10-year outlook (2014 – 2023)
Policy framework
Key questions to address:
  – What do we want to become?
  – How are we doing?
  – What’s ahead of us?
  – What do we need to do?
  – How are we going to do it?
**Schedule**

- Kickoff (October 2013)
- Proposed guiding principles and goals (November 2013 – April 2014)
- Proposed objectives (May 2014 – June 2014)
- Draft plan to Board (August 2014, tentative)
- Final plan to Board (September 2014, tentative)

**Caltrain Challenges / Opportunities**

- Increasing demand
- Capacity constraint
- Aging system
- Growing safety regulations
- Funding constraints
Commitments

- Safety
- On-time, quality service
- State of good repair / maintenance
- Modernization
  - Advanced Signal System
  - Corridor Electrification and EMUs
  - Long range capacity improvements
- HSR/Caltrain Blended System

Plan Structure

<table>
<thead>
<tr>
<th>Vision</th>
<th>Overarching direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guiding Principles</td>
<td>Broad value statements supporting the vision</td>
</tr>
<tr>
<td>Goals</td>
<td>Open-ended, aspirational statements supporting guiding principles</td>
</tr>
<tr>
<td>Objectives</td>
<td>Specific, measurable statements that support goals by describing desired outcomes</td>
</tr>
</tbody>
</table>
# Stakeholder Outreach

## Public Workshops

<table>
<thead>
<tr>
<th>Location</th>
<th>Venue</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco</td>
<td>Mission Creek Senior Center</td>
<td>June 2, 6:00 – 8:00 pm</td>
</tr>
<tr>
<td></td>
<td>225 Berry St., San Francisco</td>
<td></td>
</tr>
<tr>
<td>San Mateo County</td>
<td>Caltrain Office</td>
<td>June 4, 6:00 – 8:00 pm</td>
</tr>
<tr>
<td></td>
<td>1250 San Carlos Ave., San Carlos</td>
<td></td>
</tr>
<tr>
<td>Santa Clara County</td>
<td>Santa Clara Station museum</td>
<td>June 5, 6:00 – 8:00 pm</td>
</tr>
<tr>
<td></td>
<td>1001 Railroad Ave., Santa Clara</td>
<td></td>
</tr>
</tbody>
</table>

## Other Public Venues

- LPMG meetings
- JPB CAC meetings
- JPB meetings

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# Draft Objectives
Safety & Security

A. Compliance & Best Practice
1. Safety and Security Plan
2. Cross departmental coordination
3. Collaboration with regulatory agencies
4. New modernized system requirements
5. Local responder coordination

B. Safety Culture
1. Integrate into organization
2. Employee commitment
3. Local partnerships
4. Outreach and education
5. Public awareness of new electrified system

C. System Investment
1. Inform capital project development
2. Routine assessment and targeted investment
3. Advance grade separation projects

D. Safeguard Security
1. Expand security
2. Integrate crime prevention into system design
2

Expanded and Enhanced Service

A Mobility needs

1. Maximize throughput
2. Increase peak-hour capacity
3. Manage peak demand / use off-peak capacity
4. Electrified service by 2019
5. Post-electrification capacity improvements (ie longer trains)

B Balance different markets

1. Seats and on-board accommodations
2. Service linked to ridership, land use and intermodal connections
3. Competitive with auto

C Dependable Service

1. On-time performance
2. Intuitive schedule
3. User-friendly information
4. Prompt communication and recovery during service delays

D Comfort & Convenience

1. Maintain cleanliness
2. Technology conveniences
3 Infrastructure & Rolling Stock

A State of Good Repair
1. Best practices
2. Life-cycle based maintenance
3. Timely funding and implementation
4. Evolve organization for electrified system

B System Reliability
1. System flexibility and redundancy
2. Reliable service during construction
3. Strategies to reduce dwell time (ie level boarding)

C Expand Capacity
1. Short term rolling stock investments
2. Modernization by 2019
3. Post-electrification core system improvements
4. Preserve rail corridor
5. Maintain service during construction

D Caltrain/HSR Blended Service
1. Do not preclude high speed rail
2. Support blended system planning
3. Consider community interests
4 Financial Sustainability

A Efficiency
1. Regional cost-efficiency targets
2. Caltrain performance targets
3. Cost containment practices

B Maximize Revenues
1. Expand existing streams
2. Explore new sources

C Stabilize and Expand Funding
1. Dedicated O&M funding
2. Increase funding
3. Stabilize member contributions
4. Leverage 3rd party funding
5. Funding for long-term improvements

5 Regional Transportation and Land Use

A Connectivity
1. El Camino BRT coordination
2. Prioritize intermodal connections
3. Improve customer wayfinding
4. Advance regional integration programs

B Alternative Access Modes
1. Implement Caltrain Access Policy
2. Implement Bike Access & Parking Program
3. Enhance first & last mile connections
Regional Transportation and Land Use

C  Transit Supportive Development
1. Adopt TOD Policy
2. Station area planning efforts
3. Link to system operation improvements

D  Statewide Rail Integration
1. Support blended system with local considerations
2. Accommodate corridor tenants
3. JPB / CHSRA / TJPA roles and responsibilities

Partnerships

A  Openness & Fairness
1. Articulate goals / mutual initiatives
2. Create venues for participation
3. Stakeholder resource management

B  Effective Participation
1. Well-defined processes
2. Improve public access to agency data

C  Strengthen Partnerships
1. New areas of common interests
2. Implement joint projects
Social Responsibility

A  Civil Rights
   1. ADA
   2. Title VI

B  Environmental Footprint
   1. Grow sustainable business practices
   2. Consider in policy development
   3. Electrification

C  Inclusivity & Equity
   1. Serve diverse corridor communities
   2. Benefits and impacts
   3. Service planning and policy decisions

Discussion

Website: www.caltrain.com/sp

Comments or questions: caltrainSP@caltrain.com