

# ***Receive Introduction to Caltrain's Long- Range Service Vision***

**JPB AMP COMMITTEE  
APRIL 23, 2025**

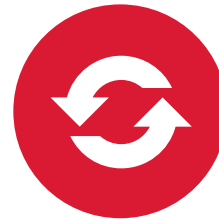


# Today's Agenda



What is Caltrain's Long-Range Service Vision?

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Why update the Service Vision?

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Process and Next Steps

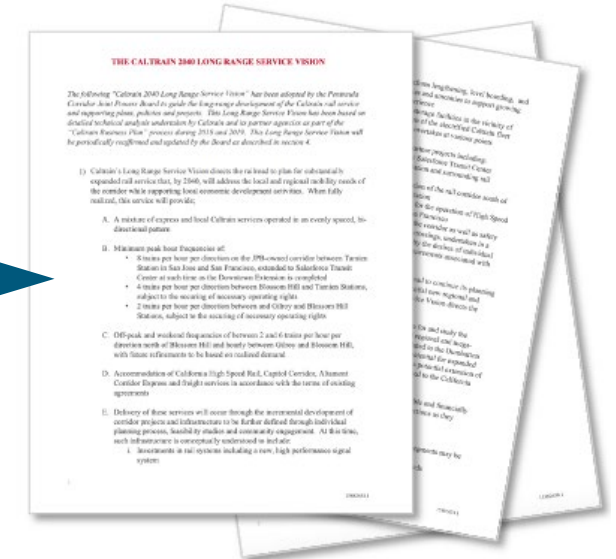
# **What is Caltrain's Long-Range Service Vision?**

# Caltrain's "2040 Long-Range Service Vision" is a key JPB Policy Document.

It was developed through the Caltrain Business Plan's rigorous technical process and adopted unanimously by the JPB in October 2019.



Caltrain Business Plan, 2017-2020 (report published 2022)



Caltrain Service Vision, adopted by JPB in 2019

This is a proposed update and refinement of the Service Vision Policy **only** – *not the full Business Plan process*



# 1. The “Core” Service Vision

**A. Express and local services operated in an evenly spaced, bidirectional pattern**

**B. Minimum peak hour frequencies**

- 8 tphpd between Tamien Station in San Jose and San Francisco (extended to Salesforce Transit Center after completion of the Portal)
- 4 tphpd between Blossom Hill and Tamien Stations
- 2 tphpd between Gilroy and Blossom Hill Stations

