

CALTRAIN RAIL CORRIDOR USE POLICY

Overview and Background on the Rail Corridor Use Policy

The Rail Corridor Use Policy is a policy that has been adopted by the Peninsula Corridor Joint Powers Board (JPB) to guide the use of its property and support delivery of Caltrain's Long-Term Service Vision.

The JPB frequently receives proposals for "non-railroad uses" of its property, such as utilities, commercial businesses, development proposals, or community facilities. In accordance with the JPB's Policy of Property Conveyance (Resolution 2010-45), the agency has an extensive review process for such proposals, including design, engineering, and regulatory review, and non-railroad uses of JPB property that have been reviewed and approved by the JPB are issued a Property Access Agreement. The first step in the review process for Property Access Agreements is for Caltrain staff to determine if the proposed use is compatible with the railroad's current and future needs.

The railroad's future needs for its property are directly connected to achieving Caltrain's Long-Term Service Vision, which was unanimously adopted by the Caltrain Board of Directors on October 3, 2019. Developed through the Caltrain Business Plan process, the Long-Term Service Vision describes a substantially expanded rail service on the Caltrain corridor by 2040, with a minimum of eight trains per hour operating in the peak period in each direction between San Francisco and San Jose. In order to support this growth in train service, the Caltrain Business Plan also identified the conceptual infrastructure that will be needed to operate more trains on the corridor and achieve the Long-Term Service Vision. It is anticipated that significant portions of the JPB's property will be needed to deliver this future infrastructure and support future train operations for the Long-Term Service Vision. Therefore, it is essential that the JPB make thoughtful, strategic decisions regarding non-railroad uses on its property to ensure that it can deliver the railroad's vision for its future.

The Rail Corridor Use Policy is intended to provide a Board-adopted policy to guide decision-making regarding the compatibility of proposed non-railroad uses of JPB property. Stated another way, the Rail Corridor Use Policy is intended to be used by the JPB to determine if a proposed non-railroad use of JPB property is compatible with the railroad's current and future needs for its property – a policy to guide decision-making for the first step in the Property Access Agreement review process. For proposed uses that are determined to be compatible with the railroad's current and future needs, it is important to note that in accordance with the Policy of Property Conveyance, additional design, engineering, and regulatory review is required before a Property Access Agreement can be approved and issued by the JPB.

What Does the Rail Corridor Use Policy Contain?

The Rail Corridor Use Policy is a policy framework that consists of two components: **an administrative document** and **a map series** displaying the JPB's property along the Caltrain corridor. The administrative document is intended to be used in conjunction with the maps to guide decision-making regarding the compatibility of proposed non-railroad uses with the railroad's current and future needs.

CALTRAIN RAIL CORRIDOR USE POLICY DRAFT ADMINISTRATIVE DOCUMENT

This section of the Rail Corridor Use Policy contains the administrative components of the policy framework, including the following:

- **Definitions** of the terms used in the policy framework, including the Property Use Zones and the Service Vision Capital Project Overlay;
- **Decision-making process** for proposed non-railroad uses to determine if they are compatible with the railroad’s current and future needs;
- **Allowable non-railroad uses** that would be considered to be compatible with the railroad’s current and future needs, including an overview and a list of allowable uses for each Property Use Zone; and,
- **Procedures** for updating the Rail Corridor Use Policy.

DEFINITIONS

PROPERTY USE ZONES

OVERVIEW OF PROPERTY USE ZONES

The Property Use Zones serve as the base land use districts for Peninsula Corridor Joint Powers Board (JPB) property along the Caltrain corridor. The Property Use Zones apply to all JPB property and JPB operating easements along the Caltrain corridor from San Francisco to San Jose. Each Property Use Zone has a list of non-railroad uses that may be located within its borders, which are described later in this document.

WHAT ARE “NON-RAILROAD USES?”

Non-railroad uses are uses of JPB property that do not have a primary purpose of supporting the delivery of Caltrain rail service and the safe operation of the railroad. Non-railroad uses may be located below, on, or above JPB property. Some examples of non-railroad uses on JPB property include:

- The many third party utilities that must cross the rail corridor to support the surrounding communities, such as water, electricity, or sewer facilities, which are the most common non-railroad uses on the corridor;
- A residential building, office building, restaurant, or museum near a Caltrain station; or,
- An access facility to improve mobility in a community, such as walkway or bikeway along or across the rail corridor.

In each of these examples, the primary purpose for which the land or building thereon is designed, arranged or intended, or for which it is occupied, maintained, or leased, is not directly related to supporting the delivery of Caltrain rail service and the safe operation of the railroad; therefore, they are considered to be non-railroad uses.

WHAT ARE THE PROPERTY USE ZONES AND HOW DO THEY WORK?

PROPERTY USE ZONE 1: OPERATING RIGHT-OF-WAY

Property Use Zone 1 is the Operating Right-of-Way (ROW) land use district, and it includes property that is required for the safe operation of the railroad in its current configuration and for the Peninsula Corridor Electrification Project (PCEP). Land in Property Use Zone 1 is intended to serve railroad operations and is generally not available for non-railroad uses, except compatible utility uses.

PROPERTY USE ZONE 2: STATION RIGHT-OF-WAY

Property Use Zone 2 is the Station Right-of-Way land use district, and it includes property that is located at and near Caltrain’s stations. Property in Property Use Zone 2 includes facilities that support the functioning of the railroad station, including station buildings, facilities that facilitate access to the railroad (such as sidewalks, driveways, loading and unloading areas, car parking facilities, bike parking facilities, etc.), passenger waiting areas, etc. Property Use Zone 2 could potentially have non-railroad land uses that are compatible with the functioning of the station and the safe operation of the railroad, including development projects, commercial leases, community uses, etc.

PROPERTY USE ZONE 3: NON-OPERATING RIGHT-OF-WAY

Property Use Zone 3 is the Non-Operating Right-of-Way land use district, and it includes all JPB property that is not already included in Property Use Zones 1, 2, and 4. Property in Property Use Zone 3 could potentially have non-railroad land uses that are compatible with the safe operation of the railroad, including development projects, commercial leases, community uses, etc.

PROPERTY USE ZONE 4: SPECIAL STUDY AREA

Property Use Zone 4 Zone is the Special Study Area land use district, and it includes JPB property that is currently involved in a defined planning process that formally involves multiple stakeholders. Examples include areas of the corridor associated with the railroad terminal studies at San Francisco and San Jose. Land in Property Use Zone 4 is generally not available for non-railroad uses, except compatible utility uses, and future use of the property will generally be determined through the defined planning process in each area.

SERVICE VISION CAPITAL PROJECT OVERLAY

OVERVIEW

The Service Vision Capital Project Overlay serves as an overlay district that is applied on top of the Property Use Zones to JPB property along the Caltrain corridor. This overlay conceptually represents areas of JPB property along the Caltrain corridor that may be needed for potential future capital projects to support achievement of Caltrain’s Long-Term Service Vision.

WHAT IS INCLUDED IN THE SERVICE VISION CAPITAL PROJECT OVERLAY?

The Service Vision Capital Project Overlay includes all known potential future capital projects that may be delivered on the corridor to support achievement of Caltrain’s Long-Range Service Vision. Consistent with the Caltrain Business Plan, the program of capital investments included in the Service Vision Capital Project Overlay is intended to be “visionary;” it has been developed to be comprehensive and inclusive of all the projects and plans that are already ongoing in the corridor. This means that many of the capital investments are related to projects and plans that are already under development by Caltrain’s partner agencies and local jurisdictions.

The Service Vision Capital Project Overlay’s collection of potential future capital projects includes the following:

- Near-term future maintenance and rehabilitation projects of existing rail infrastructure;
- Potential future changes to the rail infrastructure to accommodate a blended system;
- Potential future passing tracks to support increased rail service, as described by the Caltrain Business Plan;
- Potential future terminal projects at San Francisco and San Jose;
- Potential future grade separation projects at each current at-grade vehicular crossing; and,
- Potential future grade separation projects for bikes and pedestrians only, as defined by cities along the corridor.

HOW DOES THE SERVICE VISION CAPITAL PROJECT OVERLAY WORK FOR THE ?

Because it is known that the property within its boundaries may be needed for a potential capital project in the future, the Service Vision Capital Project Overlay is intended to identify areas that need to be protected to ensure that JPB property would not become permanently encumbered or used in a way that would make it difficult or impossible to deliver the potential future capital project. This overlay is applied on top of the Property Use Zones, and it establishes more restrictive land use regulations than the underlying base Property Use Zone.

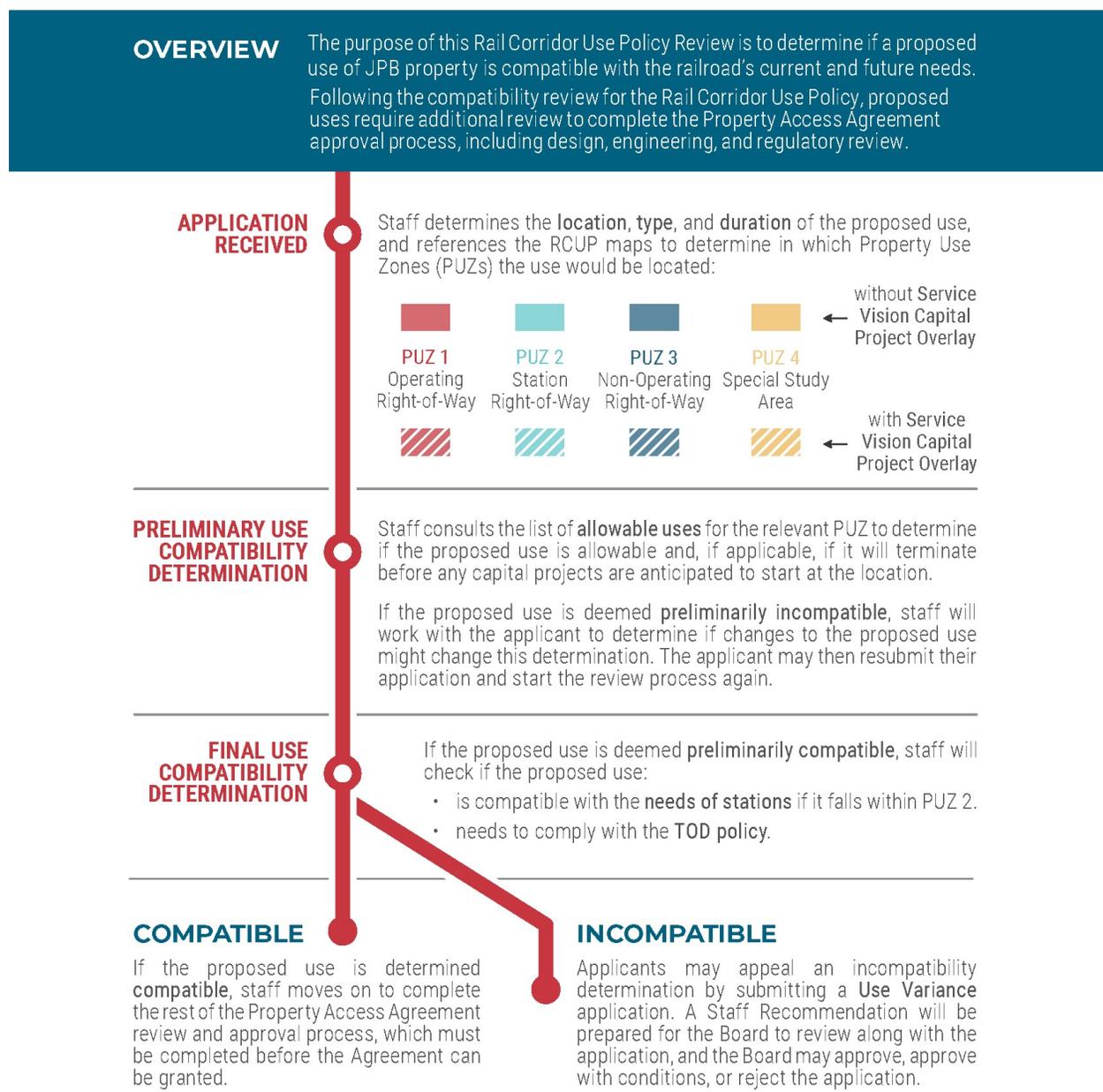
The Service Vision Capital Project Overlay could potentially have non-railroad land uses that are compatible with the safe operation of the railroad and that will be terminated before the anticipated start of the potential future capital project. The Service Vision Capital Project Overlay could also be available for a future, long-term, non-railroad use of the land that is co-designed with the potential future capital project, that is co-delivered with the potential future capital project, or that is delivered after completion of the potential future capital project.

RAIL CORRIDOR USE POLICY DECISION-MAKING PROCESS

The section describes the JPB’s process to review a proposed use and make a decision if it is compatible with the railroad’s current and future needs. This process is summarized and illustrated in a flow chart in Figure 1, while a step-by-step overview describes the process below.

FIGURE 1

DECISION-MAKING FRAMEWORK FOR PROPOSED NON-RAILROAD USES OF JPB PROPERTY



STEP-BY-STEP OVERVIEW OF DECISION-MAKING PROCESS

1. **Application Received.** Staff receive an application for a proposed non-railroad use of JPB property.
 - a. Based on the application, staff determine:
 - i. The location of the proposed use on JPB property,
 - ii. The type of proposed use, and
 - iii. The proposed duration of the use.
 - b. Staff consult the Rail Corridor Use Policy maps to determine:
 - i. The Property Use Zone(s) where the proposed use would be located; and
 - ii. Whether or not the Service Vision Capital Project Overlay occurs where the proposed use would be located.
2. **Preliminary Use Compatibility Determination.** Staff complete a preliminary compatibility review of the proposed use with current and future railroad needs.
 - a. If the proposed use is not within the Service Vision Capital Project Overlay, staff consult the Rail Corridor Use Policy’s list of allowable non-railroad uses for each applicable Property Use Zone (Tables 1A, 2A, 3A, 4A in this document) to determine if the proposed use is listed as an allowable use.
 - i. If it is listed as an allowable use, then it is considered “preliminarily compatible” with the railroad’s current and future needs.
 - ii. If it is not listed as an allowable use, then it is considered “preliminarily incompatible” with the railroad’s current and future needs.
 - b. If the proposed use is within the Service Vision Capital Project Overlay, staff consult the Rail Corridor Use Policy’s list of allowable uses for each applicable Property Use Zone and the Service Vision Capital Project Overlay (Tables 1B, 2B, 3B, 4B in this document) to determine if the proposed use is listed as an allowable use. Staff also determine if the proposed use would terminate before the anticipated start of the potential capital project in the area.
 - i. If it is listed as an allowable use and the proposed use would terminate before the anticipated start of the potential capital project, then it is considered “preliminarily compatible” with the railroad’s current and future needs.
 - ii. If it is not listed as an allowable use or if the proposed use would not terminate before the anticipated start of the potential capital project, then it is considered “preliminarily incompatible” with the railroad’s current and future needs.
3. **Final Use Compatibility Determination.** Staff complete the steps below to make a final determination of compatibility with the railroad’s current and future needs.
 - a. **Preliminarily Compatible.** If the proposed use is determined to be “preliminarily compatible” with the railroad’s current and future needs, staff complete final compatibility review by checking if the Steps 3A – i. and ii. below would apply to the proposed use. If they do not apply, staff jump to Step 3C to make a final determination.

