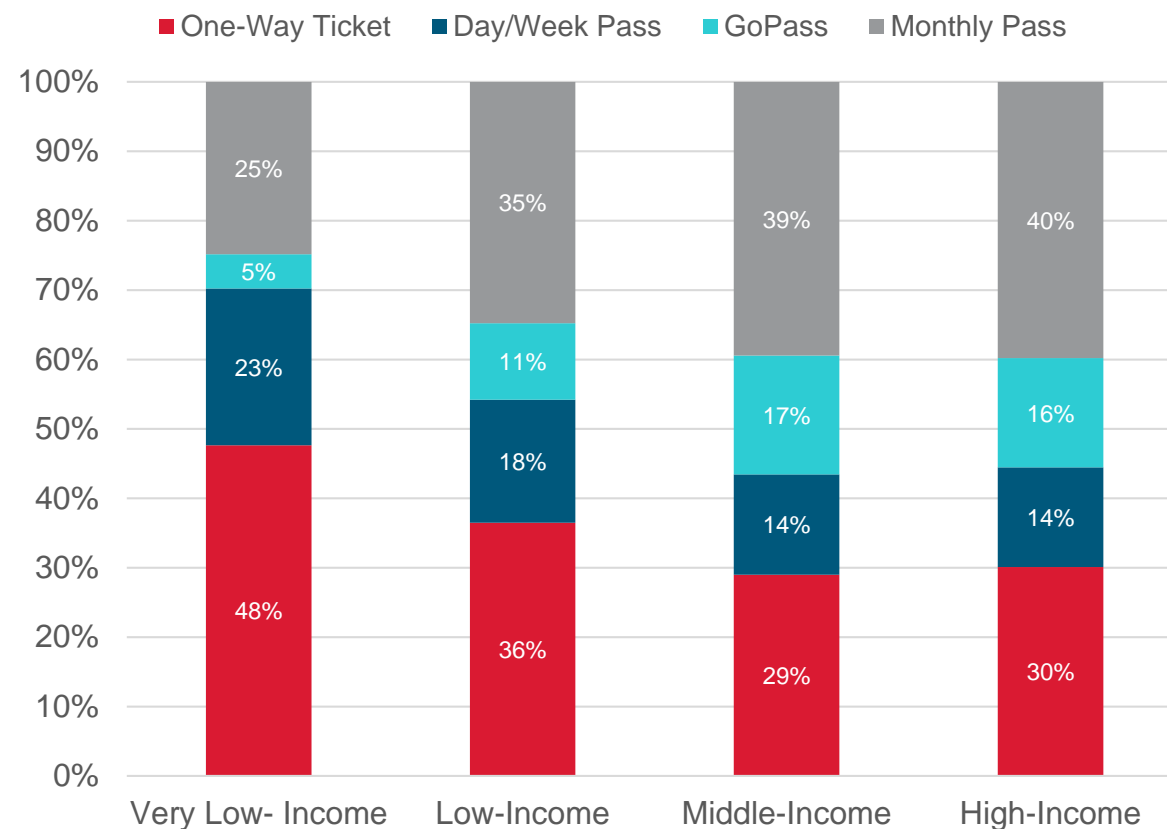
Caltrain's most discounted pass is the GoPass. In October 2016, the average GoPass customer paid \$2.89, versus the non-GoPass customer average of \$5.96.*

The GoPass and Monthly Pass are the fare payment options with the least use by very-low and low-income riders.