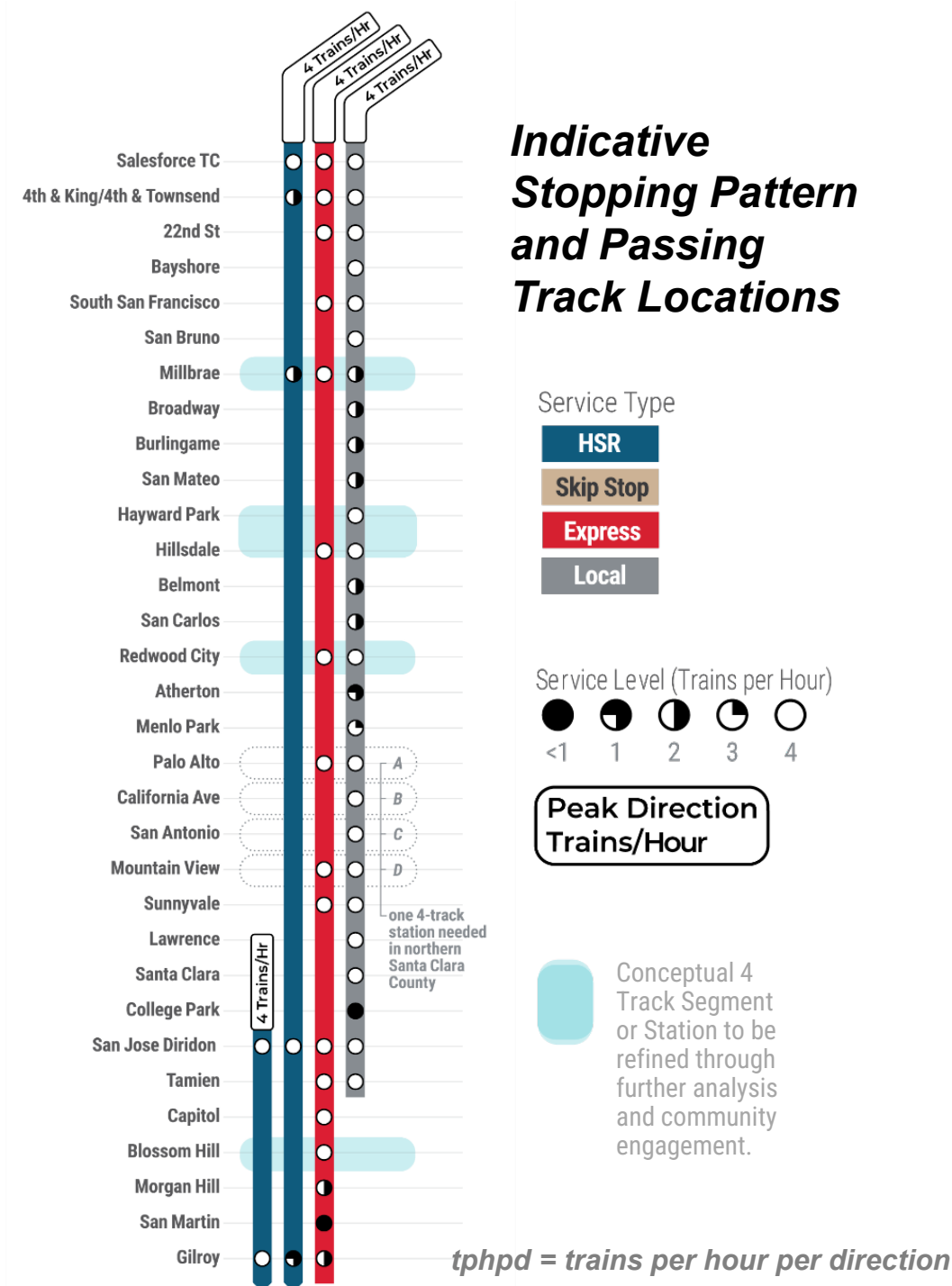
**C. Off-peak and weekend frequencies**

- 2 to 6 tphpd north of Blossom Hill Station
- Hourly between Gilroy and Blossom Hill Stations