- 5. Use Variance.** Applicants may appeal an incompatibility determination by submitting a Use Variance application, which includes an opportunity to lay out the grounds for their appeal, as well as the Use Variance application fee.
- a. If a Use Variance application is received, staff determine current and future railroad needs in the proposed project’s area, including potential future capital projects. Staff also do a preliminary assessment of the compatibility of the proposed use with Caltrain Engineering Standards, CPUC regulations, and State and federal regulations. Staff note if there are any issues that would need to be resolved through the Property Access Agreement review process, or if there are any conditions or terms that would need to be included in the Property Access Agreement itself before it was granted.
 - b. Based on these assessments, a Staff Recommendation on the Use Variance is developed for the Board to approve, approve with conditions, or reject the Use Variance. The Use Variance and Staff Recommendation are reviewed by the Chief Operating Officer for Rail and the General Manager before they are submitted to the Board for review, along with the Use Variance application.
 - c. The Board may approve, approve with conditions, or reject a Use Variance. The Board’s determination is the final decision about the compatibility of the proposed use with current and future railroad needs.
 - d. If the Use Variance is approved or approved with conditions by the Board, then the proposed use is considered to be compatible with the railroad’s current and future needs, and staff commence the rest of the Property Access Agreement review process.

ALLOWABLE NON-RAILROAD USES

OVERVIEW

Each Property Use Zone has a range of non-railroad uses that may be allowed to be located within that zone. Allowable uses will vary depending on whether or not the proposed location is within the Service Vision Capital Project Overlay. The lists of allowable uses for each Property Use Zone are meant to be broad enough to give flexibility but also clear enough to provide sufficient direction regarding the expected type, location, and relation of proposed uses of JPB property along the rail corridor.

There are three general types of non-railroad uses, which each contain a variety of different types of uses: utilities; commercial and development uses; and community uses. Allowable uses are categorized by the duration of the proposed use of JPB property: short-term uses are for non-railroad uses that would be on JPB property for less than five years, while long-term uses are for non-railroad uses that would be on JPB property for more than five years.

In general, future capital projects for the railroad are not considered non-railroad uses and are generally exempt from the Rail Corridor Use Policy's review process to determine their compatibility with the railroad's current and future needs. Instead, the review and approval of future capital projects should generally proceed via the railroad's approval process for capital projects. This general guidance applies to most capital projects that affect the railroad corridor; however, there may be exceptions with new potential capital projects that are proposed for the Caltrain corridor, which may, at the discretion of Caltrain staff, be required to undergo the Rail Corridor Use Policy's review process to ensure compatibility with the railroad's current and future needs. One notable exception from this general guidance is new crossings for bicycles and pedestrians in a location where a crossing does not currently exist. New bicycle and/or pedestrians crossings across the rail corridor (above the tracks or under the tracks) are considered to be a non-railroad use – specifically, they are considered to be community uses for a new access facility, not capital projects for the railroad. Additionally, as a final note on potential future capital projects, no new at-grade crossings of the railroad tracks are allowed for any mode of transportation at any location along the corridor.

All proposed uses must be compliant with local land use regulations. All proposed uses are subject to the JPB's fee schedule. All leases are expected to comply with requirements for fair market value. All proposed uses are subject to further review and approval from the JPB, in accordance with the Property Conveyance Policy.

TABLES OF ALLOWABLE USES

Tables 1A, 2A, 3A, and 4A present the allowable uses for each Property Use Zone without the Service Vision Capital Project Overlay. Tables 1B, 2B, 3B, and 4B present the allowable uses for each Property Use Zone within the Service Vision Capital Project Overlay. When applicable, the tables note when additional review may be needed to determine compatibility with the current and future needs of the railroad.

OPERATING RIGHT-OF-WAY

 **Table 1A: Operating Right-of-Way (Property Use Zone 1) – No Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services 	Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services
Commercial and development uses: <ul style="list-style-type: none"> - None 	Commercial and development uses: <ul style="list-style-type: none"> - None
Community uses: <ul style="list-style-type: none"> - None 	Community uses: <ul style="list-style-type: none"> - None
Notes for Review Process: <ul style="list-style-type: none"> - None 	Notes for Review Process: <ul style="list-style-type: none"> - None

 **Table 1B: Operating Right-of-Way (Property Use Zone 1) – With Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services 	Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services
Commercial uses: <ul style="list-style-type: none"> - None 	Commercial uses: <ul style="list-style-type: none"> - None
Community uses: <ul style="list-style-type: none"> - None 	Community uses: <ul style="list-style-type: none"> - None
Notes for Review Process: <ul style="list-style-type: none"> - None 	Notes for Review Process: <ul style="list-style-type: none"> - None

STATION RIGHT-OF-WAY

Table 2A: Station Right-of-Way (Property Use Zone 2) – No Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered 	<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered
<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Other uses that serve commercial purposes that are compatible with the railroad could be considered 	<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - New, long-term buildings or structures on JPB property to be used as offices, residences, retail space, etc. - Other uses that serve commercial purposes that are compatible with the railroad could be considered
<p>Community uses:</p> <ul style="list-style-type: none"> - Access facilities, such as walking or bicycling paths - Recreational facilities, such as a park or community garden - Community event, such as a farmers market - Other uses that serve public purposes and are compatible with the railroad could be considered 	<p>Community uses:</p> <ul style="list-style-type: none"> - Access facilities, such as walking or bicycling paths - Recreational facilities, such as a park or community garden - Community event, such as a farmers market - Other uses that serve public purposes and are compatible with the railroad could be considered
<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process. 	<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process. - TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.

Table 2B: Station Right-of-Way (Property Use Zone 2) – With Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered 	<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered
<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Other uses that serve commercial purposes that are compatible with the railroad could be considered 	<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - New, long-term buildings or structures that are designed and/or delivered in conjunction with the potential future capital project on JPB property (offices, residences, retail space, etc.), or that will be constructed after delivery of the potential future capital project. - Other uses that serve commercial purposes that are compatible with the railroad could be considered
<p>Community uses:</p> <ul style="list-style-type: none"> - Community event, such as a farmers market 	<p>Community uses:</p> <ul style="list-style-type: none"> - None
<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process. - Staff must determine that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project. 	<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process. - Staff must determine that that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project. - TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.

NON-OPERATING RIGHT-OF-WAY

Table 3A: Non-Operating Right-of-Way (Property Use Zone 3) – No Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered 	<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered
<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Vehicle sales, rentals, and service establishments - Staging ground for nearby non-railroad construction projects - Other uses that serve commercial purposes that are compatible with the railroad could be considered 	<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Vehicle sales, rentals, and service establishments - New, long-term buildings or structures on JPB property to be used as offices, residences, retail space, etc. - Other uses that serve commercial purposes that are compatible with the railroad could be considered
<p>Community uses:</p> <ul style="list-style-type: none"> - Access facilities, such as walking or bicycling paths - Recreational facilities, such as a park or community garden - Community event, such as a farmers market - Other uses that serve public purposes and are compatible with the railroad could be considered 	<p>Community uses:</p> <ul style="list-style-type: none"> - Access facilities, such as walking or bicycling paths - Recreational facilities, such as a park or community garden - Community event, such as a farmers market - Other uses that serve public purposes and are compatible with the railroad could be considered
<p>Notes on Review Process:</p> <ul style="list-style-type: none"> - None 	<p>Notes on Review Process:</p> <ul style="list-style-type: none"> - TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.

Table 3B: Non-Operating Right-of-Way (Property Use Zone 3) – With Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered 	<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered
<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Vehicle sales, rentals, and service establishments - Staging ground for nearby non-railroad construction projects - Other uses that serve commercial purposes that are compatible with the railroad could be considered 	<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Vehicle sales, rentals, and service establishments - New, long-term buildings or structures that are designed and/or delivered in conjunction with the potential future capital project on JPB property (offices, residences, retail space, etc.), or that will be constructed after delivery of the potential future capital project. - Other uses that serve commercial purposes that are compatible with the railroad could be considered
<p>Community uses:</p> <ul style="list-style-type: none"> - Community event, such as a farmers market 	<p>Community uses:</p> <ul style="list-style-type: none"> - None
<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Staff must determine that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project. 	<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Staff must determine that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project. - TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.

SPECIAL STUDY AREA

Table 4A: Special Study Area (Property Use Zone 4) – No Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services 	Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services
Commercial uses: <ul style="list-style-type: none"> - None 	Commercial uses: <ul style="list-style-type: none"> - None
Community and development uses: <ul style="list-style-type: none"> - None 	Community and development uses: <ul style="list-style-type: none"> - None
Notes for Review Process: <ul style="list-style-type: none"> - None 	Notes for Review Process: <ul style="list-style-type: none"> - None

Table 4B: Special Study Area (Property Use Zone 4) – With Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services 	Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services
Commercial uses: <ul style="list-style-type: none"> - None 	Commercial uses: <ul style="list-style-type: none"> - None
Community and development uses: <ul style="list-style-type: none"> - None 	Community and development uses: <ul style="list-style-type: none"> - None
Notes for Review Process: <ul style="list-style-type: none"> - None 	Notes for Review Process: <ul style="list-style-type: none"> - None

POLICIES AND PROCEDURES FOR UPDATING THE RCUP

The Rail Corridor Use Policy is intended to be updated as conditions change on the Caltrain corridor. Changes may be made by staff to ensure that the Rail Corridor Use Policy is kept up-to-date, and staff should regularly report any changes that have been made to the Board. The following list provides examples of circumstances under which the RCUP may be updated; however, this is not an exhaustive list and staff may make other changes as needed, so long as changes are reported to the Board.

MAP CHANGES:

- The Property Use Zones should be updated as construction projects are completed. These updates should be completed to ensure that all property and facilities needed for the safe operation of the railroad are included in Property Use Zone 1 (Operating Right-of-Way).
- The Property Use Zones should be updated as conditions change on the corridor. For example, if there are any station closures in the future, that property should be converted from Property Use Zone 2 (Station Right-of-Way) to Property Use Zone 3 (Non-Operating Right-of-Way). As another example, if Caltrain enters into a formal, complex, multi-stakeholder planning process for one of its stations, that property may be changed to Property Use Zone 4 (Special Study Area).
- The Service Vision Capital Project Overlay should be updated as construction projects are completed. These updates should include removing the Overlay from areas where the construction project has been completed.
- The Service Vision Capital Project Overlay may have its component projects updated, including details about the projects and the projects' footprints, as partner agencies and cities take action on proposed alignments and alternatives, or as the projects reach the final phase of design.
- The Service Vision Capital Project Overlay should be updated to include all potential future capital projects that may be needed to deliver Caltrain's Long-Term Service Vision, including any new, yet-to-be-conceived capital projects.
- The Service Vision Capital Project Overlay should be updated if it is determined conclusively that a potential future capital project is not needed to deliver the Long-Term Service Vision and will not occur on the Caltrain corridor in the future.
- The maps should be updated to be consistent with the JPB's property holdings, including property which the agency owns in fee simple and property on which the agency has a perpetual operating easement. As the JPB's property holdings change over time, the RCUP maps should be updated to include all current JPB property holdings with assigned Property Use Zones. For example, if the JPB purchases additional property to support a capital project, the RCUP maps should be updated to include that new property holding, and Property Use Zones should be appropriately assigned when adding the new property holding to the RCUP maps.

DECISION-MAKING FRAMEWORK

- While it is not anticipated that there will be substantial or significant changes to the RCUP's decision-making framework in the near future, any substantial or significant change that does arise will be reported to the Board. An example of this could be a substantial change to the types of uses that are allowed in a Property Use Zone.

CALTRAIN RAIL CORRIDOR USE POLICY DRAFT MAP SERIES FOR THE CALTRAIN CORRIDOR

The following section of the Rail Corridor Use Policy contains a map series of the JPB's property and operating easements along the Caltrain corridor, beginning with a summary overview of the map contents and a quick reference guide to the Property Use Zones and Service Vision Capital Project Overlay.

PENINSULA CORRIDOR JOINT POWERS BOARD

CALTRAIN RAIL CORRIDOR USE POLICY DRAFT MAPS

OVERVIEW:

- The RCUP is being developed to provide a Board-adopted policy framework around the use of Peninsula Corridor Joint Powers Board (JPB) property to support the achievement of the vision in the Caltrain Business Plan.
- The RCUP will include an administrative policy framework and a series of maps to facilitate decision-making regarding use of space on the JPB's limited property along the rail corridor. This PDF presents the draft maps for the RCUP project.

PROJECT OBJECTIVES:

- Provide a Board-adopted policy framework that supports the delivery of Caltrain's long-term service vision while also clarifying nearer-term opportunities for the use of JPB property.
- Develop a process for considering and approving the range of proposed uses and projects on JPB property.
- Provide transparency and clarity on the decision-making process and outcomes.

PROPERTY USE ZONES

Property Use Zone 1 – Operating Right-of-Way

- Property Use Zone 1 is the Operating Right-of-Way (ROW) land use district, and it includes property that is required for the safe operation of the railroad in its current configuration and for the Peninsula Corridor Electrification Project (PCEP).
- Land in Property Use Zone 1 is intended to serve railroad operations and is generally not available for non-railroad uses, except compatible utility uses.

Property Use Zone 2 – Station Right-of-Way

- Property Use Zone 2 is the Station Right-of-Way land use district, and it includes property that is located at and near Caltrain's stations.
- Property in the Station Right-of-Way includes facilities that support the functioning of the railroad station, including station buildings, access facilities (such as sidewalks, driveways, loading and unloading areas, car parking facilities, bike parking facilities, etc.), passenger waiting areas, etc.
- Property Use Zone 2 could potentially have non-railroad land uses that are compatible with the functioning of the station and the safe operation of the railroad.