Household Income and Fare Method



Cost & Fare Structure

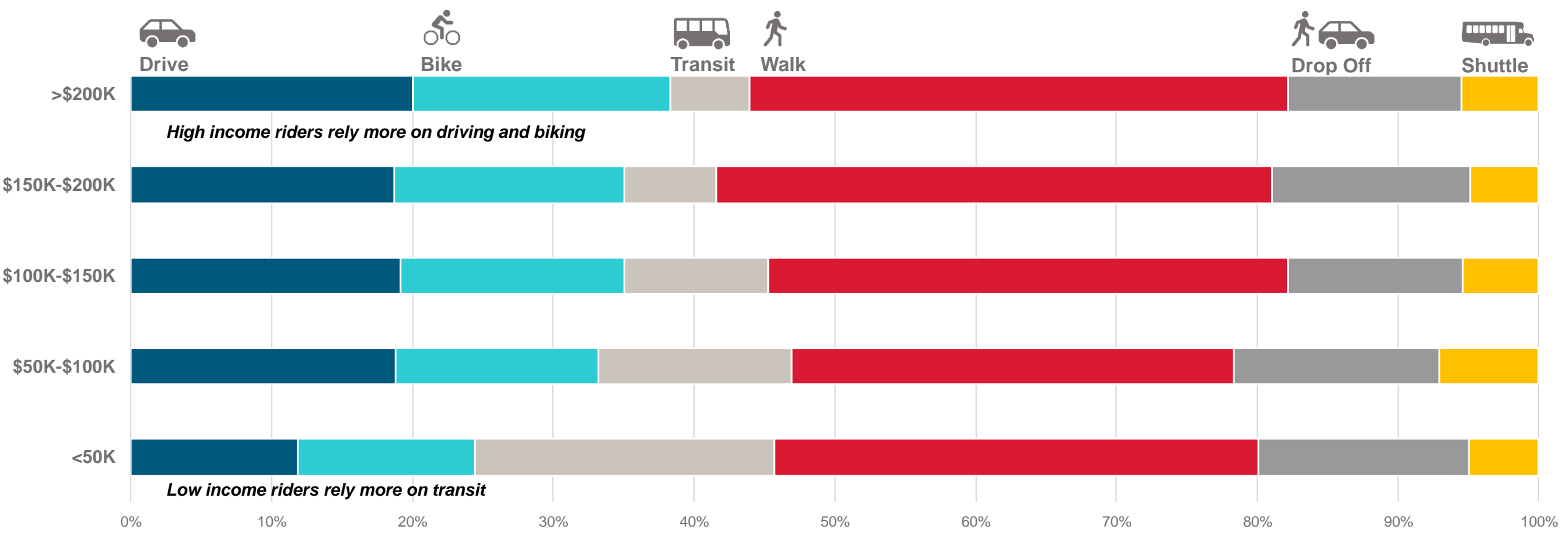


Source: Caltrain 2019 Triennial Survey.

Equity

Station Access by Household Income

Data from Caltrain's 2019 Triennial Survey



Fares & Station Access



Access

A higher share (25%) of Very Low-Income riders take transit to access the Caltrain system – more than any other income group

- Bus to Caltrain fare transfers are not offered
- Some Caltrain Monthly Pass holders receive a discounted bus fare when transferring from Caltrain*

Very-low income riders are the least likely of all income groups to use a Monthly Pass.

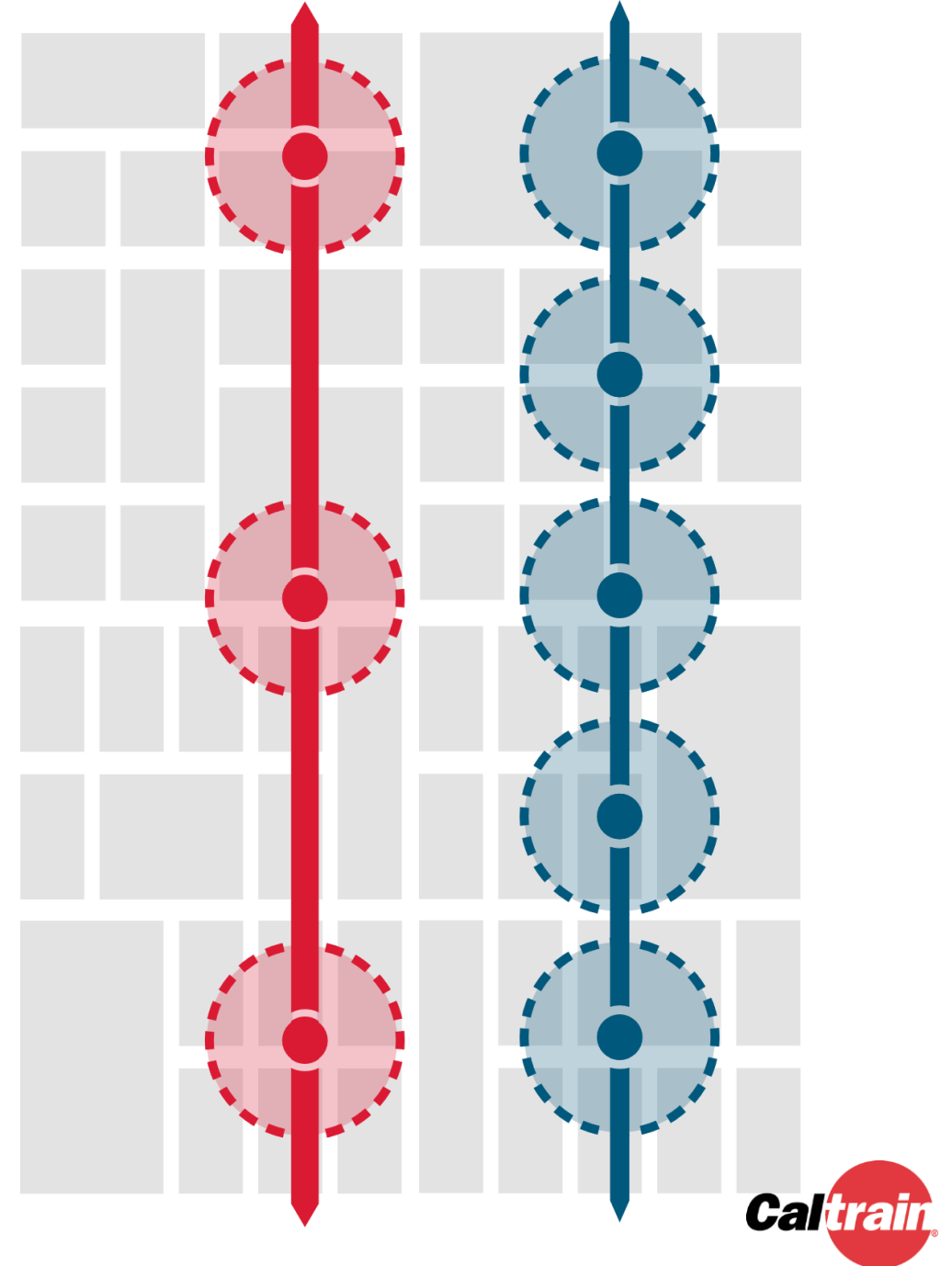
* Muni provides a 50-cent discount to all Caltrain transfers who use Clipper.