**D. Accommodation of CA High Speed Rail, Capitol Corridor, Altamont Corridor Express, and freight services**

**E. Range of capital investments:**

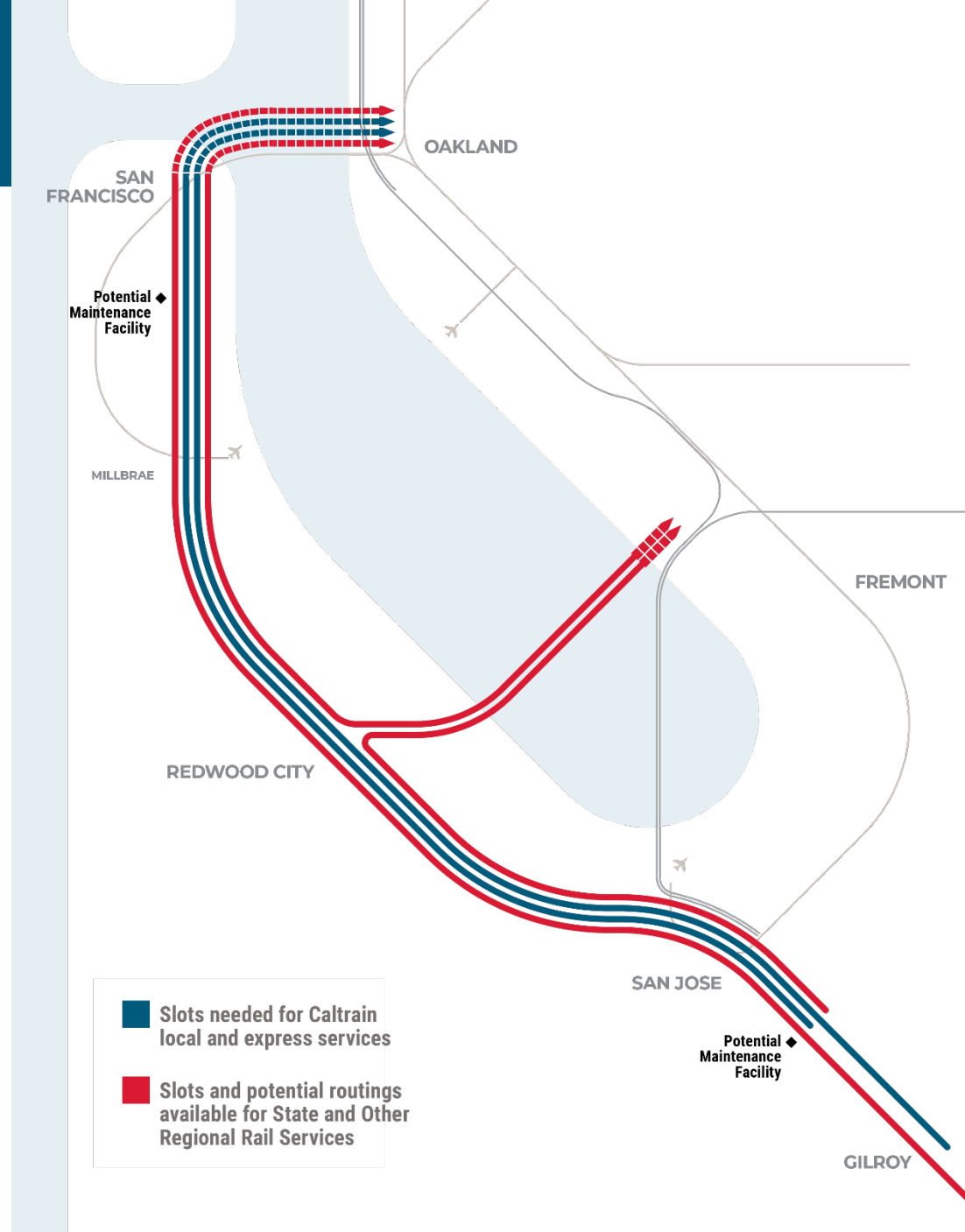
- Rail system upgrades
- Station modifications
- New or modified maintenance and storage facilities
- Expansion of electrified fleet
- 4-track segments
- Completion of key regional and station partner projects





## 2. Expanded Service Beyond Core Service Vision

- A. Study feasibility of higher levels of service with expanded regional and megaregional rail connections.**
- B. Anticipate and facilitate, where feasible and financially practicable, higher levels of service and connections**
  - Planning of rail terminals and related facilities
  - Sale or permanent encumbrance of JPB land
  - Design of grade separations for 4-track segments
  - Increase size of future maintenance facilities and storage yards
- C. Recommend formal expansion of the Service Vision if clear policy commitments, feasibility, and impacts are confirmed**



# 3. Implementation Steps & 4. Vision Affirmation

## 3. Implementation Steps

- A. Complete the Caltrain Business Plan
- B. Evolve the organization to prepare the railroad to deliver the Service Vision
- C. Seek new and dedicated funding sources

## 4. Vision Affirmation

- A. Reaffirmations should occur every 5 years
- B. Respond to significant changes to JPB or partner projects



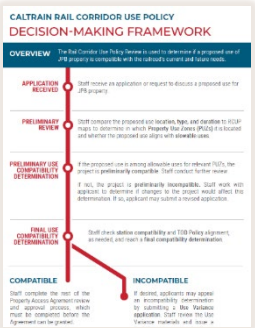
# Caltrain and its partners frequently use the Service Vision to guide long-term decision-making.

Caltrain uses the Service Vision as a direct input to the railroad's policies and plans.

