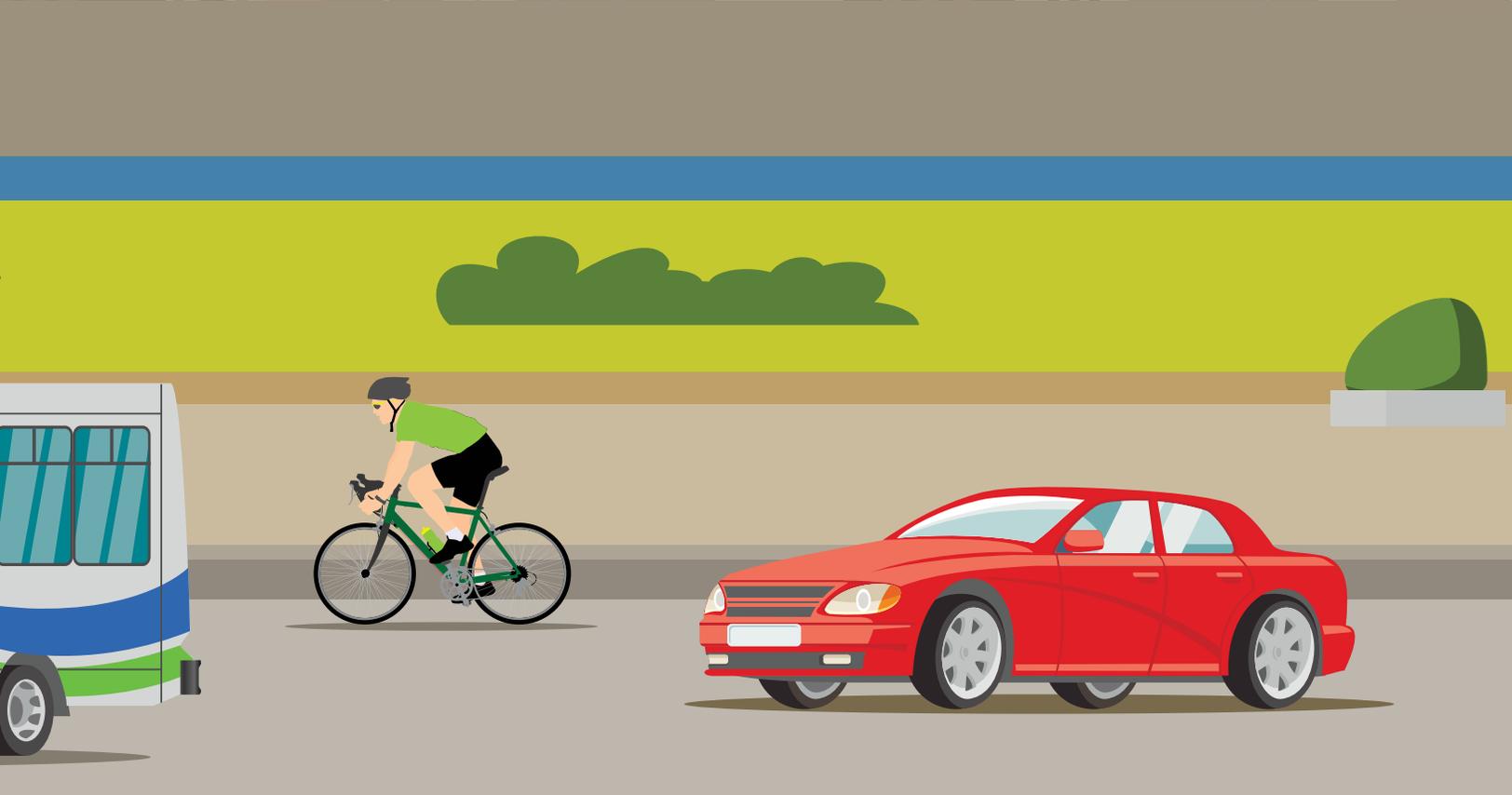


2019 PROGRESS REPORT





LETTER FROM JIM HARTNETT, GENERAL MANAGER/CEO



Caltrain is in the middle of an extraordinary period of change. This 2019 Progress Report will walk you through some of the projects and programs that demonstrate how Caltrain is modernizing its service, planning for the future, and accomplishing our mission of getting people where they need to go. This report captures the hard work and dedication of everyone who

works at Caltrain. I am proud of both that commitment and the results that come from it. Because as Andy Warhol said, the work that needs to be done will not do itself; rather, it falls to us to get it done, and to lay the foundation of a better future.