Access

- Buses and light rail provide more frequent stop spacing, which means easier access to destinations and transfers
- Because Caltrain is unable to easily add more stations, Caltrain can utilize station access policy and time transfers with other transit services to facilitate ease of access



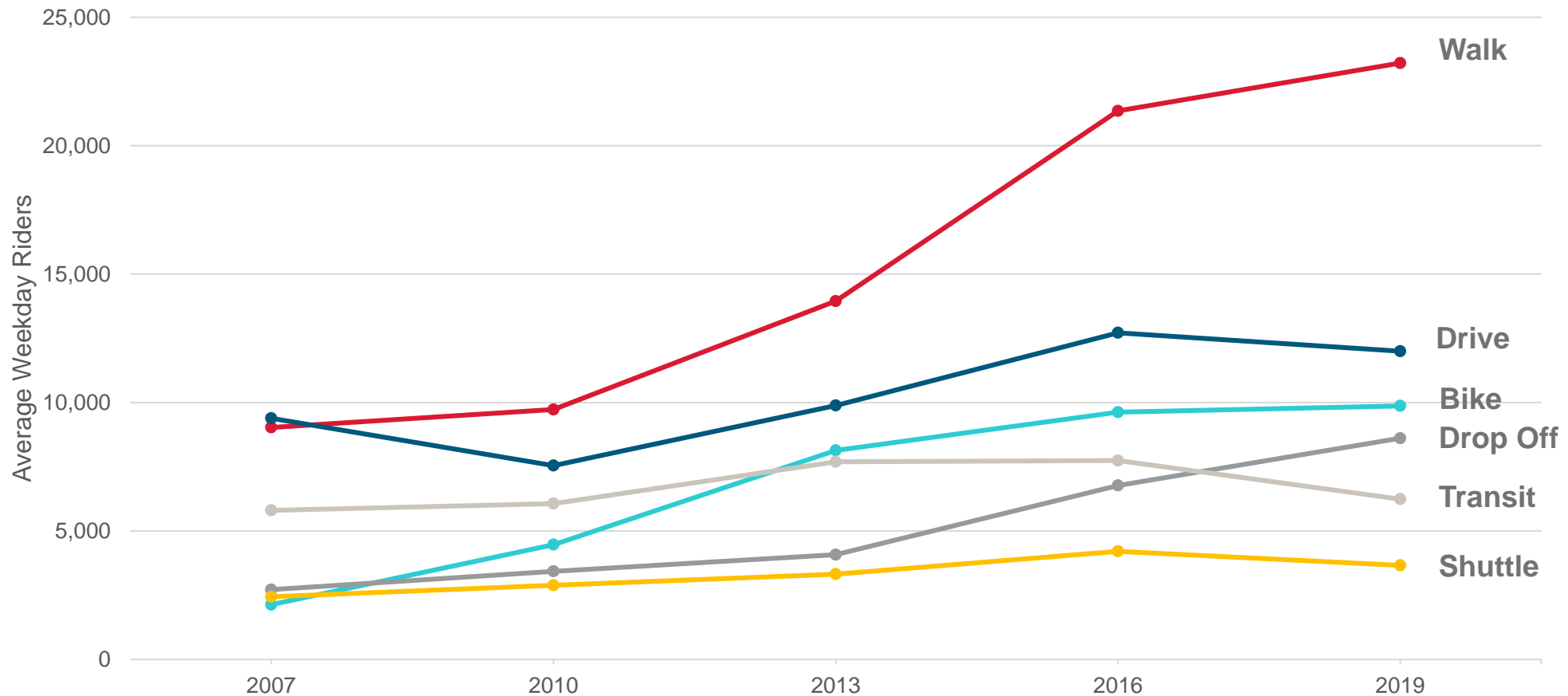
What Policy Considerations Can Caltrain Explore to Increase Ridership from Low-Income Communities?