Property Use Zone 3 – Non-Operating Right-of-Way

- Property Use Zone 3 is the Non-Operating Right-of-Way land use district, and it includes all JPB property that is not already included in Property Use Zones 1, 2, and 4.
- Property in Property Use Zone 3 could potentially have non-railroad land uses that are compatible with the safe operation of the railroad, including development projects, commercial leases, community uses, etc.

Property Use Zone 4 – Special Study Area

- Property Use Zone 4 Zone is the Special Study Area land use district, and it includes JPB property that is currently involved in a defined planning process that formally involves multiple stakeholders.
- Examples include areas of the corridor associated with the railroad terminal studies at San Francisco and San Jose.
- Land in Property Use Zone 4 is generally not available for non-railroad uses, except compatible utility uses, and future use of the property will generally be determined through the defined planning process in each area.

SERVICE VISION CAPITAL PROJECT OVERLAY

Service Vision Capital Project Overlay

- The Service Vision Capital Project Overlay serves as an overlay district that is applied on top of the Property Use Zones to JPB property along the Caltrain corridor.
- This overlay conceptually represents areas of JPB property along the Caltrain corridor that may be needed for potential future capital projects.
- Because it is known that the property within its boundaries may be needed for a potential capital project in the future, the Service Vision Capital Project Overlay is intended to ensure that JPB property would not become permanently encumbered or used in a way that would make it difficult or impossible to deliver the potential future capital project.
- The Service Vision Capital Project Overlay could potentially have non-railroad land uses that are compatible with the safe operation of the railroad and that will be terminated before the anticipated start of the potential future capital project.
- The Service Vision Capital Project Overlay could also be potentially available for a future, long-term, non-railroad use of the land that is co-designed with the potential future capital project, that is co-delivered with the potential future capital project, or that is delivered after completion of the potential future capital project.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 1 OF 34



Legend

Property Use Zones

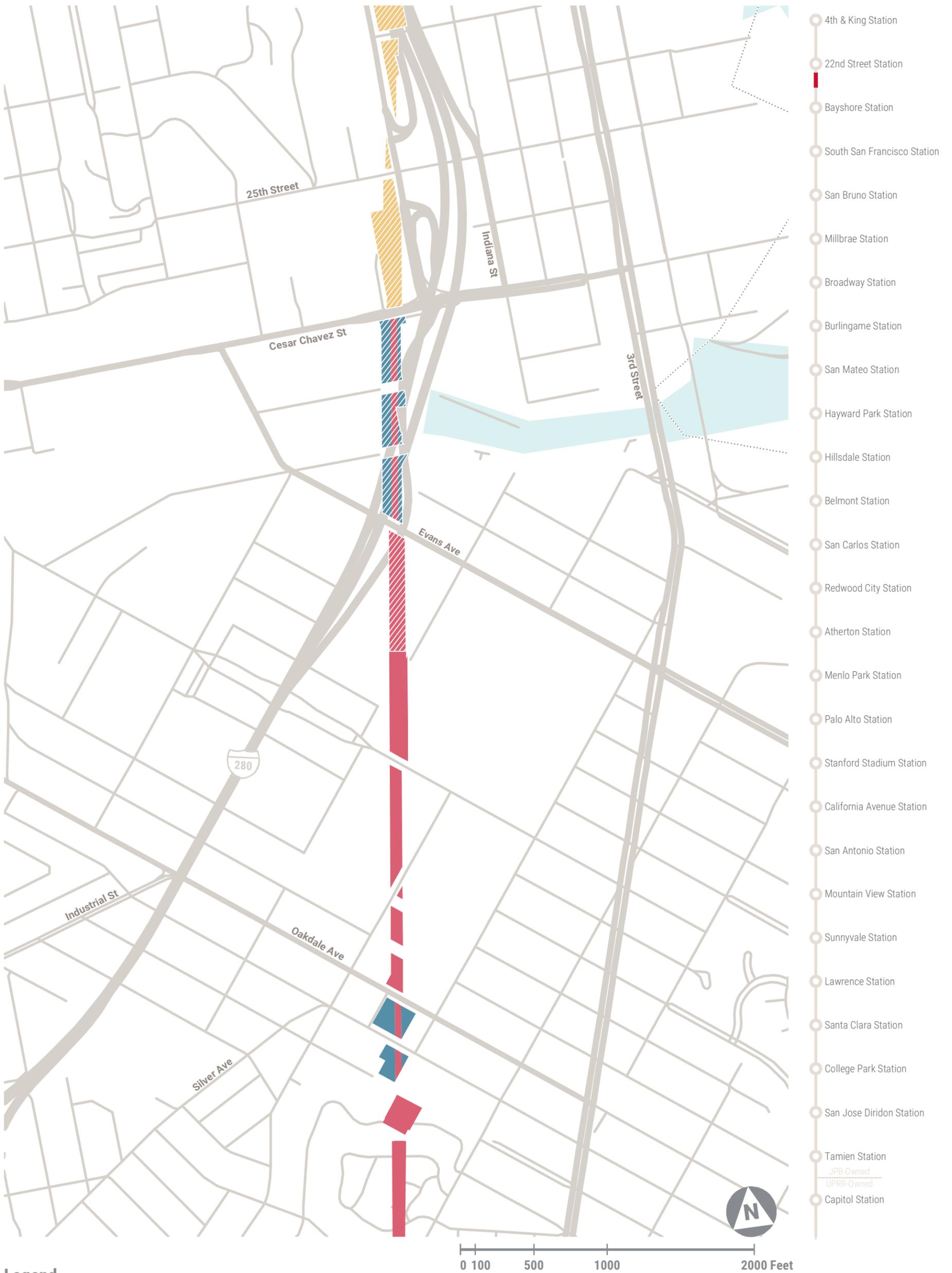
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only. In portions of San Francisco, the Peninsula Corridor Joint Powers Board has a perpetual operating easement but does not own the property in fee.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 2 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only. In portions of San Francisco, the Peninsula Corridor Joint Powers Board has a perpetual operating easement but does not own the property in fee.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 3 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

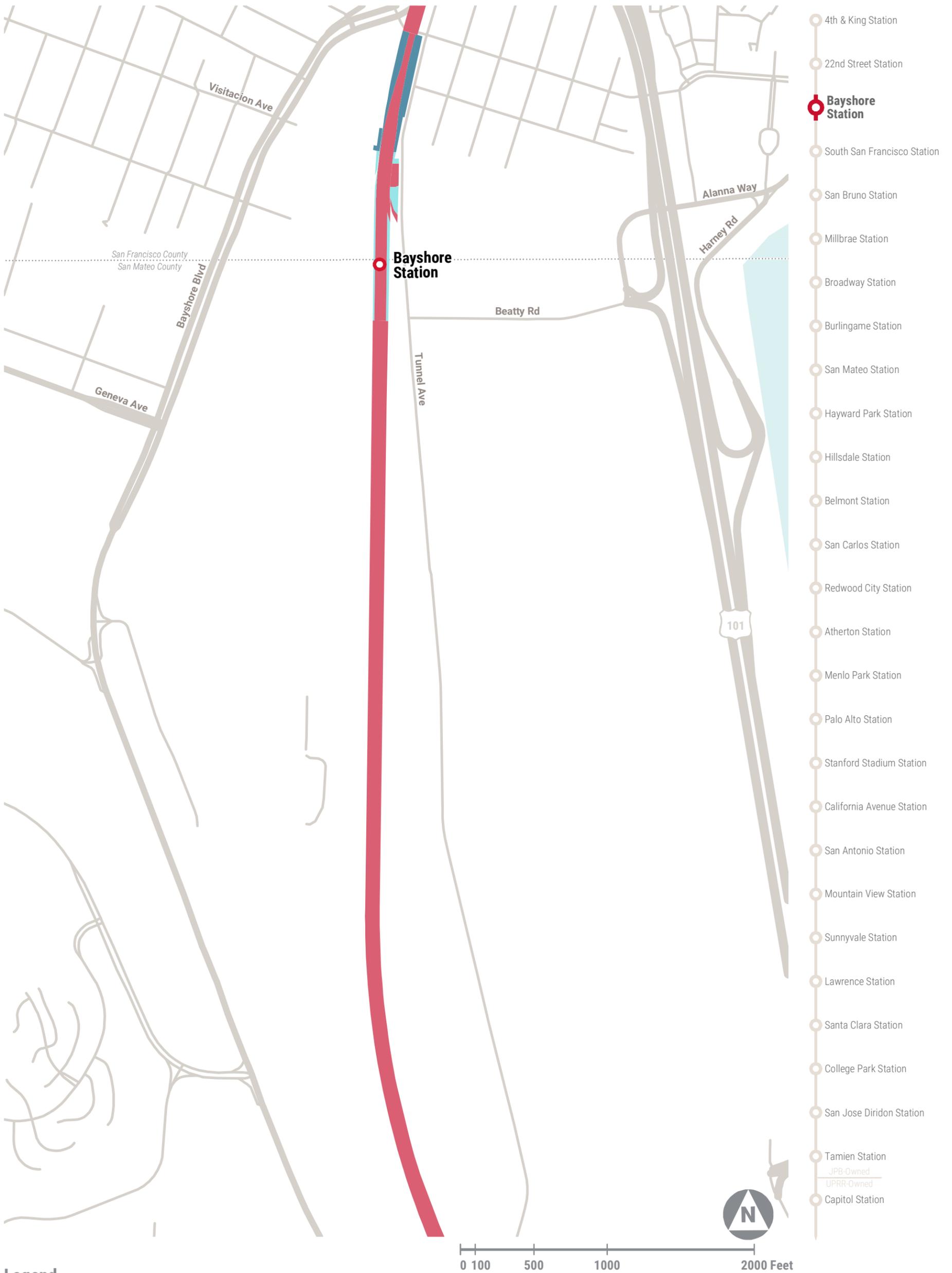
Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 4 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

Legend

Property Use Zones

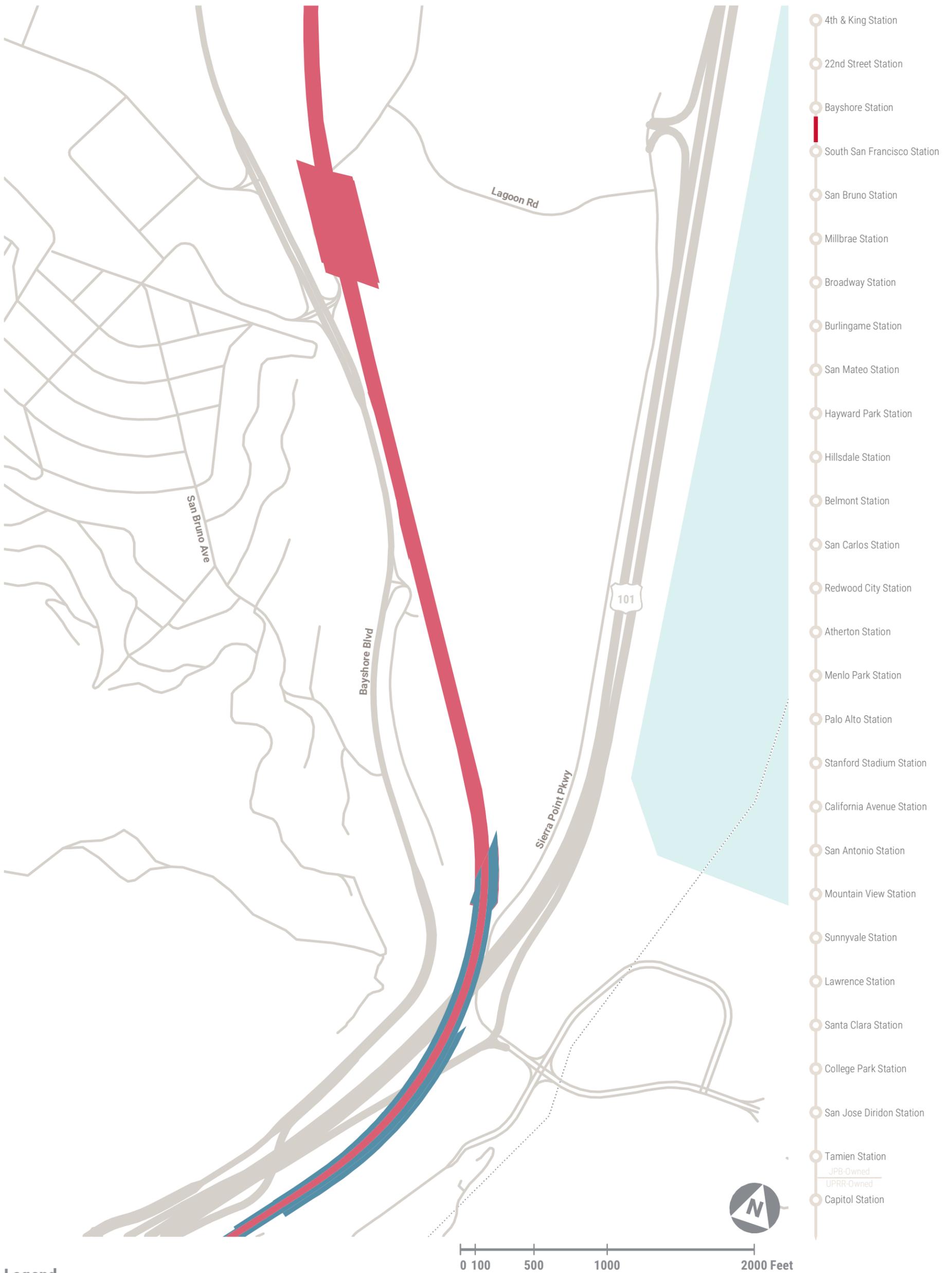
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 5 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