Caltrain's adoption of the Caltrain Business Plan lays out how the agency will grow by 2040. This report covers the ongoing progress on the electrification of the system, and how it will expand service, improve public safety, and reduce traffic impacts in the communities we serve. The report also covers how Caltrain is enhancing the way customers experience our service, including expanding available options for bike riders, and participating in the region's means-based fare program to make sure our trains are accessible and available to everyone, regardless of income.

This is a record of achievement that we should all be proud of and it would not be possible without the vision and guidance of our Board of Directors. I look forward to building upon these successes with you in 2020.

*"They always say
time changes
things, but you
actually have
to change them
yourself."*

-Andy Warhol

2019 Board Members

GILLIAN GILLETT, CHAIR

DAVE PINE, VICE CHAIR

CHERYL BRINKMAN

JEANNIE BRUINS

CINDY CHAVEZ

RON COLLINS

DEVORA "DEV" DAVIS

CHARLES STONE

SHAMANN WALTON





DISTRICT PROGRESS REPORT – CALTRAIN

FUTURE OF RAIL

Caltrain Electrification

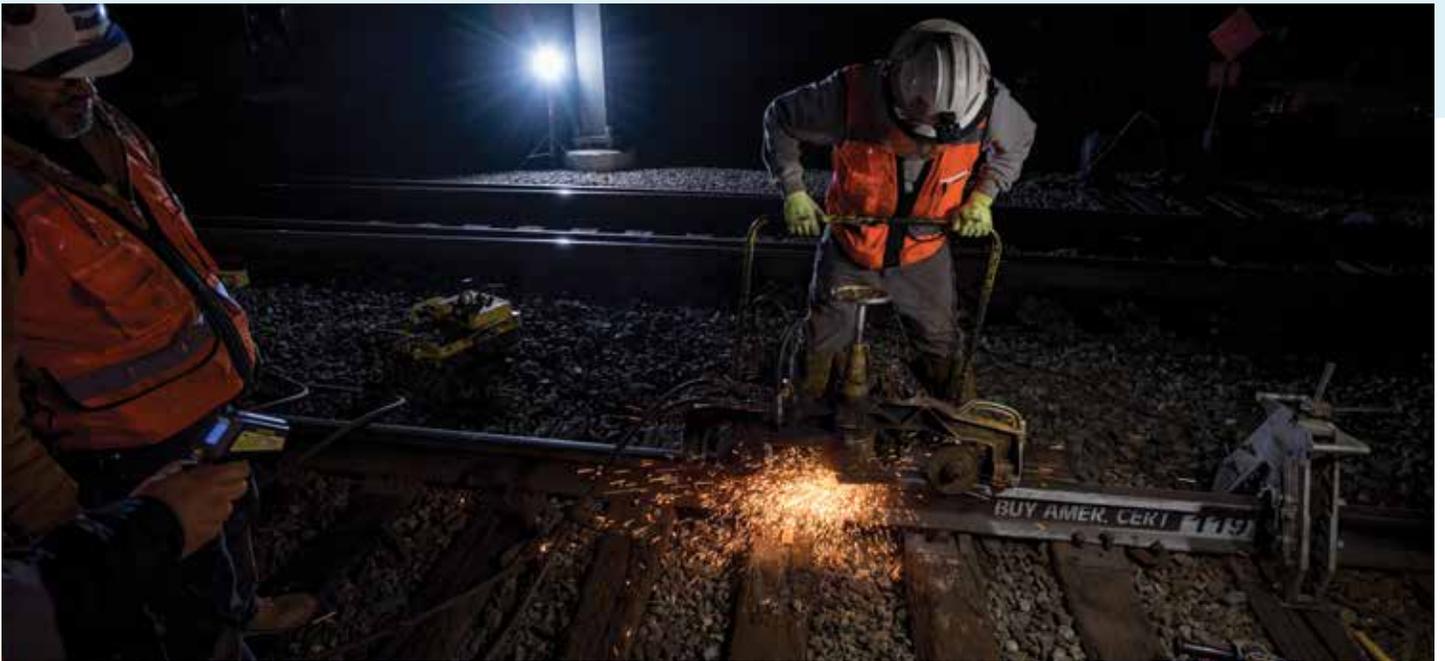
The transition from diesel to electric technology is a critical step toward Caltrain Modernization. Electrification of the corridor from the San Francisco Station to Tamien Station in San Jose is underway and will improve Caltrain system performance, reduce noise, improve regional air quality, and lower greenhouse gas emissions. These improvements will better address Peninsula commuters' vision of an environmentally-friendly, fast, and reliable electric commuter rail service. This project will also put ridership capacity first and provide faster, more frequent service to more riders.