Caltrain's partners use the Service Vision to identify key Caltrain criteria for long-term capital projects and plans.



Capital Improvement Plan



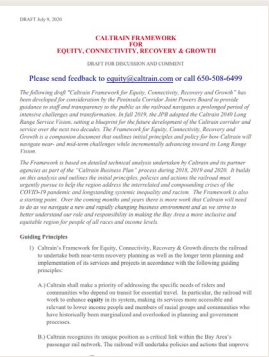
Rail Corridor Use Policy



San Francisco Railyards



The Portal



Equity, Connectivity, Recovery, & Growth Policy



Transit-Oriented Development Policy



Grade crossings & separations (e.g., Rengstorff Avenue Grade Separation)



Diridon Station





# **Why Update the Long- Range Service Vision?**

# The world in 2019...

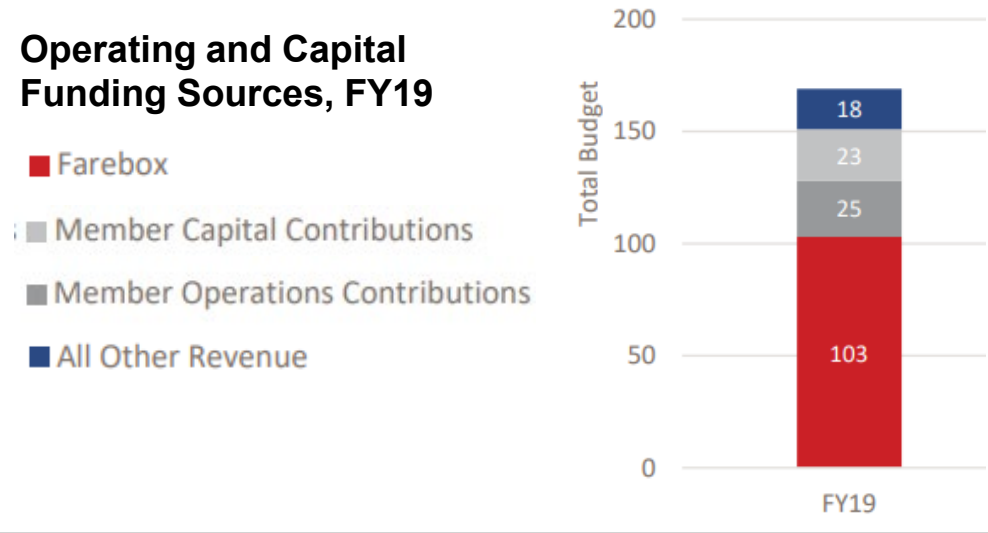
## Caltrain Faces a Crowded Future

Published on September 19, 2019 — in Community/Featured/Headline — Vlae Kershner



## Big Boom: Bay Area tops 4.1 million jobs, 10 straight months of employment gains

Bay Area adds 5,100 jobs in August as employment gains extend winning streak



## NEWS RELEASE: California High-Speed Rail Authority Releases 2019 Sustainability Report, Announces Top Sustainability Ranking for Project

Sep 23 2019 | Sacramento

Today, the California High-Speed Rail Authority (Authority) announced the release of its 2019 Sustainability Report: Energizing Economic Revitalization. California’s high-speed rail project received 5 stars and is one of the top ranked sustainable rail infrastructure projects in North America, as evaluated by theGRESB Infrastructure Assessment, the leading benchmark for environmental, social and governance policies, practices, and performance of real estate and infrastructure investments around the world.