Legend

Property Use Zones

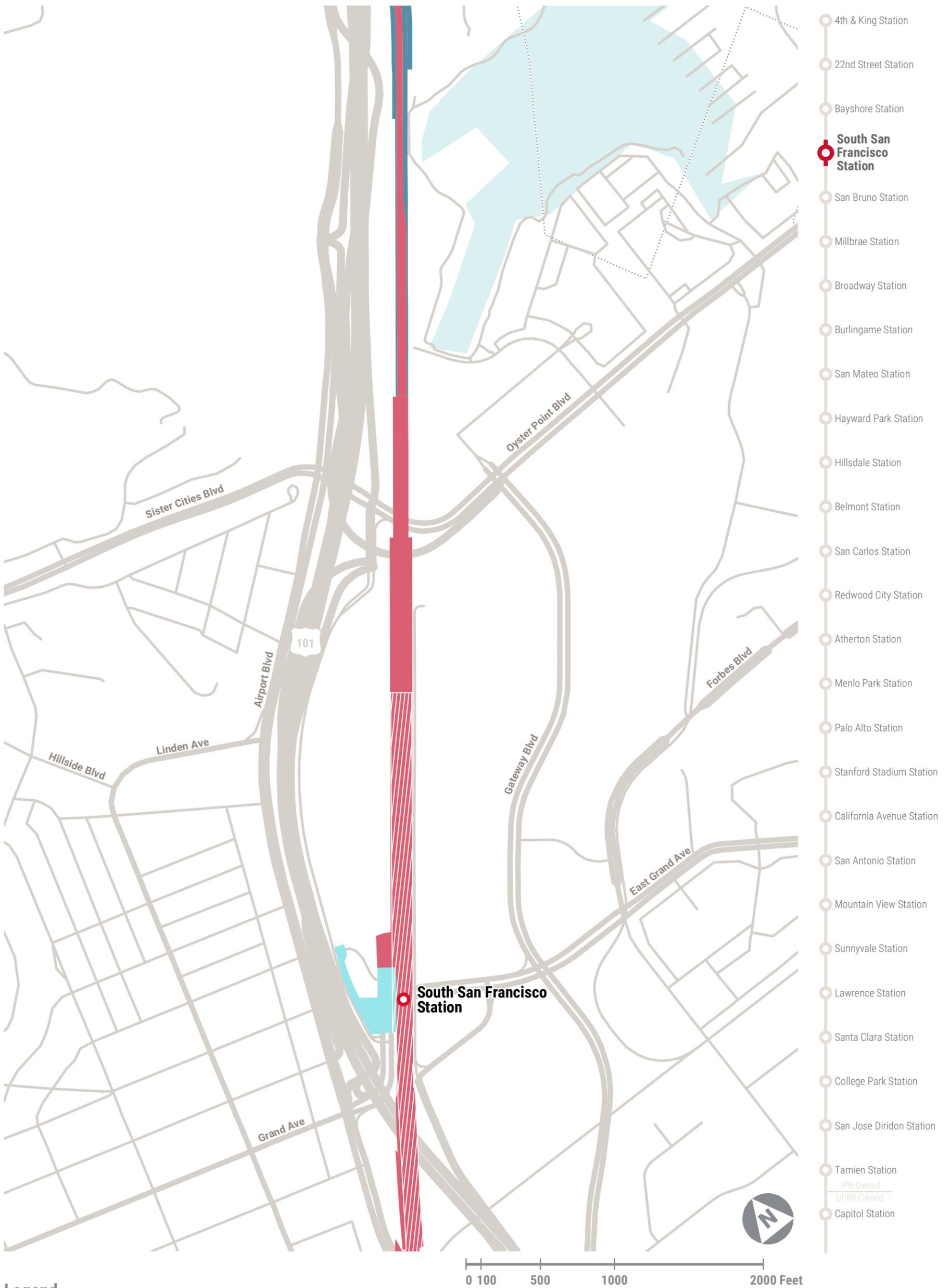
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 6 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- **South San Francisco Station**
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- Capitol Station

Legend

Property Use Zones

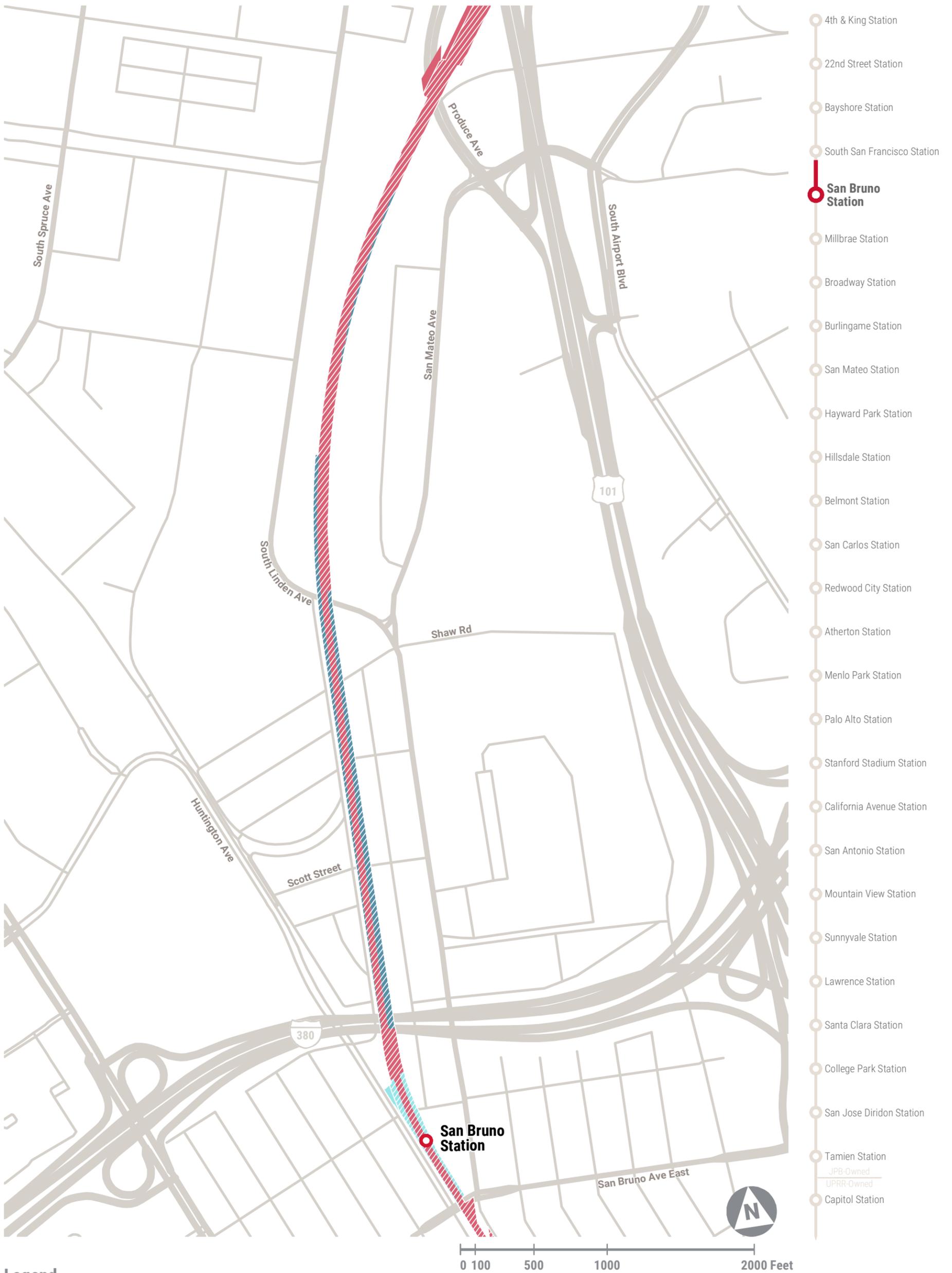
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 7 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 8 OF 34



Legend

Property Use Zones

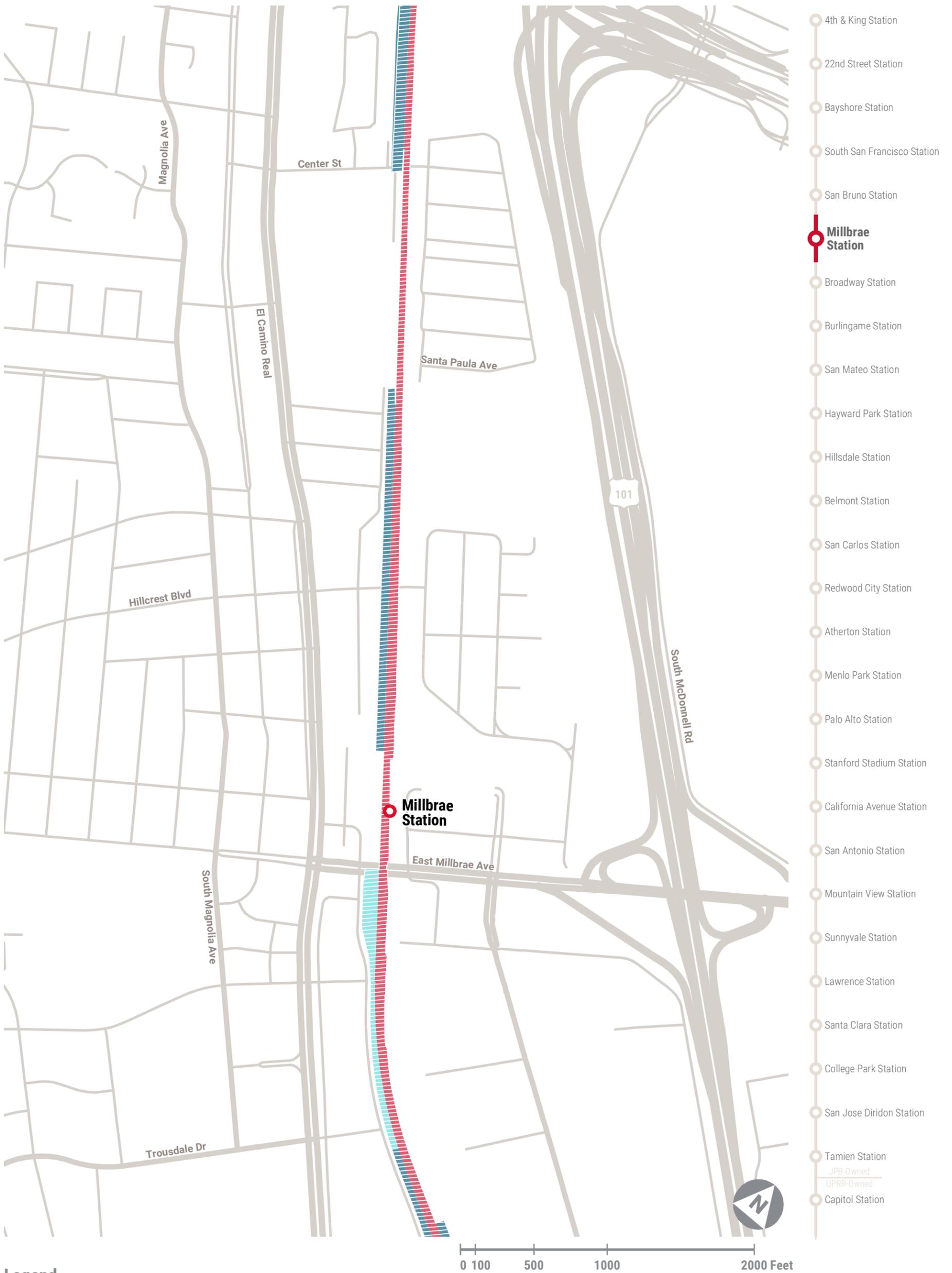
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 9 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- **Millbrae Station**
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
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- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

Legend

Property Use Zones

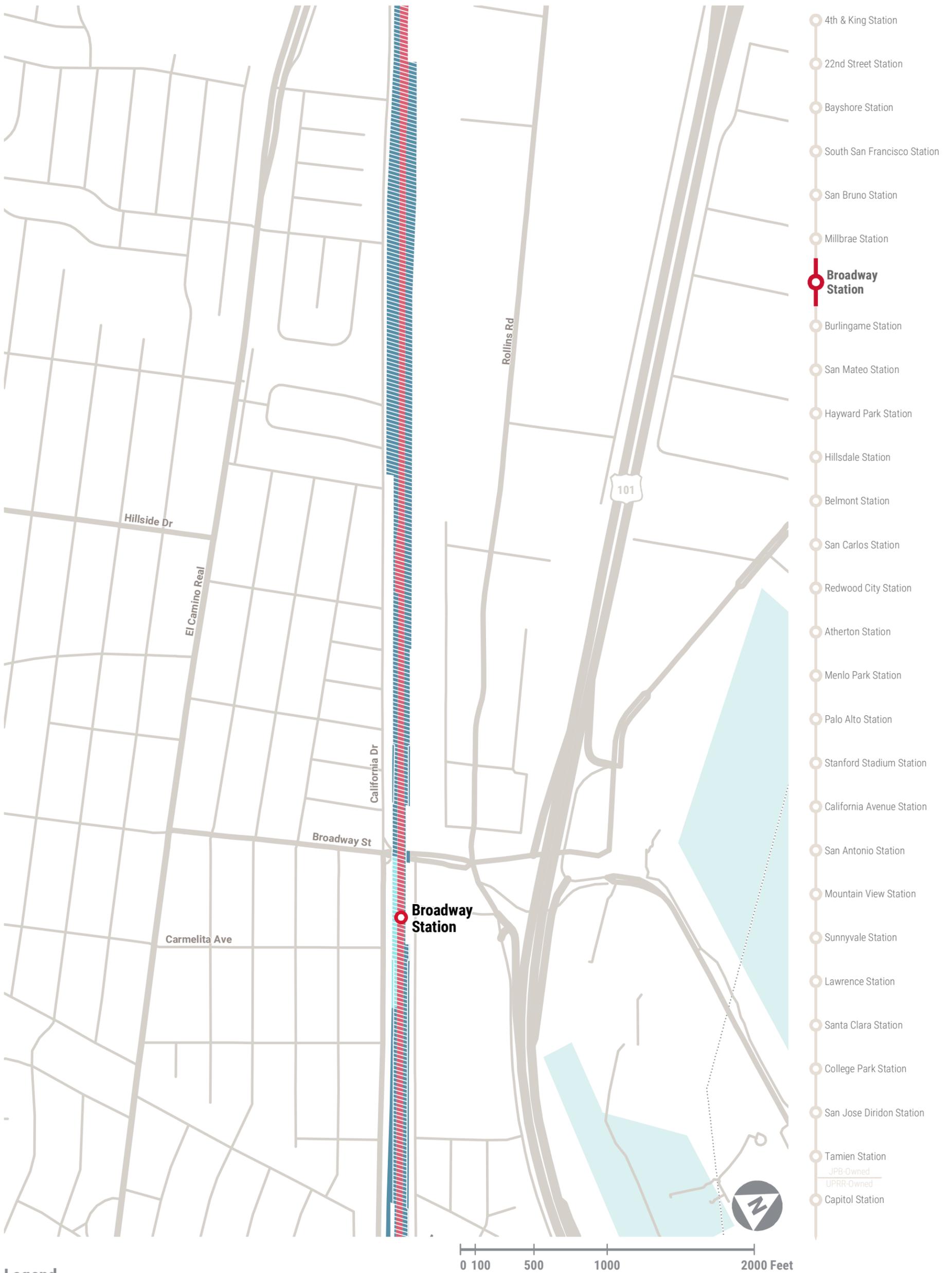
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 10 OF 34