In 2019, over 1,400 foundations and 650 poles were installed between San Francisco and San Jose.

In May, we celebrated the grand opening of the new Stadler manufacturing facility in Salt Lake City, Utah. Currently, 28 train cars are in different stages of assembly. The excitement continues in 2020, when the first seven-car trainset will be coupled together and tested at a special test track in Pueblo, Colorado. The new high performance electric trains will include Wi-Fi service onboard the systems new fleet, thanks to funding from the State's Transit and Intercity Rail Capital Program (TIRCP).

For more information, visit www.calmod.org.







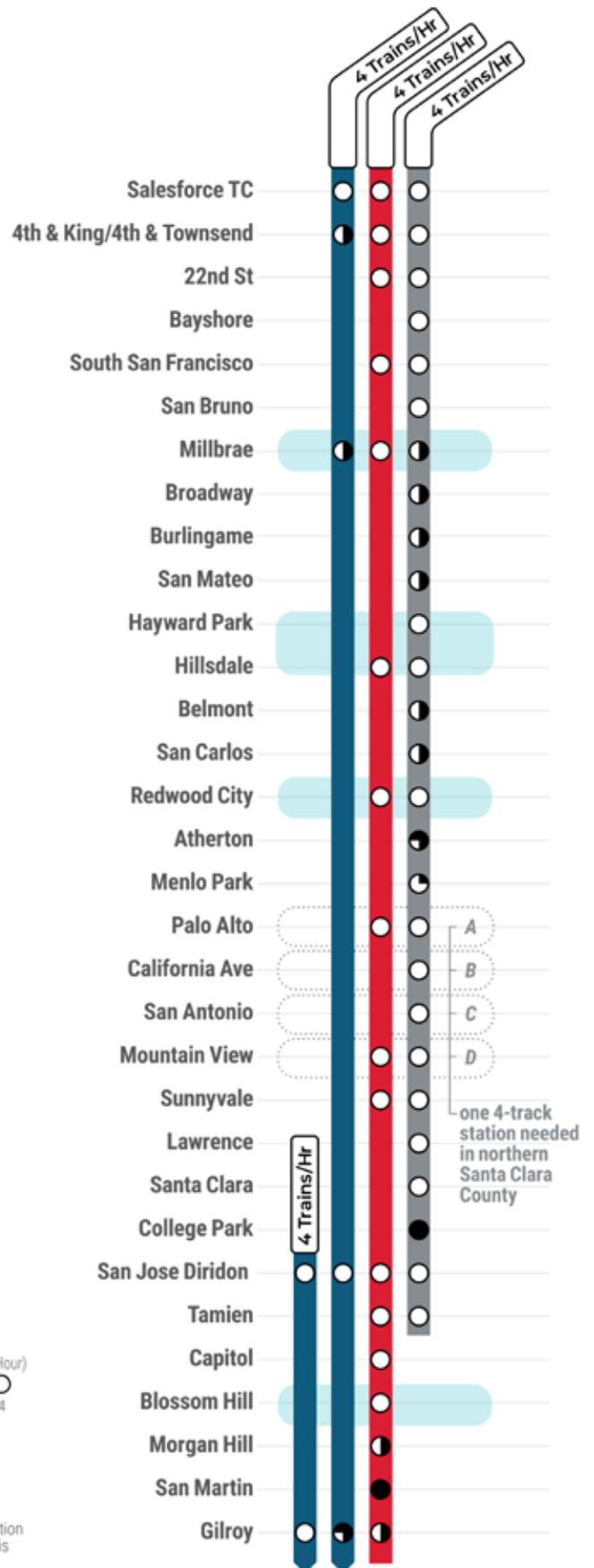
Caltrain Business Plan

The Caltrain Business Plan is an in-depth technical and policy document that will outline the evolution of the Caltrain system over the next 20 years. This joint agency effort will provide a long-term vision for the Caltrain corridor by identifying the service level and infrastructure needed to support the vision and growth Caltrain is projected to experience, and how it will be funded.

The 2040 Service Vision is central to the Caltrain Business Plan. Under the Service Vision adopted by Caltrain at the October 2019 board meeting, fast and frequent service would be the standard on the line every day, all day. Over the period of this vision, service would increase to eight trains per direction per peak hour (up from five), with all day Baby Bullet express service every 15 minutes, and increased off-peak and weekend service. This increased frequency, paired with longer trains, would massively expand capacity to nearly 180,000 riders per day (up from 63,000). The vision also allows for future integration with High Speed Rail as well as supporting the expansion into the High-Growth Scenario if funds becomes available.

More work in the ensuing months would continue with a final plan expected to be adopted by 2020.