Caltrain could attract more low-income riders by:

- Expanding service during off-peak hours and non-traditional commute times
- Offering low-income fare products. Caltrain has committed to piloting low-income fare products starting this year as part of the regional MTC SMART program launch
- Evolving and simplifying fare structure so that discounts and transfer benefits accrue equitably to all types of riders
- Expanding and investing in first- and last-mile access that benefits all types of trips and people with a focus on Communities of Concern that have expressed a desire for better station access such as Bayview in SF and North Fair Oaks in San Mateo County

How do Weekday Passengers Travel to and from Caltrain?

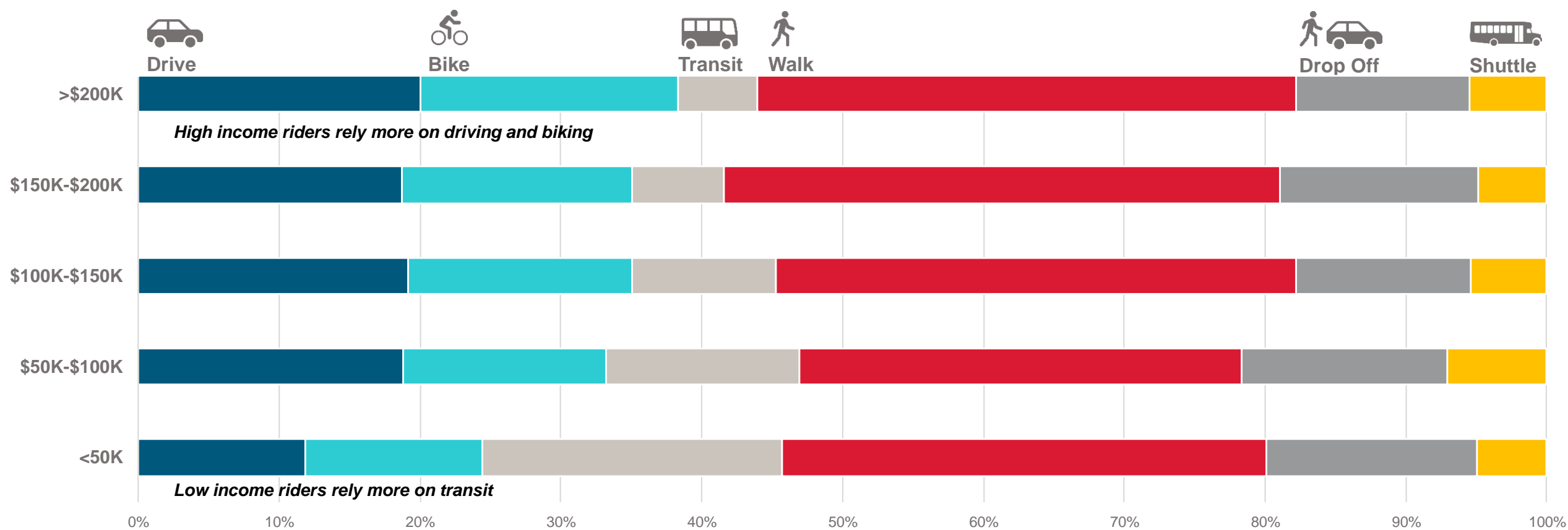
Data from Caltrain's Triennial Surveys- 2007 through 2019



Equity

Station Access by Household Income

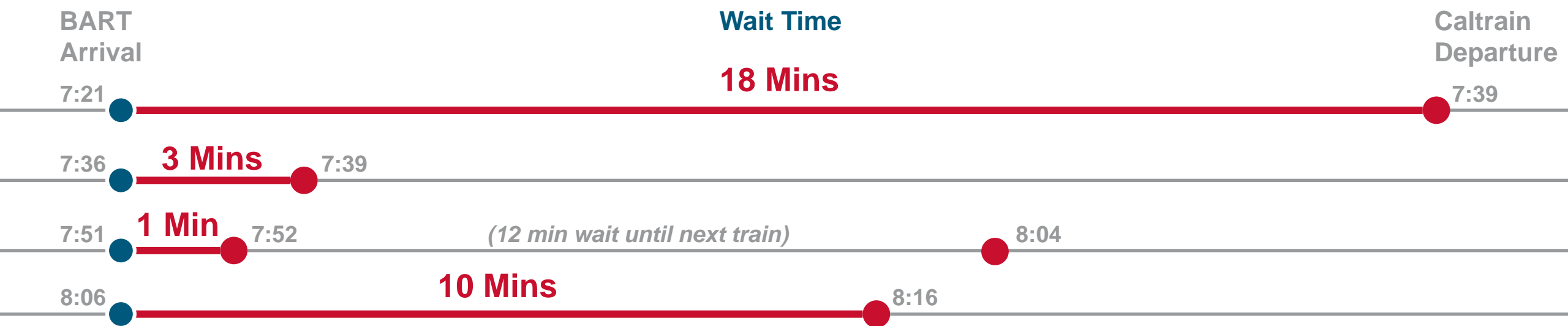
Data from Caltrain's 2019 Triennial Survey