Legend

Property Use Zones

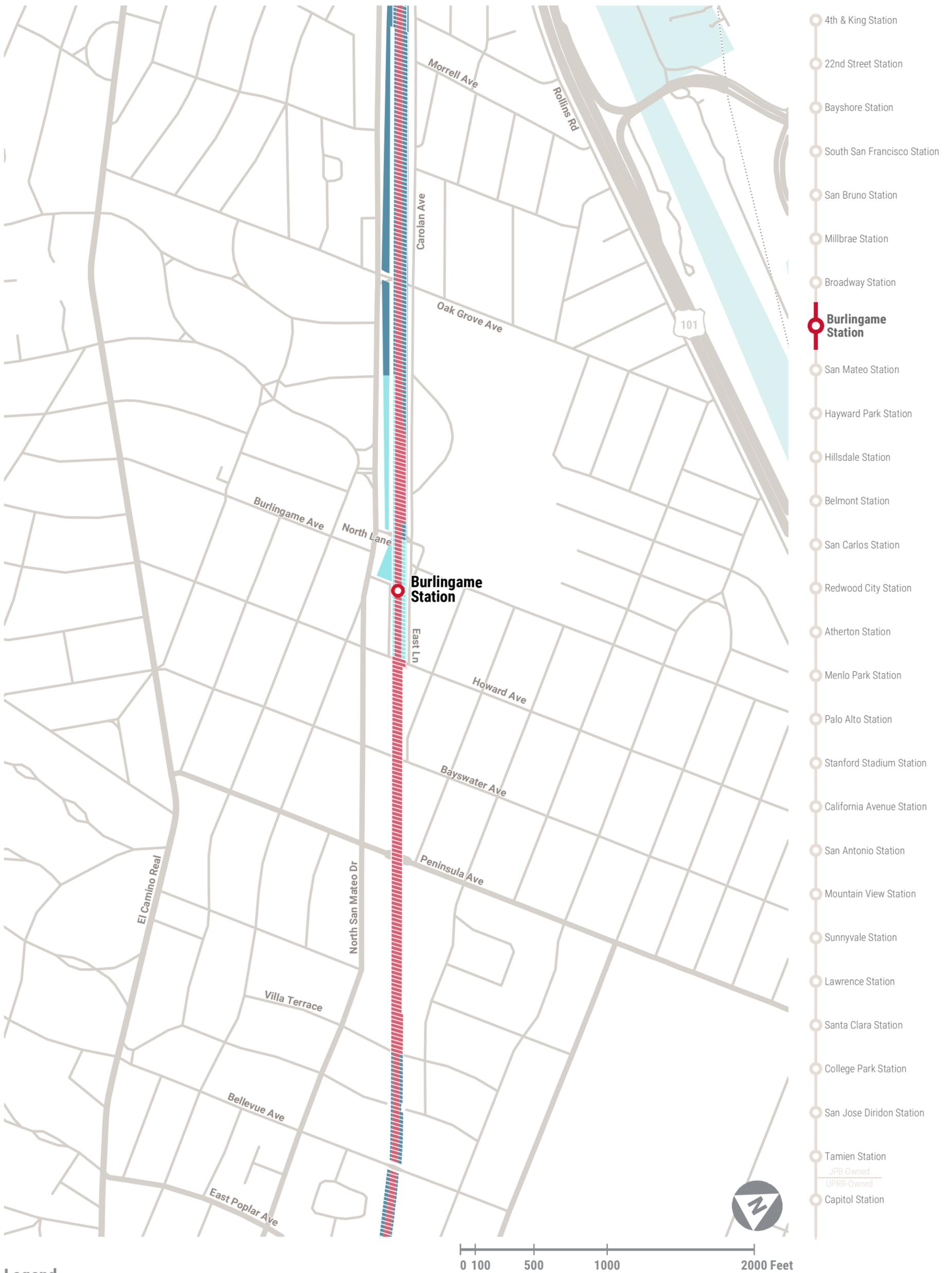
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 11 OF 34



Legend

Property Use Zones

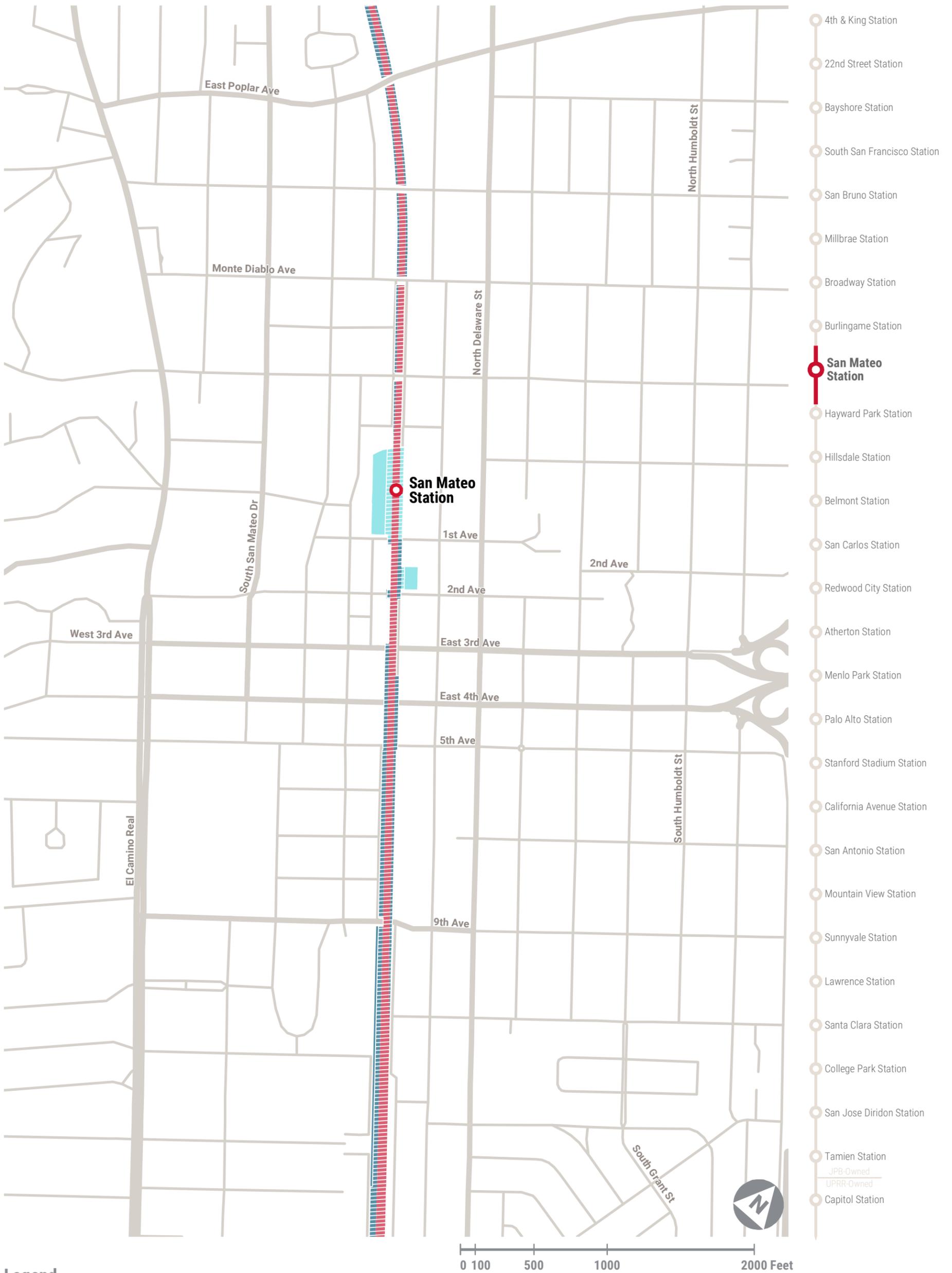
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 12 OF 34



Legend

Property Use Zones

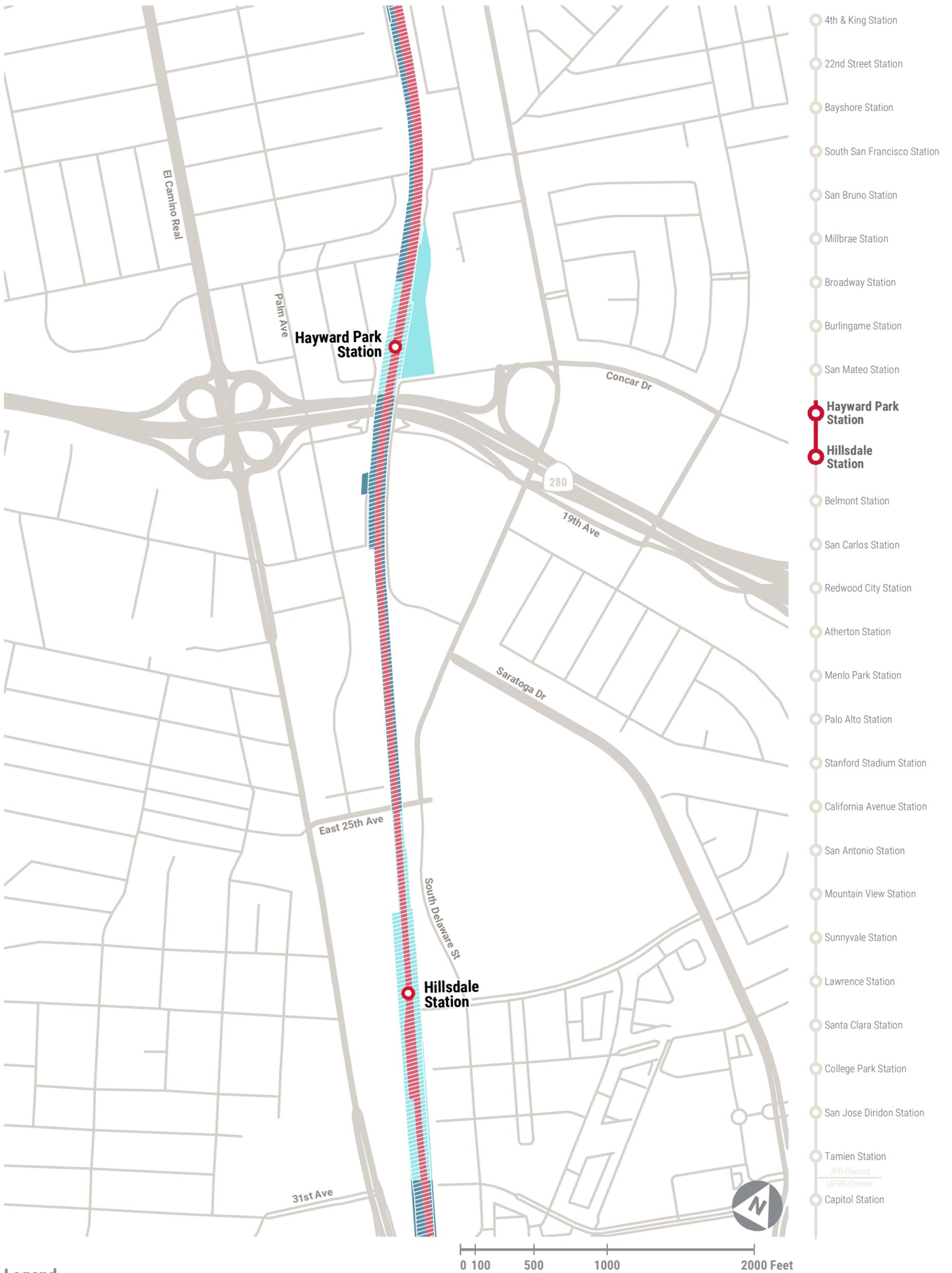
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 13 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 14 OF 34



Legend

Property Use Zones

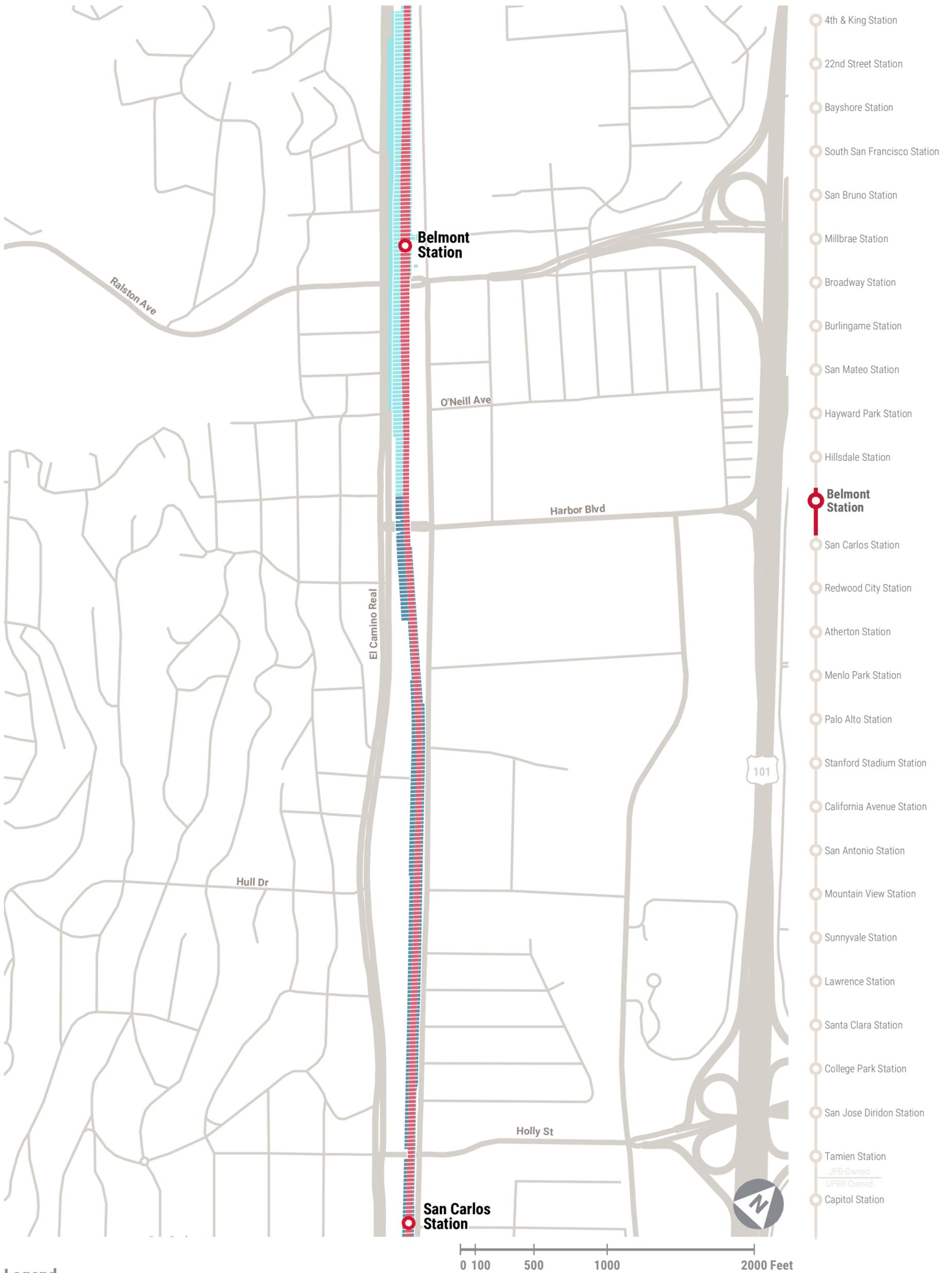
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 15 OF 34