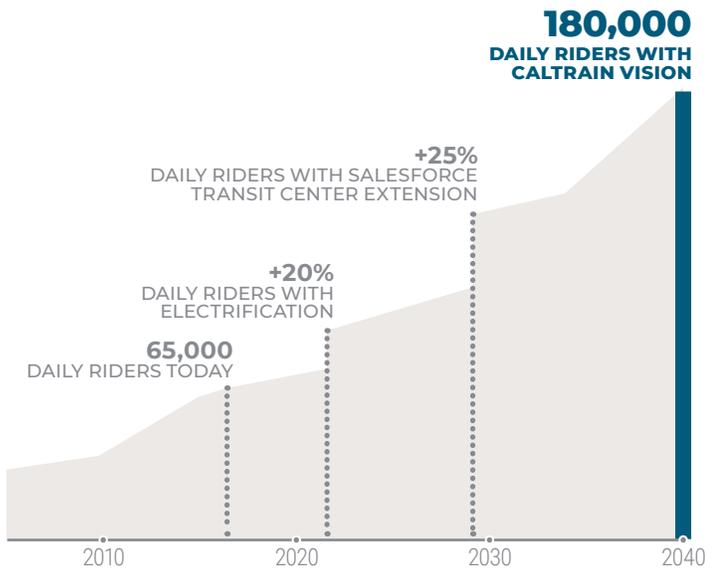
For more information about the Caltrain Business Plan, visit www.caltrain2040.org.



Conceptual 4 Track Segment or Station to be refined through further analysis and community engagement.

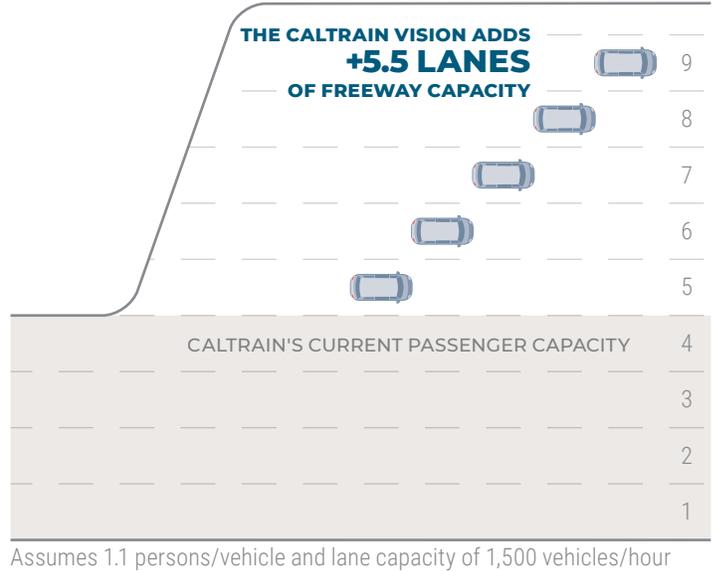
MORE TRANSPORTATION CAPACITY

CARRYING MORE PEOPLE



Improving Caltrain lets us carry three times more people in 2040. That's equivalent to selling out the Giants' ballpark four times every day.

TRAINS VS LANES



Today, Caltrain carries 4 freeway lanes worth of people during rush hour. The draft vision adds the equivalent capacity of 5.5 new freeway lanes.

IMPROVING AIR QUALITY

REDUCING DRIVING

825,000 FEWER MILES DRIVEN EACH DAY
Resulting from drivers who switch to Caltrain. That's like taking 16,000 trips between SF and SJ off the road each day

STIMULATING THE ECONOMY

ADDING JOBS

51,000 NEW JOBS CREATED
Total full- and part-time jobs along the corridor resulting from Caltrain investment*

REDUCING GREENHOUSE GAS EMISSIONS

110 FEWER METRIC TONS OF CO₂ EMISSIONS EACH DAY
Resulting from full electrification of our fleet and drivers switching to Caltrain

INCREASING ECONOMIC ACTIVITY

\$40.8 BILLION IMPACT ON THE REGION
Total impact on regional spending and economic activity resulting from Caltrain investment*

* Values are for 2018-2070 and are in present (2018) value using a discount rate of 4.0%