Caltrain's Complex Service Pattern Limits Schedule Coordination

Today, Caltrain's highly customized schedule prevents regular coordinated transfers (~5 Minutes) with bus and rail services at most stations

Example: Southbound AM BART-Caltrain Connection at Millbrae



Bus Operators Provide Discounted Transfers for Some Caltrain Fares

VTA and SamTrans offer transfer discounts to most Caltrain Monthly Pass holders, while Muni provides a discount for all Caltrain riders using a Clipper Card. Fare savings tend to accrue to higher income passengers, who represent a disproportionate share of Monthly Pass users



- ✓ 50 cent fare discount to all riders using a Clipper Card
- ❑ No discount on paper tickets



- ✓ Free local rides for two-zone or greater Monthly Pass holders
- ❑ No discount for one-way fares and other products

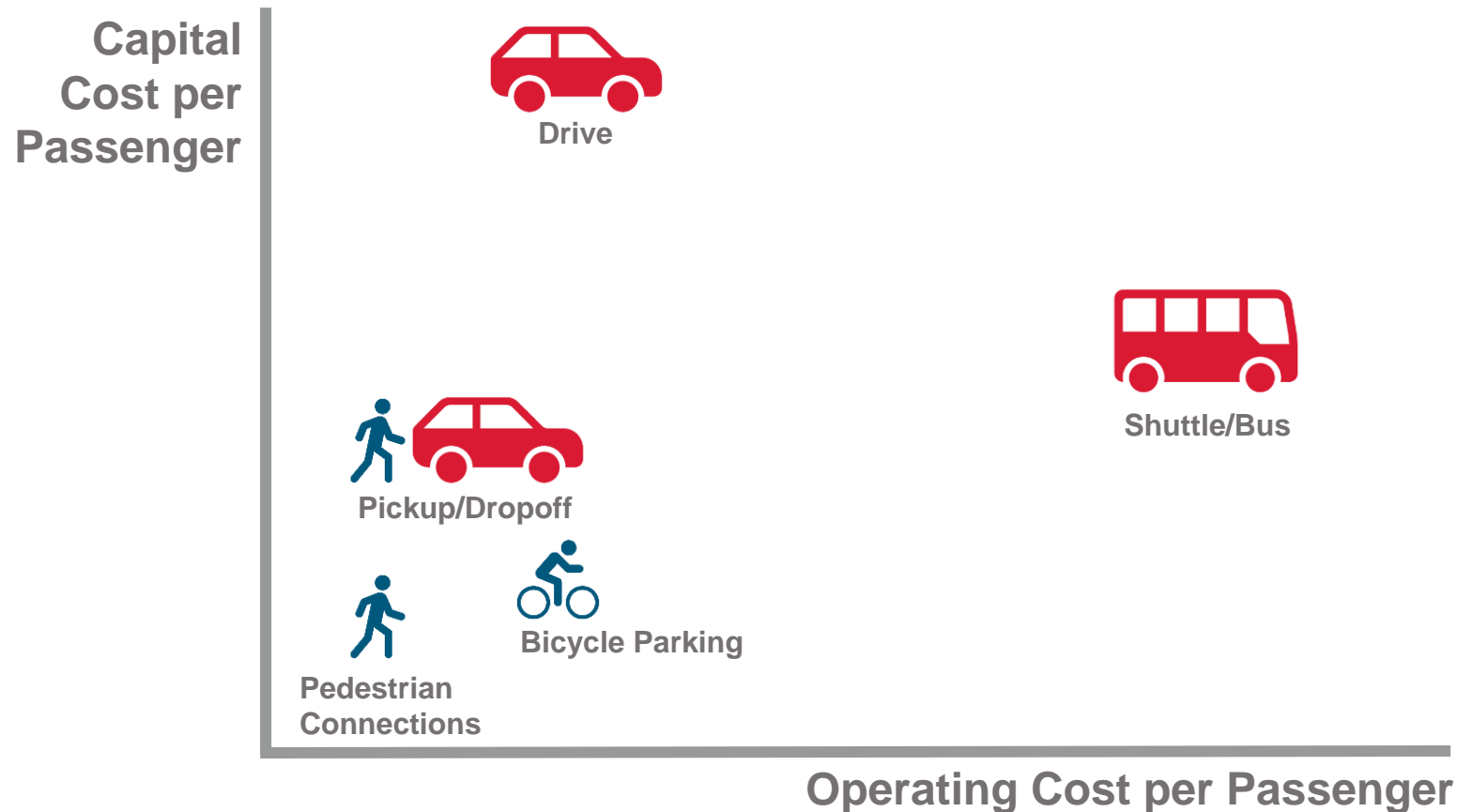


- ✓ Free local rides for two-zone or greater Monthly Pass holders
- ❑ No discount for one-way fares and other products