Legend

Property Use Zones

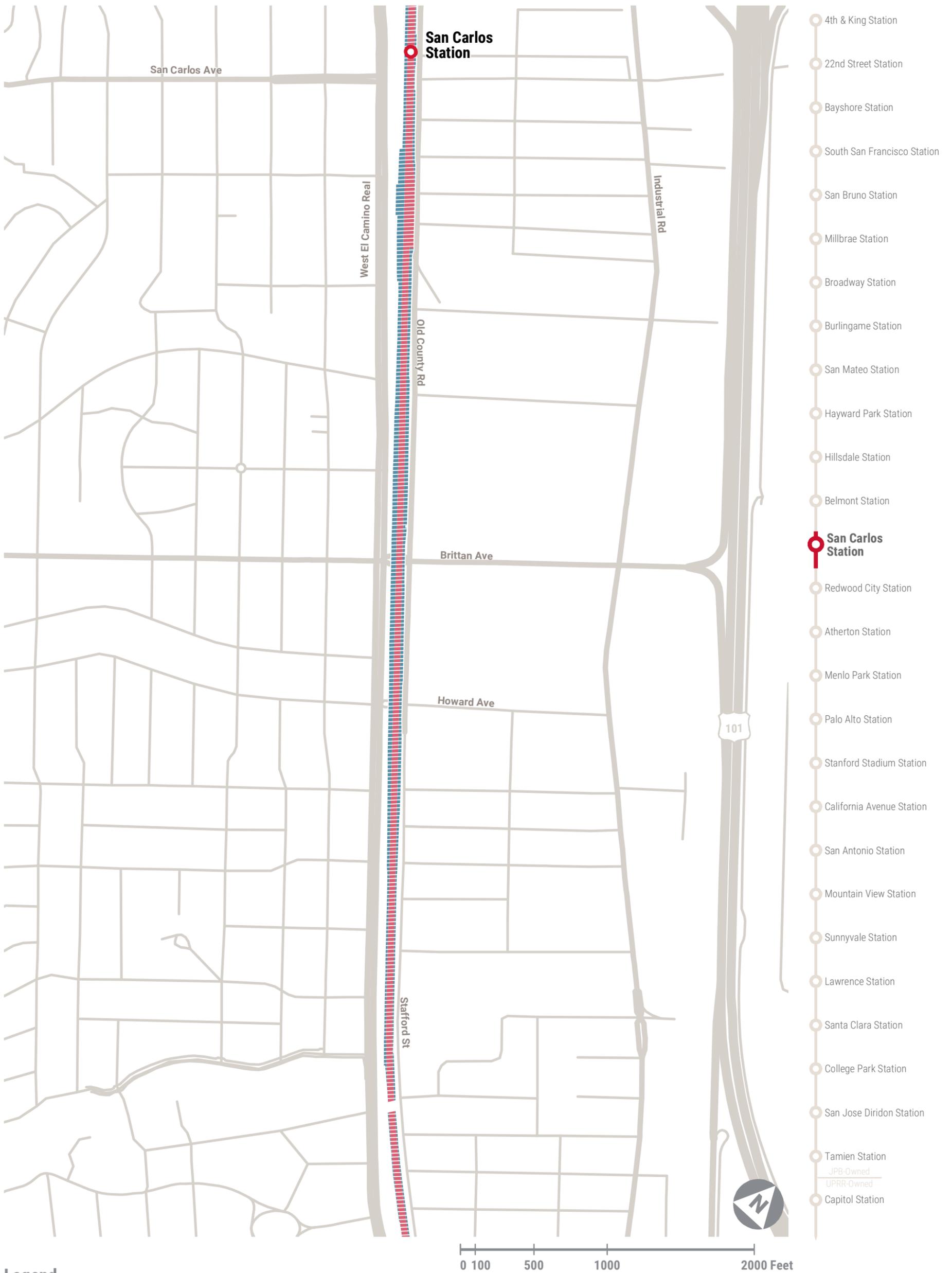
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 16 OF 34



Legend

Property Use Zones

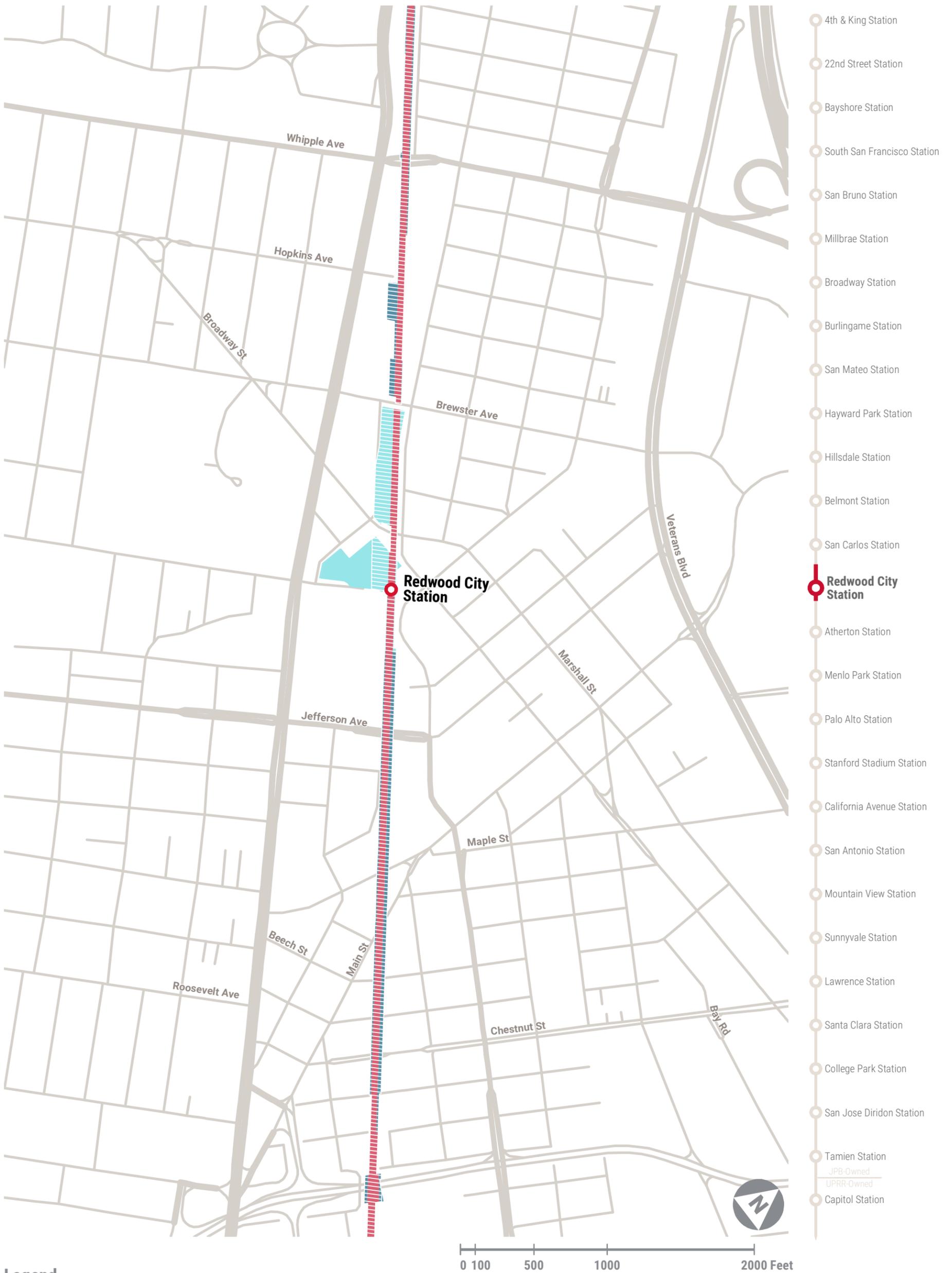
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 17 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 18 OF 34



Legend

Property Use Zones

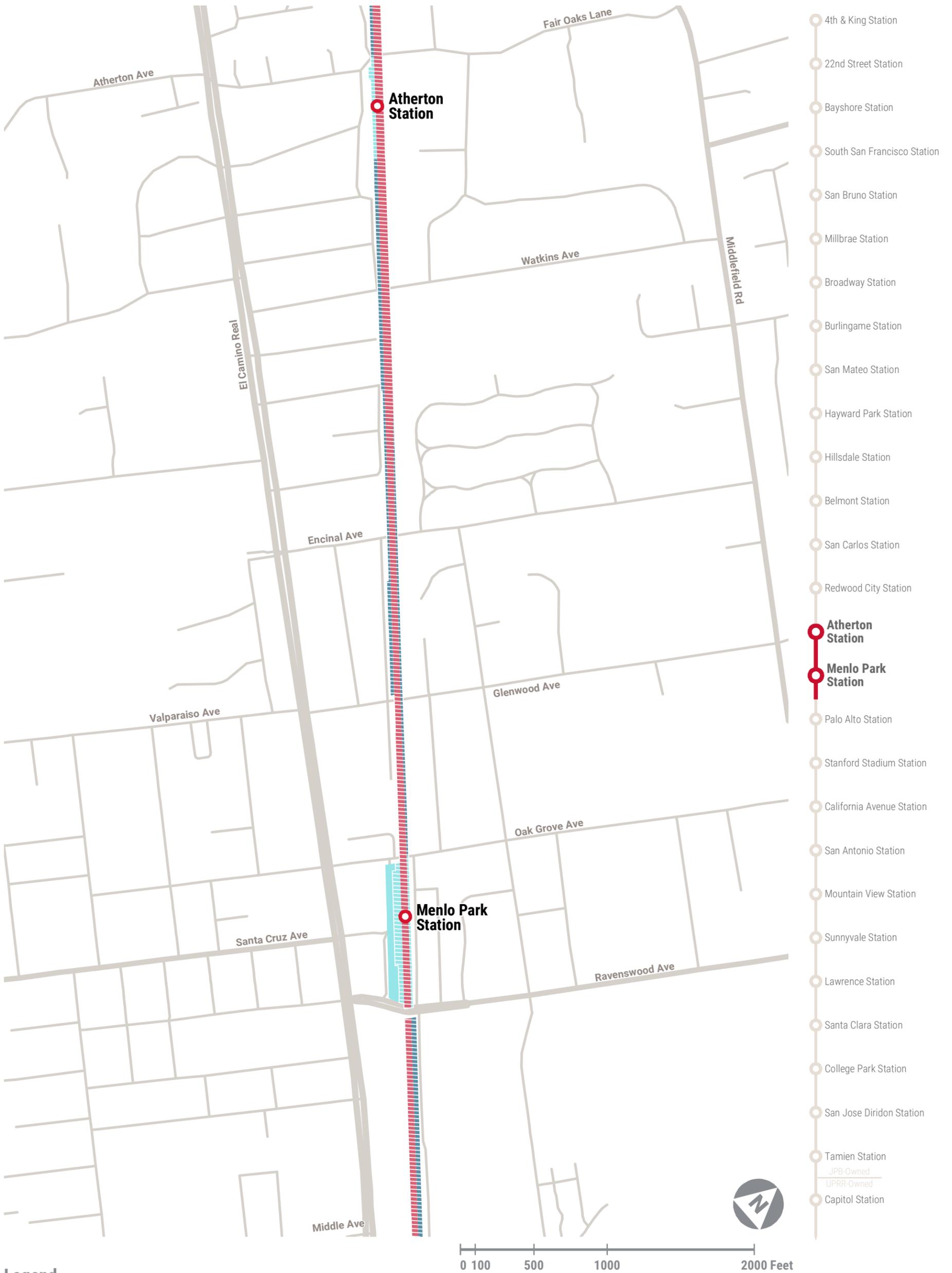
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 19 OF 34



Legend

Property Use Zones

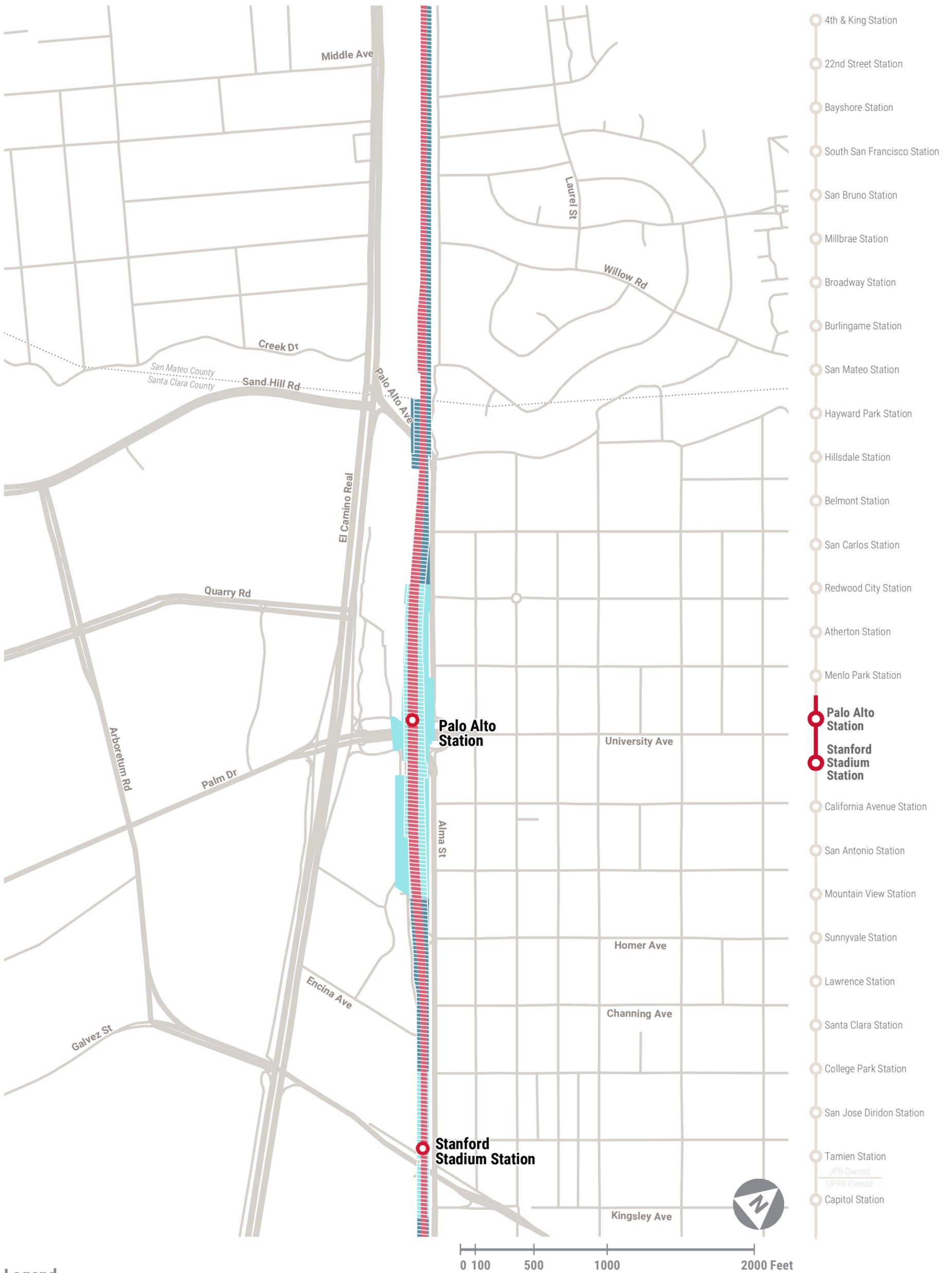
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 20 OF 34