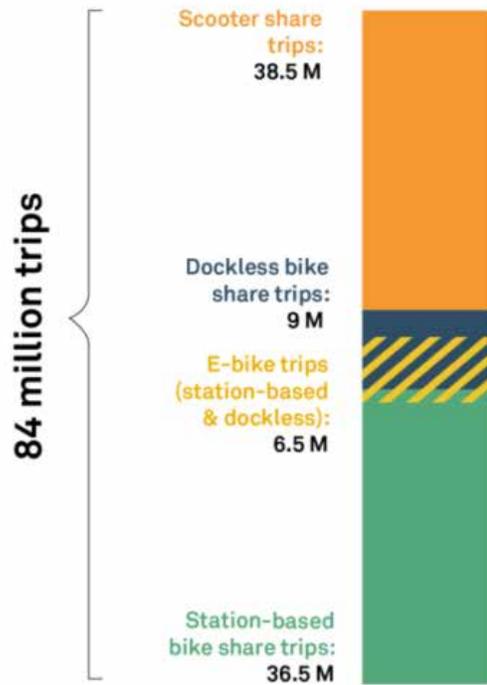
Bike Parking Improvements

Bicycles are a major mode of access to the Caltrain system, providing an efficient and sustainable way for riders to arrive at their origin station or final destination. Caltrain is currently working to plan and implement shared micro-mobility options, station specific designs for bicycle stations; and recommendations for shared micro-mobility devices along the corridor.

Some of this work is already underway. On-demand electronic bike lockers were recently installed at the 22nd Street Station and Santa Clara Station, and more e-lockers and bicycle racks are projected to be installed at Belmont, San Jose Diridon, San Carlos, and Mountain View stations. Caltrain has also made a commitment to spend \$3.5 million on bike parking and mobility prior to electrification (2022).

For more information about Bike Parking Improvements, visit www.caltrain.com/bikes.

Breakdown of 2018 trips



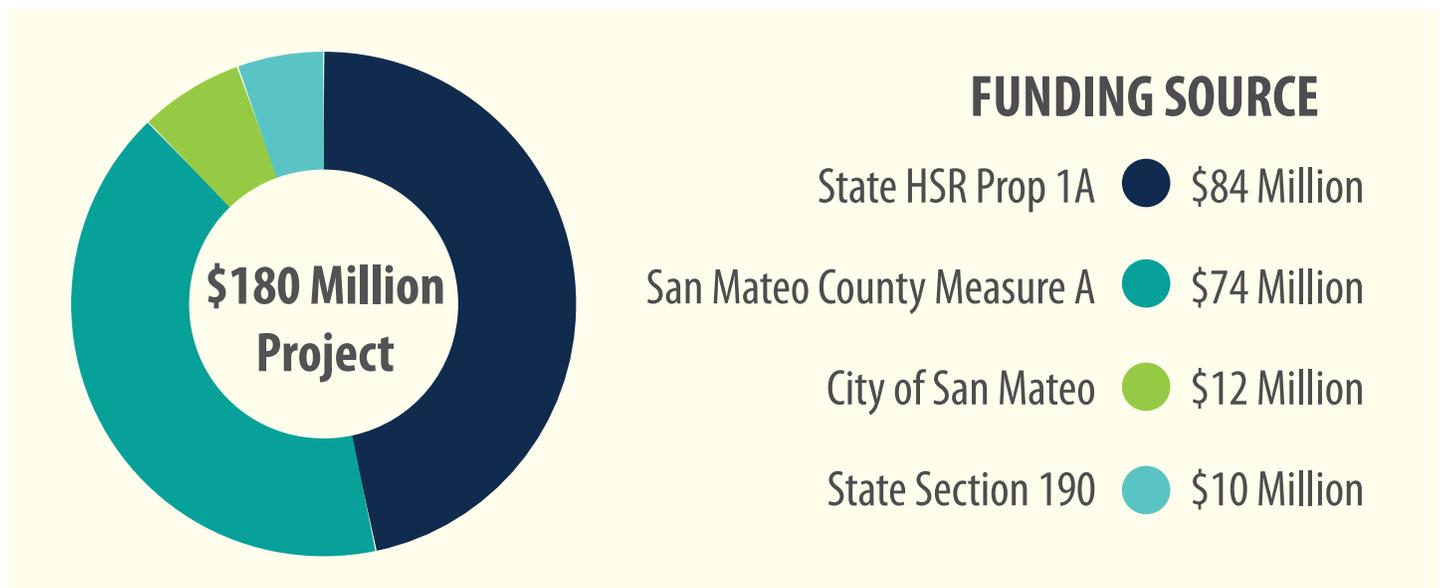
Source: NACTO



New bike lockers provide a secure parking option for Caltrain riders in Santa Clara

Caltrain currently has 42 at-grade crossings in its corridor, where the tracks cross a road. These crossings represent a challenge for Caltrain as it moves towards expanding the frequency of its service. Building grade separations to separate the road from the tracks will reduce traffic impacts along the corridor, while also making the system safer for vehicles, pedestrians and cyclists. Funding for these projects remains a challenge, but Santa Clara County’s Measure B has dedicated funding for grade separations. The San Mateo County Transportation Authority has invested in the improvement or elimination of 15 at-grade crossings, and is working with cities to keep their projects moving forward.