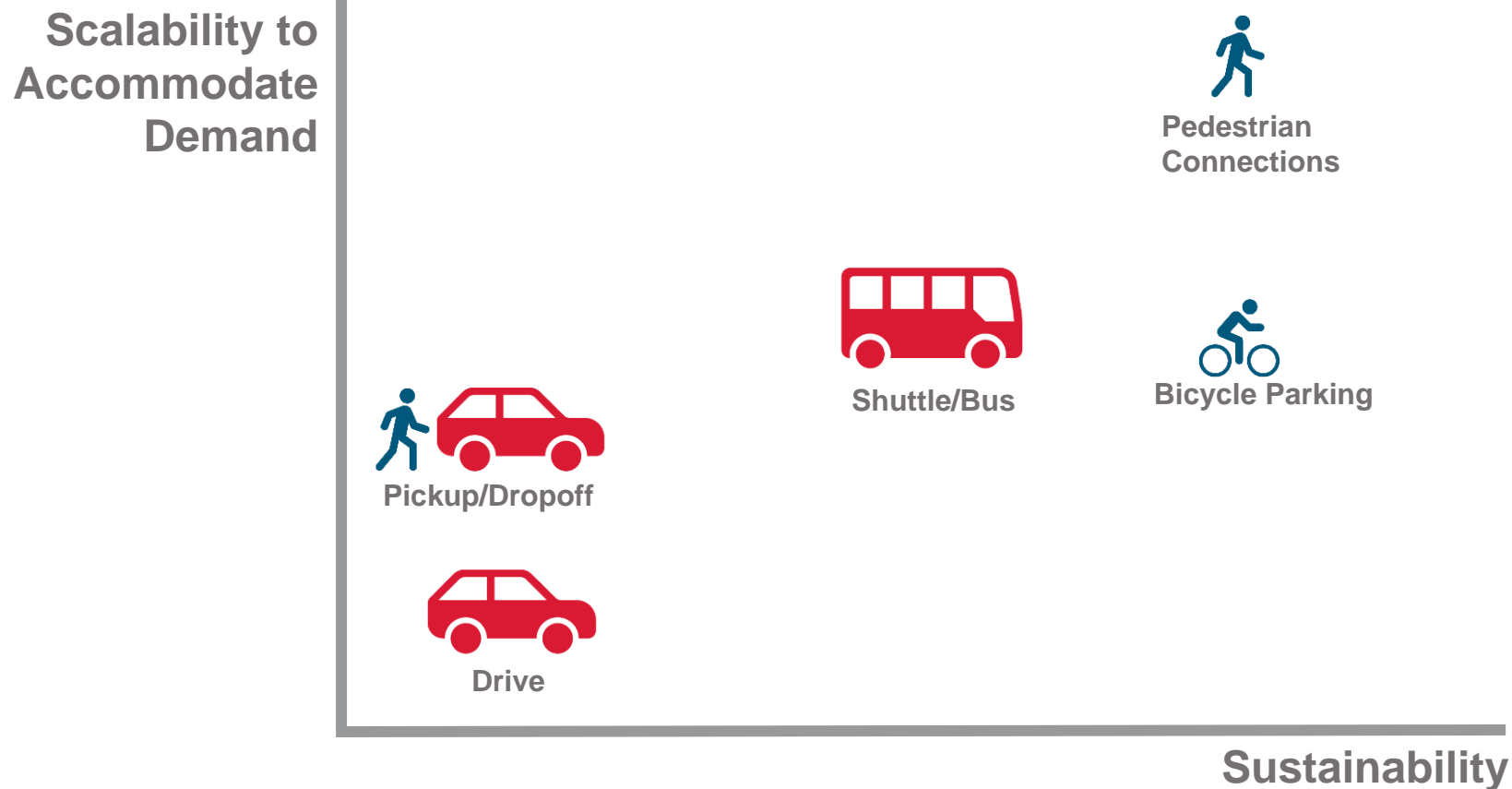


- ❑ No discounts

Making improvements to enhance walking, biking, and passenger loading are the least costly access investments



Walking and biking are also the most scalable/sustainable access modes



DRAFT

**Equity, Connectivity, Recovery
& Growth Framework**

DRAFT

Framework for Equity, Connectivity, Recovery, and Growth

Purpose

The following draft "Caltrain Framework for Equity, Connectivity, Recovery and Growth" has been developed for consideration by the Peninsula Corridor Joint Powers Board to provide guidance to staff and transparency to the public as the railroad navigates a prolonged period of intensive challenges and transformation. In fall 2019, the JPB adopted the Caltrain 2040 Long Range Service Vision, setting a blueprint for the future development of the Caltrain corridor and service over the next two decades. The Framework for Equity, Connectivity, Recovery and Growth is a companion document that outlines initial principles and policy for how Caltrain will navigate near- and mid-term challenges while incrementally advancing toward its Long Range Vision.