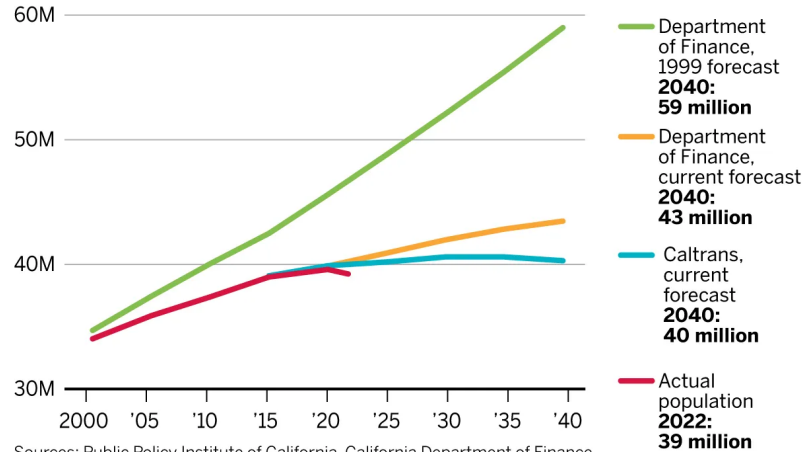
## Caltrain maps out big growth and how to pay the \$25 billion tab

By Rachel Swan, Reporter  
Updated July 22, 2019 4:00 a.m.



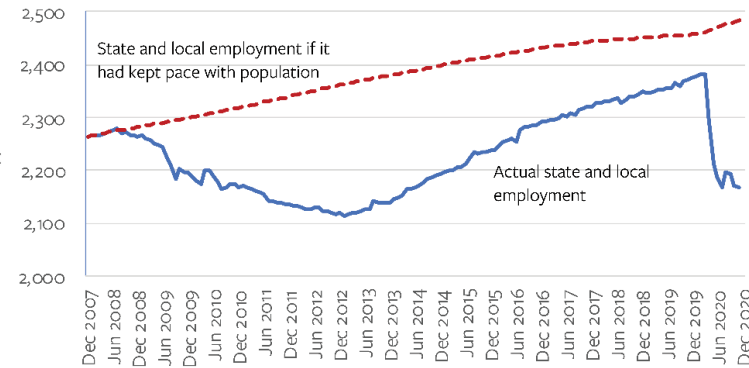
# ...is not the world of today.

## California population predictions



Sources: Public Policy Institute of California, California Department of Finance, California Department of Transportation

Figure 3. California state and local employment (Dec. 2007-Dec. 2020)



Source: BLS Current Employment Statistics, seasonally adjusted  
Employment is in thousands



## Outcome of Election Will Decide Future of Federal Infrastructure Law

The sprawling, \$1.2 trillion Infrastructure Investment and Jobs Act expires in fiscal year 2026.

By Hannah Edelheit | August 15, 2024

## Biden signs bipartisan infrastructure bill, paving way for transportation upgrades

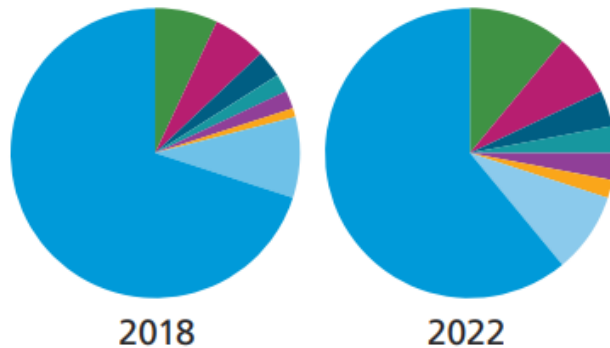
Nov. 16, 2021

Inflation taking bite out of new infrastructure projects

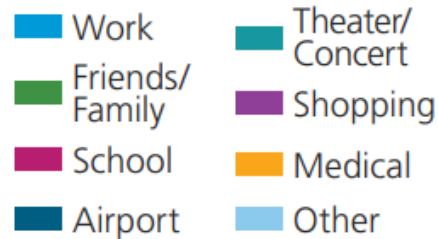
## Rapidly Rising Building Materials and Freight Prices Push Construction Costs Higher