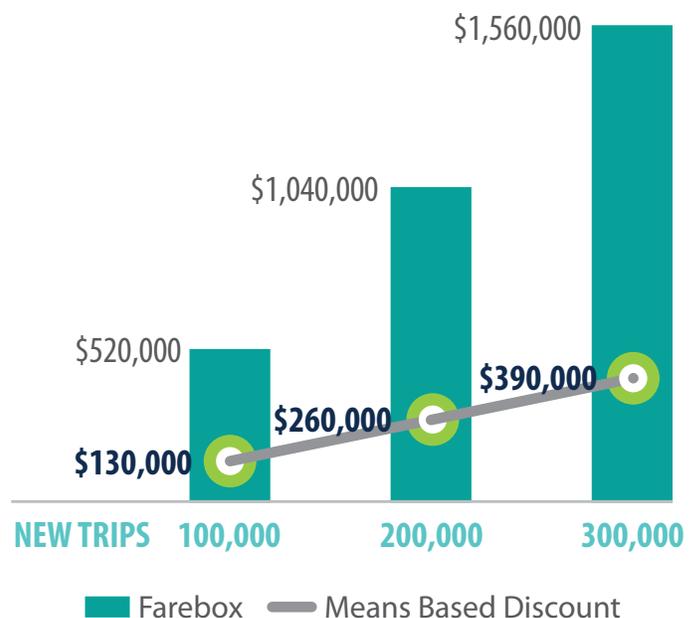
New grade separations are currently under construction or being planned in the following locations: Broadway in Burlingame, Linden Avenue and Scott Street at the border of South San Francisco and San Bruno, and several crossings in Menlo Park and Redwood City.



Funding breakdown for 25th Avenue Grade Separation Project

Means-Based Fare

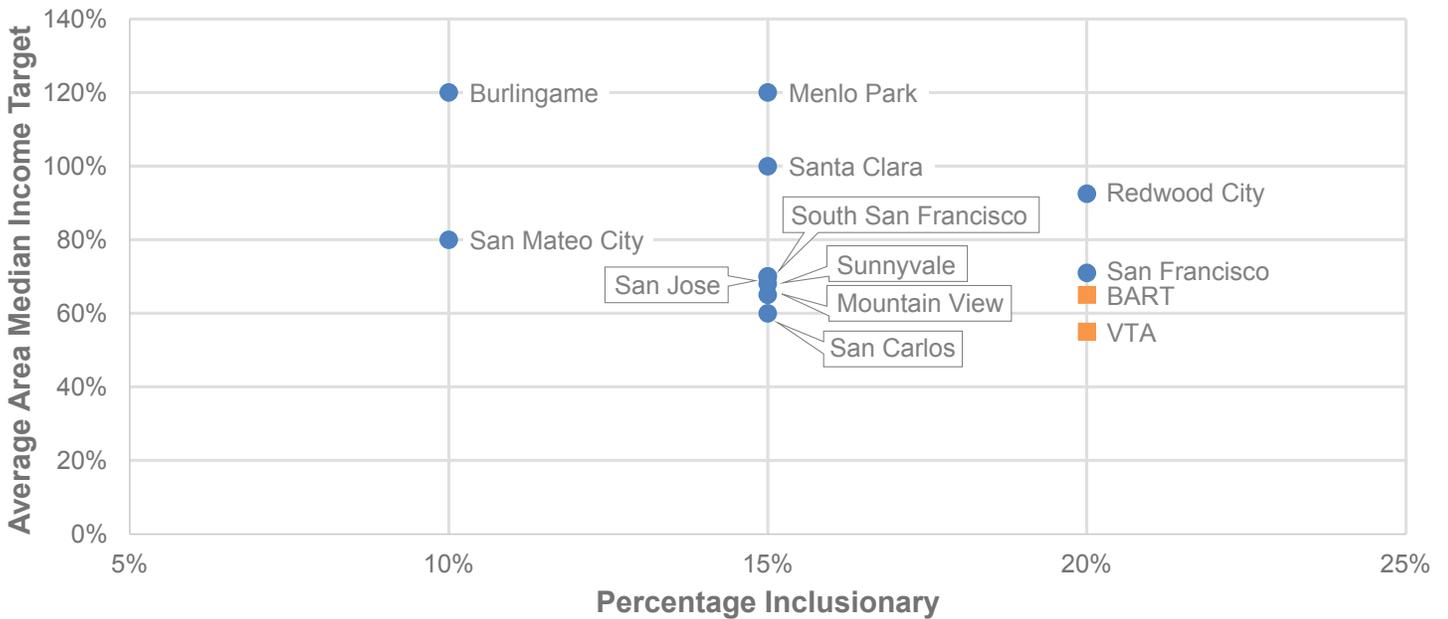
Unlike many transit systems, Caltrain does not have a dedicated revenue source to support its operations. Therefore, Caltrain is heavily reliant on passenger fare recovery to fund the operations and maintenance of its trains. Fares have steadily increased over time, but to make sure Caltrain is accessible for all, the agency will participate in the Metropolitan Transportation Commission’s Means-Based Discount Fare pilot program, providing eligible participants a 20% discount off single-ride adult Clipper Card Caltrain fares. This program is expected to launch mid-2020.