Framework

The Framework is based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the "Caltrain Business Plan" process during 2018, 2019 and 2020. It builds on this analysis and outlines the initial principles, policies and actions the railroad must urgently pursue to help the region address the interrelated and compounding crises of the COVID-19 pandemic and longstanding systemic inequality and racism. The Framework is also a starting point. Over the coming months and years there is more work that Caltrain will need to do as we navigate a new and rapidly changing business environment and as we strive to better understand our role and responsibility in making the Bay Area a more inclusive and equitable region for people of all races and income levels.

Part I: Guiding Principles

Caltrain's Framework for Equity, Connectivity, Recovery & Growth directs the railroad to undertake both near-term recovery planning as well as the longer term planning and implementation of its services and projects in accordance with the following guiding principles:



Guiding Principles

A

Caltrain shall make a priority of addressing the specific needs of riders and communities who depend on transit for essential travel. In particular, the railroad will work to enhance **equity** in its system, making its services more accessible and relevant to lower income people and members of racial groups and communities who have historically been marginalized and overlooked in planning and government processes.

B

Caltrain recognizes its unique position as a critical link within the Bay Area's passenger rail network. The railroad will undertake policies and actions that improve its **connectivity** to other transit systems strengthen its role as part on a regionally integrated network.

C

Caltrain must address the needs of the pandemic present while simultaneously planning for and working toward a long-term future. The railroad will endeavor to proceed on a path of **recovery and growth** that anticipates, advances and, where possible, accelerates the incremental delivery of the 2040 Long Range Service Vision.

Part II: Equity

In accordance with principle 1A, the Framework guides Caltrain toward advancing the following policies and actions as soon as practicable and financially feasible with the goal of increasing social and racial equity on the system today and in the future.



Equity in Service

A) Undertake service planning and service changes in a manner that enhances equity and access for underserved communities and markets including people with lower incomes and members of racial and ethnic minority groups. This includes:

1

Improving midday and off-peak service levels to serve and attract customers who need the system for non-work trips or whose work schedules do not conform to historic peak commute hours;

2

Considering social and racial equity as a significant factor in determining the restoration and expansion of service frequencies at individual stations;

3

Engaging in research, dialog and planning to understand how best to provide meaningful access and connections between the Caltrain system and historically underserved low income and minority communities along the corridor.

4

Undertaking planning to improve Caltrain station access facilities most heavily used by low income riders, including bus stops, bicycle parking, pick-up/drop-off areas, and walkways

Equity in Fares

B) Take steps to ensure that the Caltrain system is affordable to all and that fare policies are equitable. This includes:

1

Seeking Board action to temporarily suspend the implementation of fare increases previously authorized by the JPB as ridership recovers from the COVID-19 Pandemic.

2

Affirming Caltrain's ongoing support for the regional means-based fare program (Clipper START) and working collaboratively with MTC and other transit operators to increase the effectiveness and reach of the program.

3

Accelerating and expanding further fare policy analysis called for in the 2018 Fare Study. This includes both study and evaluation of the Go Pass and other discount programs and well as potential changes to the overall structure of the fare system to improve equity and ridership outcomes.

4

Constructive participation in the Regional Fare Coordination and Integration Study, towards the goals of increasing ridership and enhancing the ease and affordability of trips made using multiple transit providers.

Equity in Planning & Communication

C) Sustain and deepen Caltrain's commitment to social and racial equity through an ongoing program of institutional learning, dialog and accountability. This includes:

1

Engaging in additional research, planning and dialog to identify ways in which Caltrain can further improve and expand access to low income people and members of underserved racial and ethnic groups

2

Consideration and improvement of Caltrain's outreach processes, marketing materials and customer information systems to ensure that they exceed minimum standards and are intelligible, intuitive and welcoming to customers representing a broad spectrum of cultural and linguistic backgrounds; and

3

Development and implementation of standards, measurements and a reporting schedule to track Caltrain's progress toward becoming a more inclusive and equitable system.

Part III: Connectivity

In accordance with principle 1B, the Framework further directs Caltrain to advance the following policies and actions to maximize connectivity to other transit providers as part of an integrated regional rail and transit system.



Connectivity

A

Plan for a standardized “clock face” schedule with consistent arrivals and departures at stations so that shuttle, bus, and light rail transit providers and intercity rail operators have the ability to predict and plan to Caltrain’s service.

B

Prioritize the coordination of major intermodal transfers within service planning, focusing initially on the connection to BART at Millbrae and considering other key transfer points as practicable.

C

Build on and expand existing coordination with other transit and rail operators to ensure that inter-operator coordination and connectivity is safeguarded and improved as recovery efforts proceed and as Caltrain prepares for the launch of electrified service.

D

Consider the ease of transfers as a key factor in the further development of the railroad’s fare policy and continue to seek integration with, and participate in, State and regional fare programs- including continuing constructive participation in the Regional Fare Coordination and Integration Study.