David Logan June 14, 2022

## Change in Primary Trip Purposes



## Primary Trip Purposes



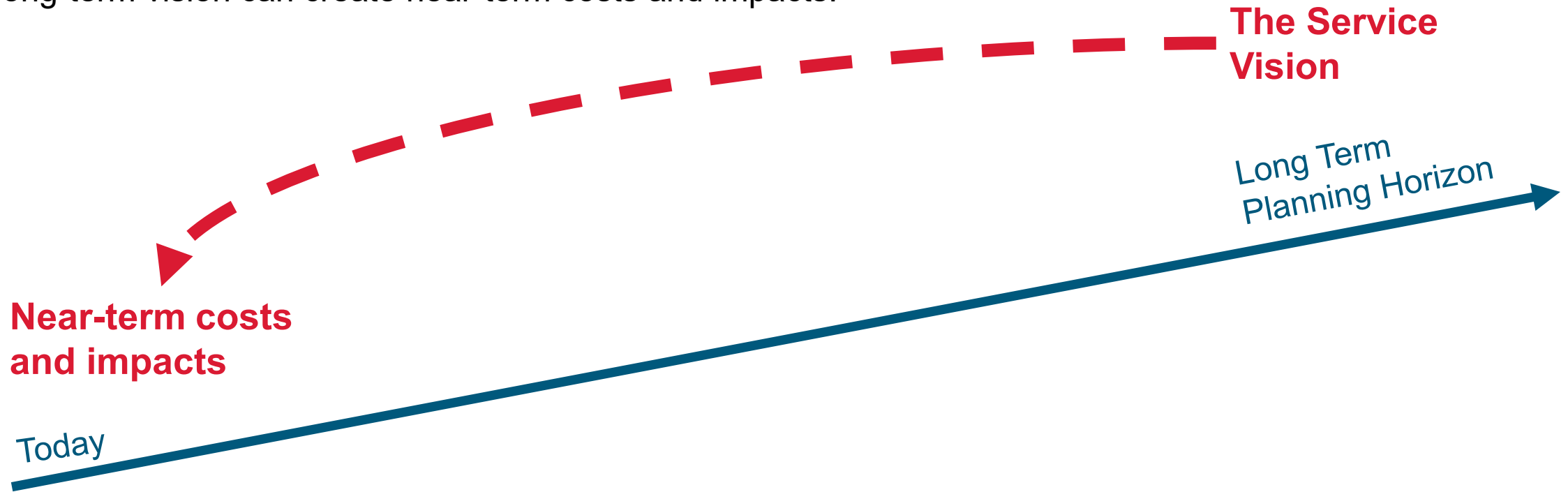
Source: BART, Customer Satisfaction Survey, 2022.



**21% increase in WFH**  
2019 to 2023; US Census Household Pulse Survey

# Long-Term Planning Drives Outcomes Today

Having a long-term vision is essential for coordinating the buildout of the corridor. At the same time, actively planning for a long-term vision can create near-term costs and impacts.





# This is the right time for an update

The adopted Service Vision calls for periodic reaffirmation and revision. There are two major reasons why it is now timely to consider revising the Service Vision.



## Adjust Policy Direction

The update will suggest changes to Service Vision's policy direction based on an analysis of:

- Shifts in Caltrain's market and financial circumstances, driving a need to secure additional funding and revenue
- Changes to Caltrain and partner projects
- Larger societal and economic changes that impact the railroad's "business environment"



## Improve Functionality of Policy

The update will suggest adjustments to Service Vision's language to reduce ambiguities and aid staff in applying the policy consistently and effectively

# Process and Next Steps

# Looking Ahead

Spring 2025

## 2025 Long-Range Service Vision Update

Updates to the Long-Range Service Vision

Fall 2025

## Plan for Caltrain's Next Decade

Develop a Plan for Caltrain's Next Decade that outlines plans for train service, financial stability, and growth. This will be consistent with Caltrain's 10-Year Strategic Financial Plan and the Updated Long-Range Service Vision.