Legend

Property Use Zones

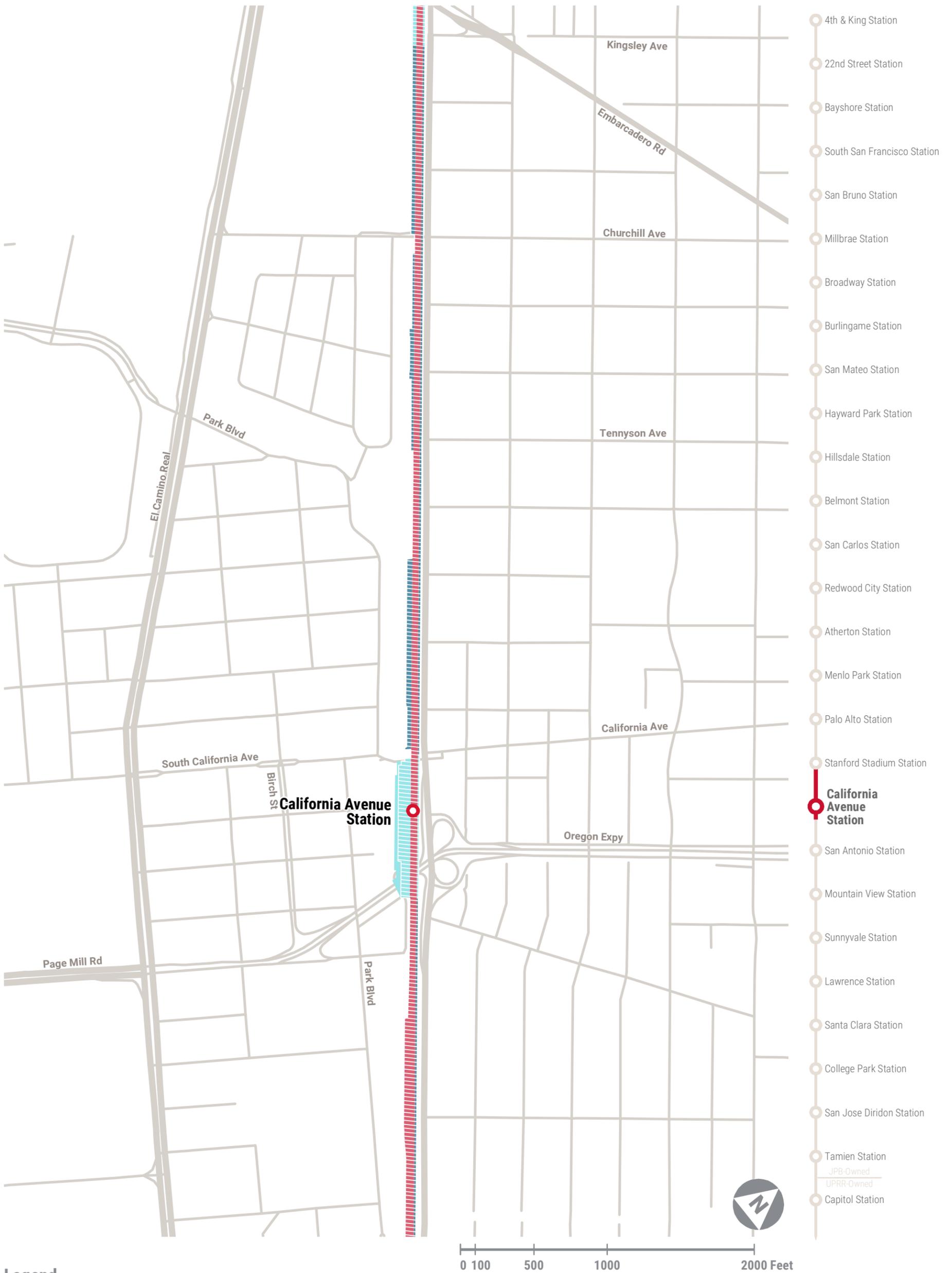
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 21 OF 34



Legend

Property Use Zones

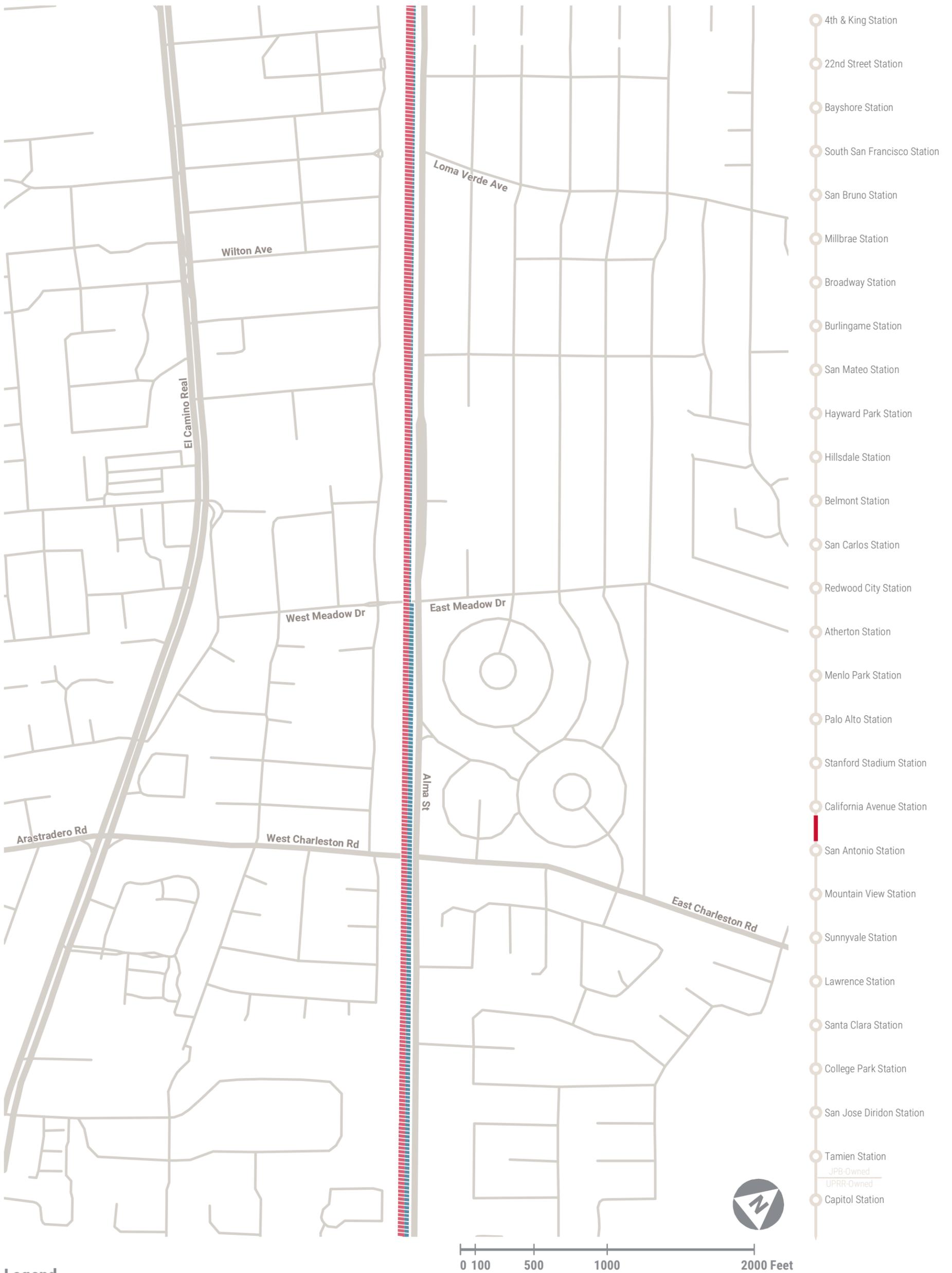
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 22 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 23 OF 34



Legend

Property Use Zones

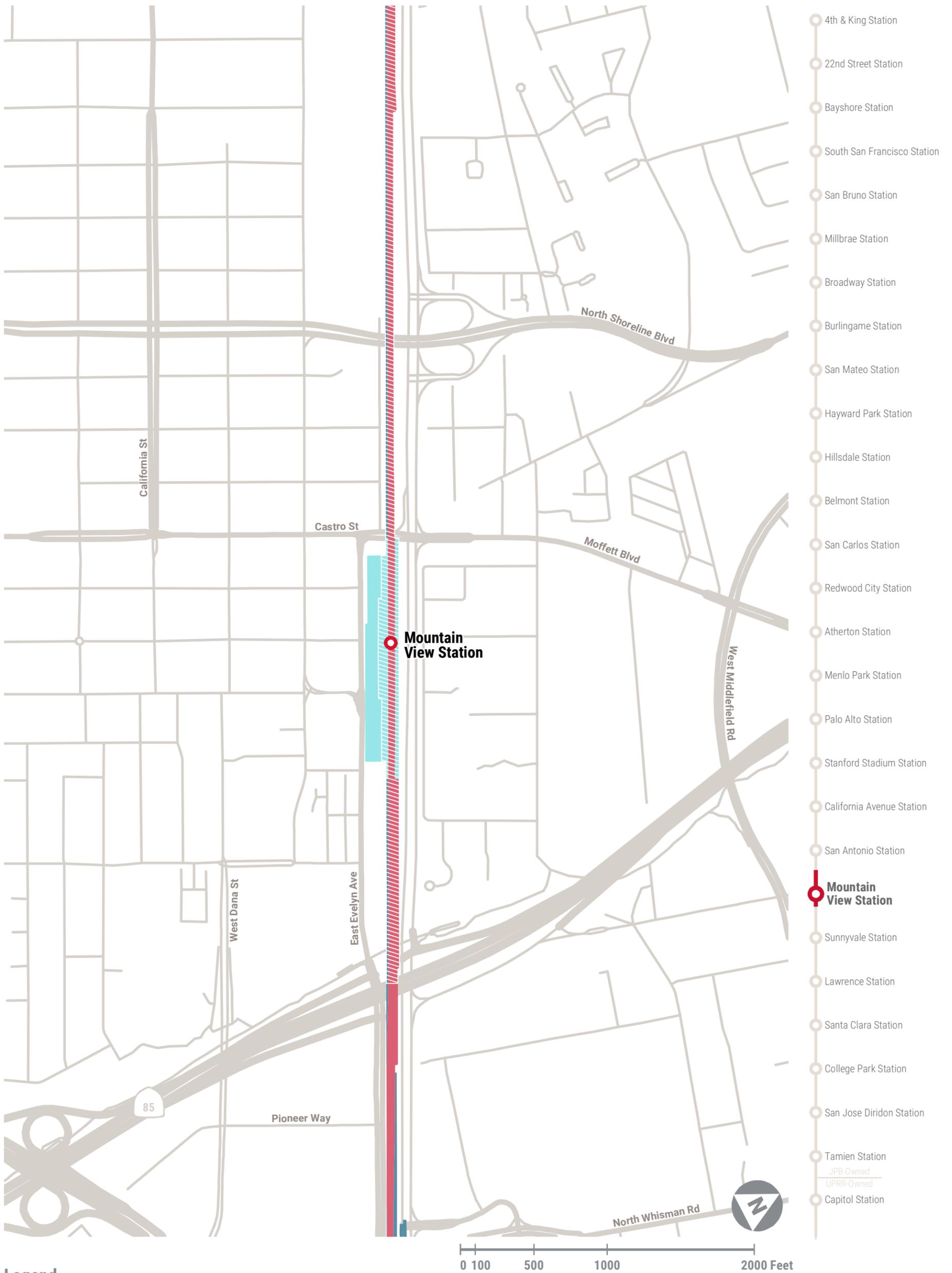
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 24 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 25 OF 34



