# Caltrain Strategic Plan Draft Plan

**Board of Directors**
**August 7, 2014**

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## Context

- Last update in 2004
  - 20-year timeframe
  - Range of strategies based on different funding scenarios
- Need updated Strategic Plan
- Major changes since 2004
  - Baby Bullet service and ridership growth
  - Major capital projects completed
  - Funding for modernization

# Opportunities / Challenges

- Increasing demand / capacity constraint
- Ongoing financial challenges
- Caltrain modernization
  - Build on state of good repair
  - System integration
  - Construction and revenue service
- Caltrain/HSR blended system

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# Milestones

| | |
|---|---|
| Kickoff | October 2013 |
| Goals | November 2013 – April 2014 |
| Objectives | May 2014 – June 2014 |
| Draft Plan | August 2014 |
| Final Plan | September 2014 |

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## Outreach

| Meetings | Communications |
|---|---|
| • Public workshops (3)<br>• Caltrain CAC, BAC<br>• CSCG (City/County Staff Coordination Group)<br>• LPMG (Local Policy Maker Group)<br>• PCWG (Peninsula Corridor Working Group)<br>• Other venues as requested | • Website updates and comment form<br>• Social media updates<br>• Press release<br>• Take ones, station signage, announcements |

## Plan Structure

| | |
|---|---|
| **Vision** | **Provide a safe, reliable, sustainable modern rail system that meets the growing mobility needs of the San Francisco Bay Area region.** |
| Focus Areas | Key areas of Caltrain business activities and outcomes |
| Goals | Open-ended, aspirational statements within each focus area |
| Objectives | Specific policy statements that support goals by describing desired outcomes |

## Focus Areas

- Safety
- Service
- Infrastructure & Rolling Stock
- Finance

- Transportation & Land use
- Partners & Stakeholders
- Social Responsibility

## Draft
## Goals & Objectives

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**1** **Safety**

**A** **Compliance & Best Practice**

1. Safety and Security Plan
2. Cross departmental coordination
3. Collaboration with regulatory agencies
4. New modernized system requirements
5. First responder coordination

**B** **Safety Culture**

1. Integrate into organization
2. Organization wide commitment
3. Local partnerships
4. Outreach and education
5. Public awareness of new electrified system

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**1** **Safety**

**C** **System Investment**

1. Inform capital project development
2. Implement Positive Train Control
3. Routine assessment and targeted investment
4. Advance grade separation projects

**D** **Safeguard Security**

1. Expand security
2. Integrate crime prevention into system design

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**2** **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, i.e. longer trains

### B  Competitive with auto travel

1. Maximize train capacity
2. Service linked to ridership, land use and intermodal connections
3. Balance frequent stops with lower trip times
4. Increase demand during off peak / low ridership stations

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**2** **Service**

### 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

### E  Staff Investment

1. Attract/retain quality staff
2. Provide resources and tools
3. Professional development

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**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, i.e. level boarding

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**3**

# Infrastructure & Rolling Stock

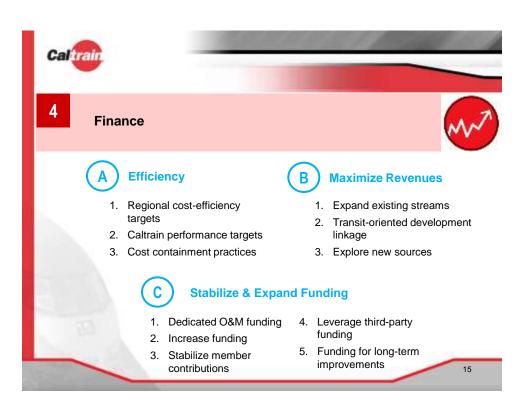**C** **Expand Capacity**

1. Short-term rolling stock investments
2. Implement CBOSS PTC
3. Maintain service during construction
4. Post-electrification core system improvements
5. Preserve rail corridor

**D** **Caltrain/HSR Blended Service**

1. Do not preclude high speed rail
2. Support blended system planning
3. Consider community interests

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**4** **Finance**

**A** **Efficiency**

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

**B** **Maximize Revenues**

1. Expand existing streams
2. Transit-oriented development linkage
3. Explore new sources

**C** **Stabilize & Expand Funding**

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

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**5** **Transportation and Land Use**

**A** **Connectivity**

1. Local transit coordination
2. Prioritize intermodal connections
3. Improve customer way finding
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

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**5** — **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. Partnerships with JPB / CHSRA / TJPA

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**6** — **Partners & Stakeholders**

**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. Non-traditional venues
3. Improve public access to agency data

**C** — **Strengthen Partnerships**

1. City partnerships
2. New areas of common interests
3. Implement joint projects

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**7**   **Social Responsibility**

**A**   **Civil Rights**

1. ADA & Title VI
2. FTA coordination

**B**   **Environmental Footprint**

1. Grow sustainable business practices
2. Promote environmental stewardship
3. Electrification

**C**   **Inclusivity & Equity**

1. Serve diverse corridor communities
2. Benefits and impacts
3. Service planning and policy decisions

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# JPB AdHoc Committee

- General support for recommended goals/objectives
- Discussion themes:
    - Safety priority and Board engagement
    - Outreach/Partnerships and Board engagement
    - Caltrain staff welfare
    - Technology application

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## Stakeholders

- General support for recommended goals/objectives
- Key comments / highlights:
  - Capacity and crowding (immediate and long term)
  - Service level
  - Train amenities (technology application)
  - First and last mile (bikes on board)
  - Freight

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## Next Steps

- Release Draft Strategic Plan (August)
- Finalize plan and seek JPB approval (September)
- Performance metrics TBD
- Monitoring and reporting
  - JPB
  - MTC
  - FTA

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# Q & A

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