**Service Vision Update is adopted**

Spring 2026

Updates to Rail Corridor Use Policy and Transit-Oriented Development Policy to follow Service Vision adoption as well

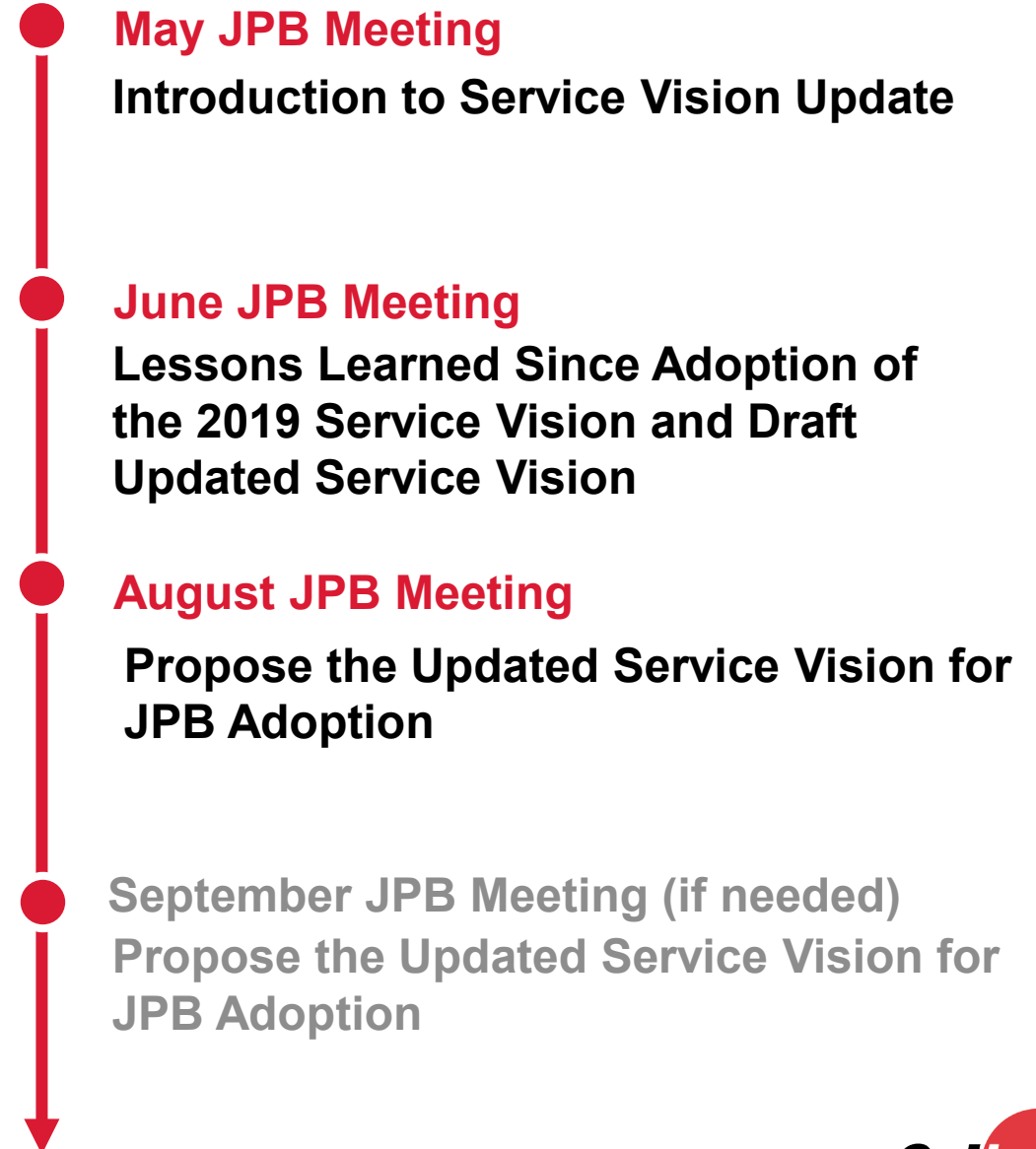
# Service Vision Update Process

## Stakeholder Engagement

### Key Stakeholders

- JPB
- LPMG
- CAC
- CSCG
- Partner Agencies

*Major thanks to Stanford University for their financial support of this effort.*