Transit Oriented Development on Caltrain Property

Expanding Transit Oriented Development (TOD) throughout the corridor is a priority for Caltrain, and 2019 saw great strides towards more housing near our stations. The Rail Corridor Use Plan will determine which Caltrain property will be needed for expanded rail service and which can be used for TOD projects, potentially housing. The Plan identifies two parcels, totaling 4.8 acres, at Redwood City and Mountain View that are prime candidates for TOD. An additional 6.8 acres across four sites have potential for development, but have mitigating factors that will need to be resolved to make them developable and ideal for housing. The issues of housing and transportation are fundamentally linked, and Caltrain is doing its part to provide transit-adjacent housing in order to alleviate the Bay Area's housing crisis.

Affordable Housing Requirements for Rental Projects
for Jurisdictions along the Caltrain Corridor and other Transit Agencies



* BART prioritizes Very Low and Low Income households but does not specify the share going to each income category. The 65% AMI target assumes a 50/50 split between units affordable to Low and Very Low Income households.

Downtown Rail Extension (DTX)

The Downtown Rail Extension (DTX) will extend Caltrain from its current terminus at Fourth and King streets to the new Transbay Transit Center.

The project also includes an underground station at Fourth and Townsend streets. Caltrain is closely engaged with the Transbay Joint Powers Authority, as well as other partner agencies including the San Francisco County Transportation Authority, to advance work on this critical improvement to the region and state's rail network.

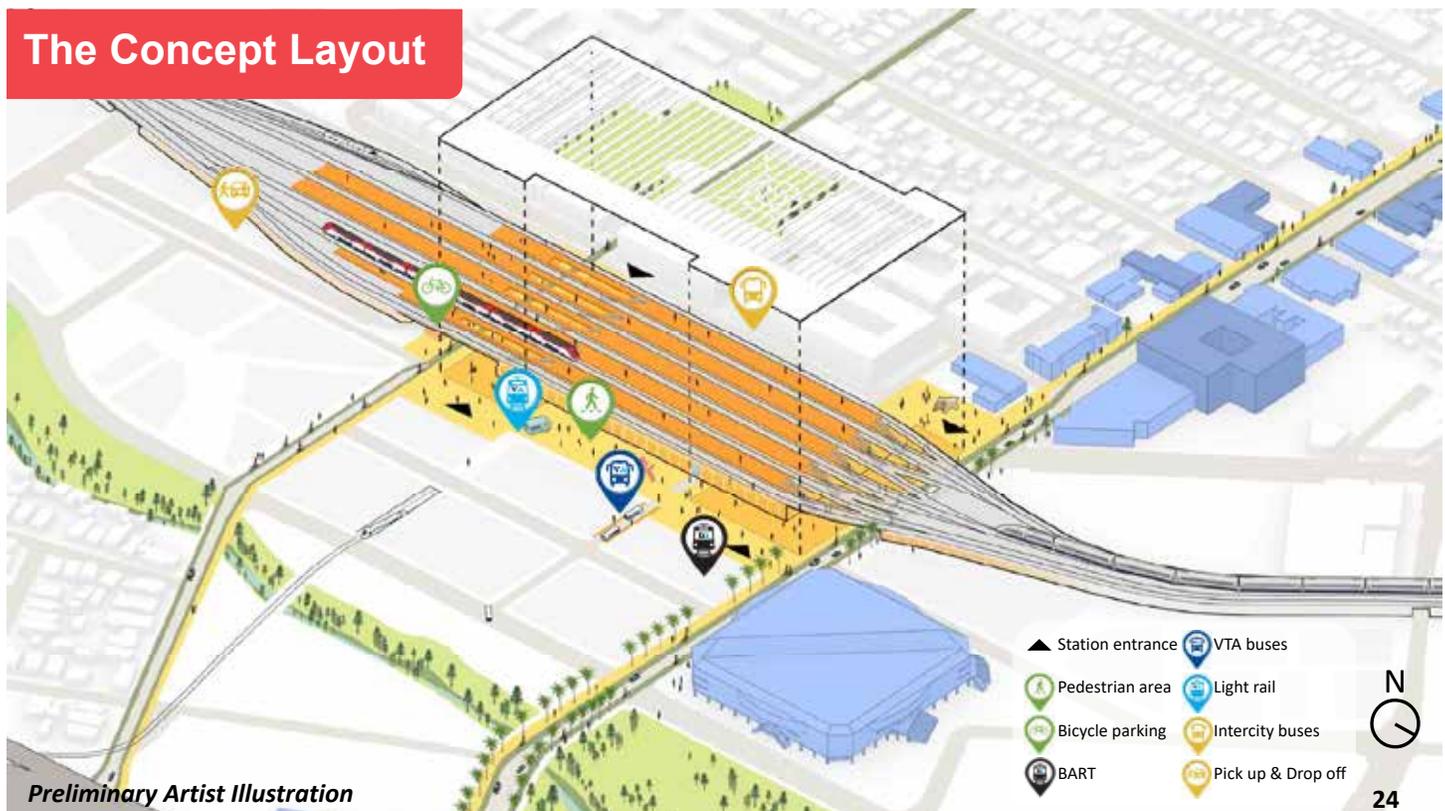
4th & King Railyard, Pennsylvania Avenue Extension and 22nd Street Station