Part IV: Growth & Recovery

In accordance with principle 1C, the Framework directs Caltrain towards planning for recovery and growth in a manner that looks toward the future and incrementally advances and implements the 2040 Long Range Service Vision over the course of the coming decade



Growth & Recovery

A

Strive to deliver specific elements and benefits of the Long Range Service Vision as soon as is practicable and supported by the market demand and financial circumstances of the railroad

B

Plan and build toward an “enhanced growth” level of service, beyond initial electrification, that includes the provision of an 8 train per hour per direction peak hour service level between San Francisco and San Jose, and enhanced service south of San Jose to the extent achievable based on current corridor ownership constraints

Growth & Recovery

C) Refine and advance the planning and development of a program of capital improvements to support the “enhanced growth” level of service, including but not limited to:

1

The full electrification of the mainline service between San Francisco and San Jose and the corresponding expansion of Caltrain’s electrified fleet and storage facilities

2

Any necessary improvements to Caltrain’s tracks and systems

3

The provision of level boarding at all Caltrain stations

4

The enhancement of Caltrain’s stations and access facilities to accommodate expanded ridership and provide an improved customer experience.

Growth & Recovery

D) Simultaneously continue Caltrain's leadership in the advancement of key, long-range regional and state partner projects identified in the 2040 Long Range Service Vision, including:

1

The Downtown Extension to the Salesforce Transit Center

2

The reconstruction of Diridon Station and surrounding rail infrastructure

3

The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station

4

Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco

5

The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.

July 2018 – June 2020

Outreach Activities to Date

Caltrain will leverage the venues and channels used for the Business Plan to gather Stakeholder input and feedback on recovery planning efforts

Stakeholders Engaged

47

Jurisdictions &
public agencies

93

Organizations in the
Stakeholder Advisory Group

16

Community
organization leaders

199

Stakeholder meetings

Public Outreach

88

Public meetings
and presentations

1,600+

Virtual Townhall views

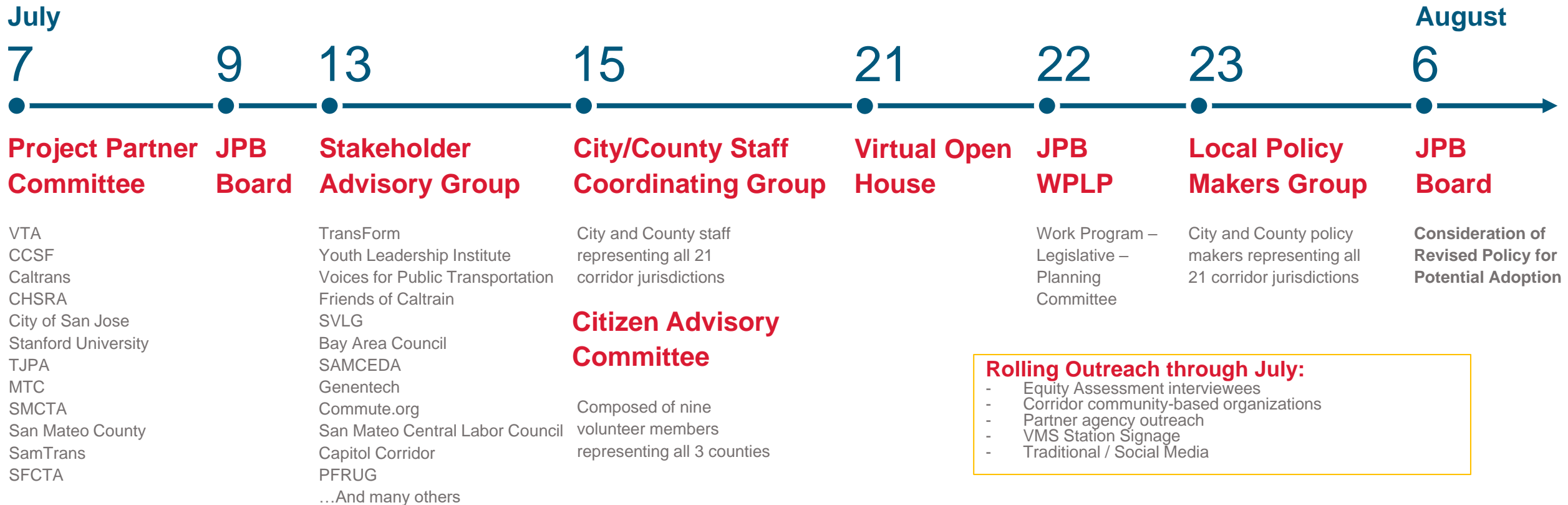
47,000+

Website views

2,200+

Survey results

July Stakeholder Outreach



**What do you think about the
Equity, Connectivity, Recovery, and Growth Policy?**
[Link to Document](#)

Share feedback at
equity@caltrain.com
or 650-508-6499

Deadline: Tuesday, July 28

FOR MORE INFORMATION

WWW.CALTRAIN2040.ORG

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