Legend

Property Use Zones

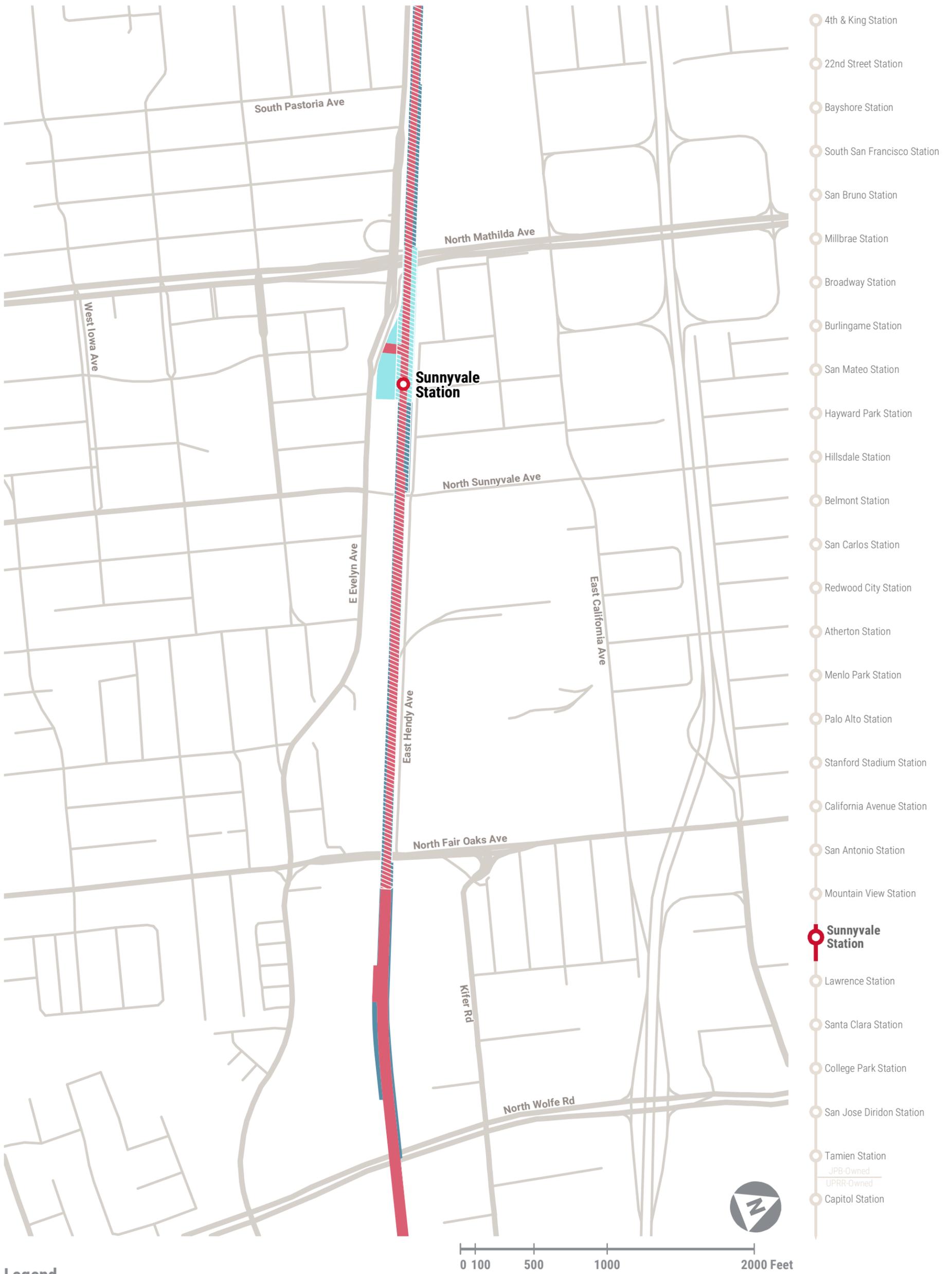
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 26 OF 34



Legend

Property Use Zones

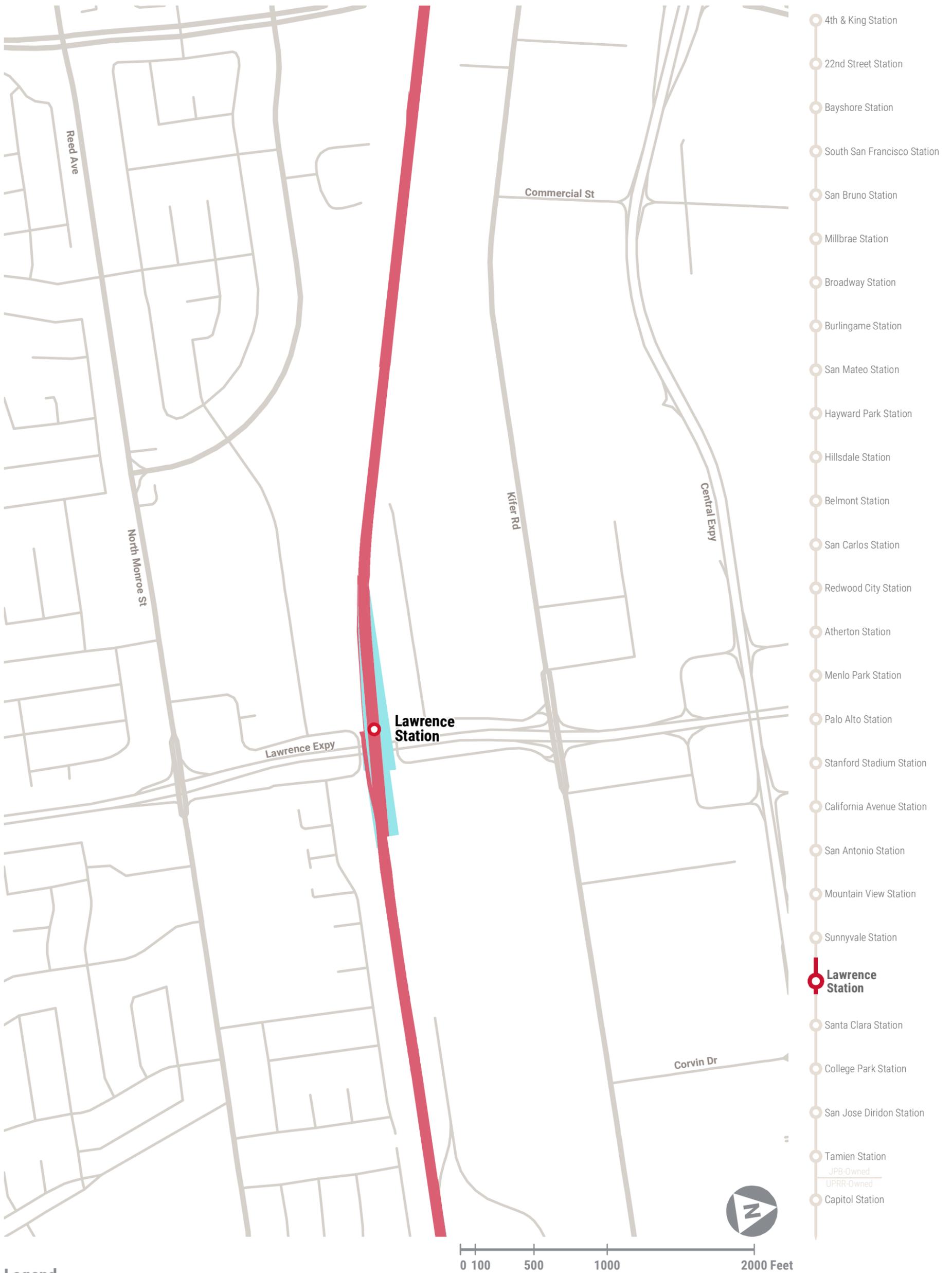
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 27 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 28 OF 34



Legend

Property Use Zones

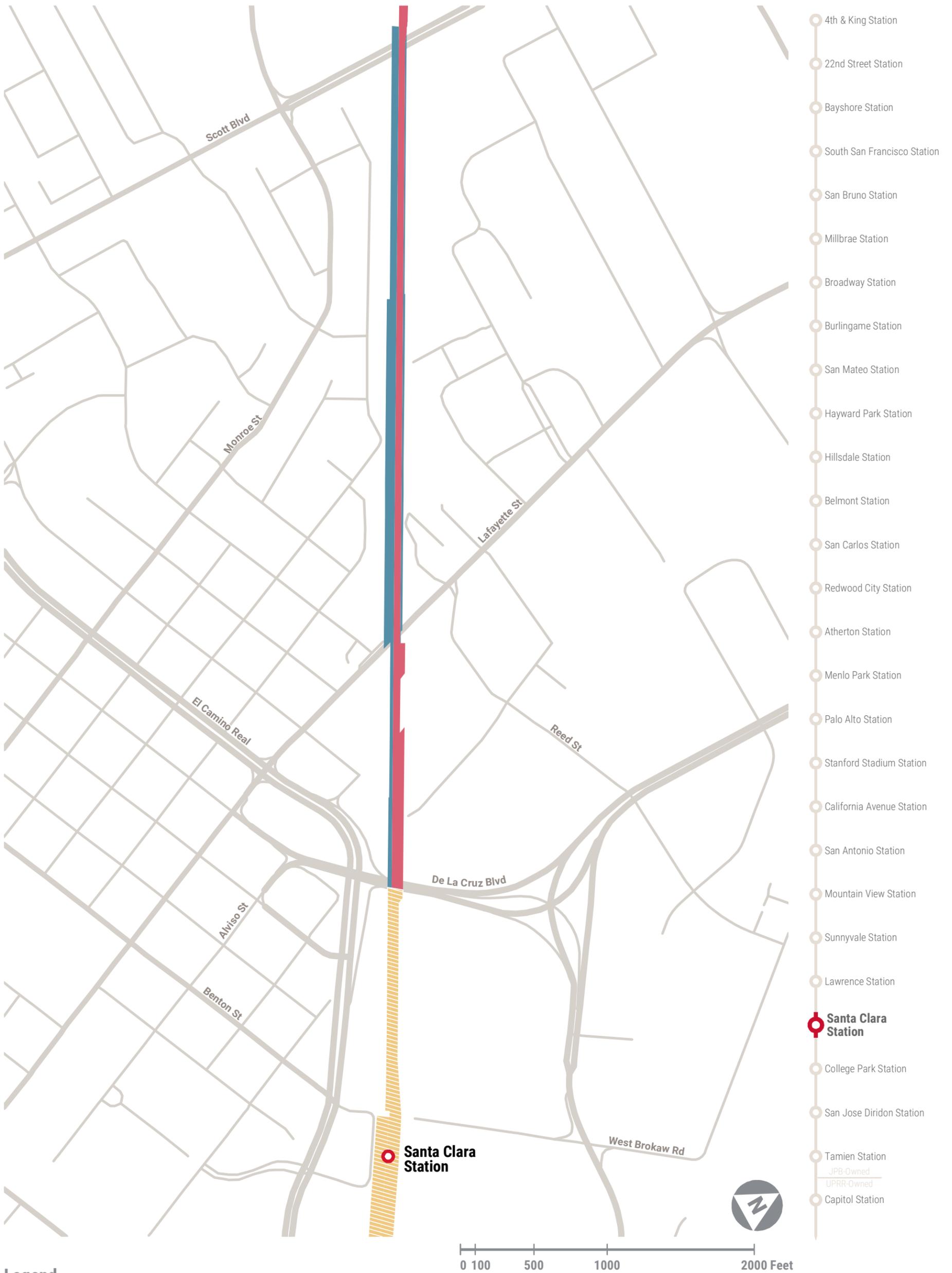
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 29 OF 34



Legend

Property Use Zones

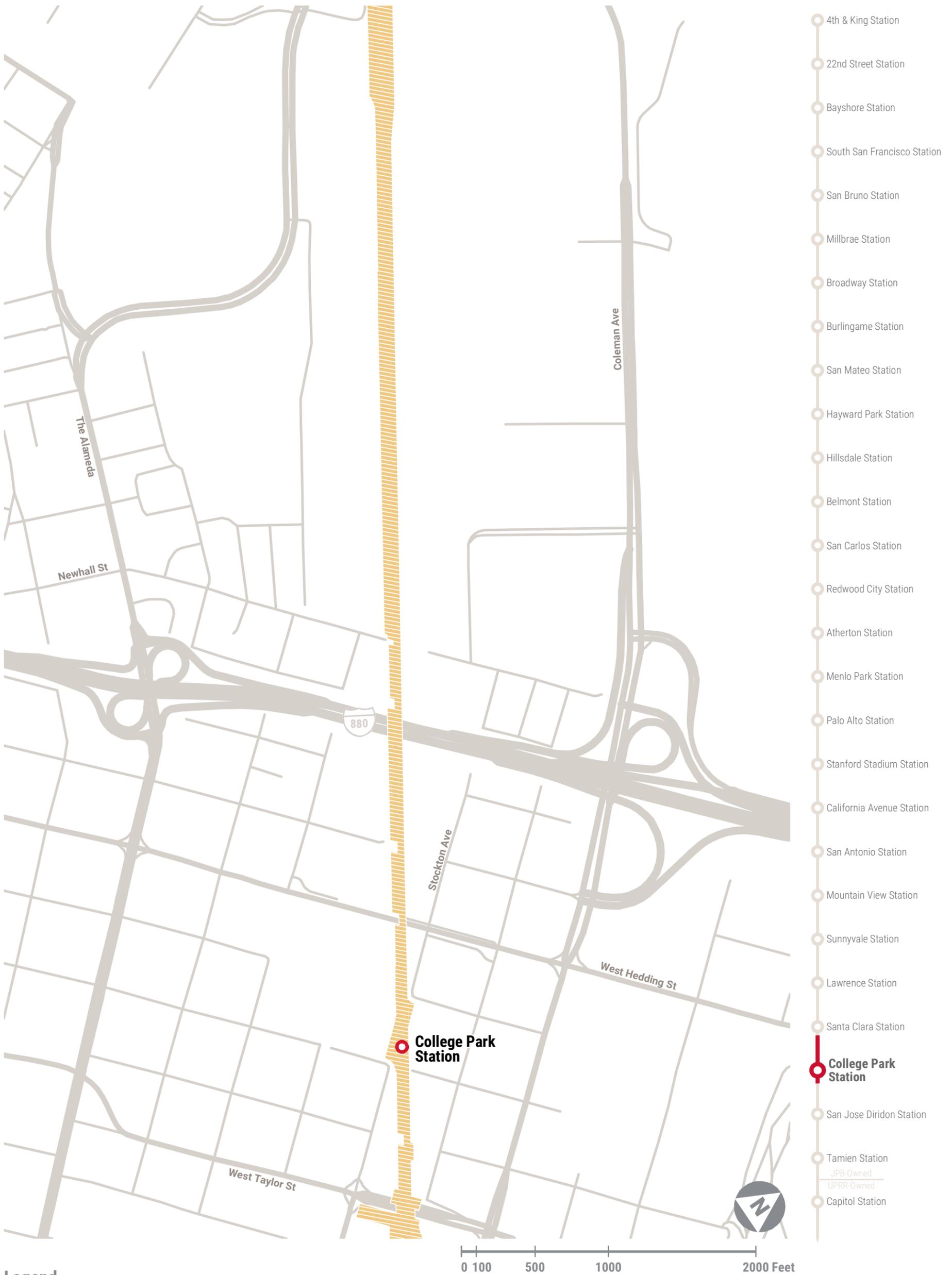
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 30 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 31 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- **San Jose Diridon Station**
- Tamien Station
- Capitol Station

Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

0 100 500 1000 2000 Feet

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 32 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 33 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 34 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.