In addition to ongoing work to support the DTX, Caltrain has entered into a staff-level memorandum of understanding with the City and County of San Francisco, the San Francisco County Transportation Authority, the Transbay Joint Powers Authority and Prologis LLC (the land owner of the San Francisco Railyard) to advance critical planning work related to a suite of additional projects and centered around the railyard and the northern end of the Caltrain corridor. These efforts include analyzing Caltrain's future operational needs at the railyard site, considering the potential for development at 4th & King Streets, and participation in studies to advance the Pennsylvania Avenue extension of the DTX, as well as plan the long-term future of the 22nd Street Caltrain Station.

Diridon Station Integration Concept Plan

The Diridon Integrated Station Concept Plan (DISC) is a partnership between the California High-Speed Rail Authority (CHSRA), Caltrain, the City of San Jose, and the Santa Clara Valley Transportation Authority (VTA) to design a transportation hub that will provide seamless access between the varying transit modes the station is anticipated to serve. San Jose Diridon Station is already a major transit hub in San Jose, with Caltrain, ACE, VTA, Capitol Corridor, and Amtrak utilizing the station. Additionally, both public and private buses connect to the station. In the future, Bay Area Rapid Transit (BART) and CHSRA are anticipated to use this station. As a result, there is a need to expand and redesign the station to address the future increases in transit services and ridership.

The Concept Layout



The current station is already at capacity and will not be able to meet the demands of future transit service. The goal of the redesign of Diridon Station will be to provide a more efficient, sustainable, and accessible transportation network that can serve well over 100,000 anticipated riders daily. The plan will include two components: a spatial configuration of track and station elements and an organization structure to deliver the envisioned station. For more information, visit www.diridonsj.org/DISC.

TODAY: Platforms – Looking to downtown



Future Platforms – Looking to downtown



Preliminary Artist Illustration

Gilroy

Caltrain altered the timing of service to and from Gilroy and the other South Santa Clara County stations in order to better line up with demand patterns. The Gilroy Service represents a good opportunity for growth in the system, as ridership from that leg of the corridor has tripled in the last decade. Caltrain is working with VTA and South County communities to add more service to the line.



OUR COMMITMENT

In 2018, the voters of San Mateo County put their trust in us to deliver solutions for the problems and challenges of congestion and mobility. We are already seeing those solutions, as our bus ridership is growing for the first time in years and new construction projects are modernizing & improving our transportation infrastructure.

But our work is not done. As this region continues to grow and evolve, so will its transportation needs, and rather than sit back and watch as change happens to us, we will be an active part of it in order to make transportation easier and more accessible to everyone.

San Mateo County is one of the most dynamic communities in the country with multi-faceted ever-evolving needs. As we anticipate these needs and plan for our future, we always keep the people and communities we serve central in our minds. While we are proud of what we have accomplished, we will not rest on our laurels, but instead continue to explore better ways of serving the people we work for.





Caltrain is managed by
San Mateo County
TRANSIT DISTRICT