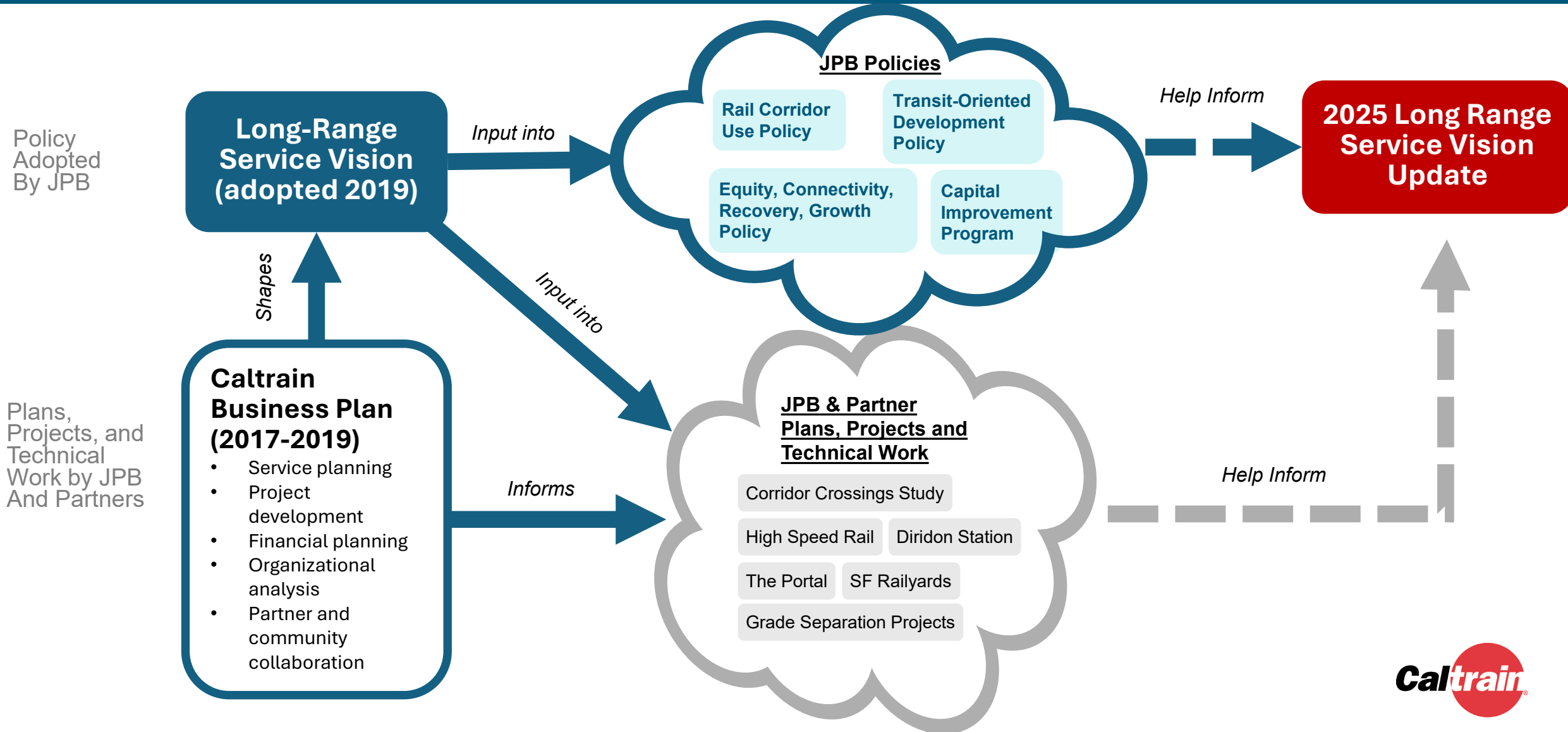
FOR MORE INFORMATION

[WWW.CALTRAIN.COM](http://WWW.CALTRAIN.COM)



# Appendix

# How Does Caltrain Use the Service Vision?



# 1. Core Service Vision

- 1) Caltrain's Long Range Service Vision directs the railroad to plan for substantially expanded rail service that, by 2040, will address the local and regional mobility needs of the corridor while supporting local economic development activities. When fully realized, this service will provide:
  - A. A mixture of express and local Caltrain services operated in an evenly spaced, bi-directional pattern
  - B. Minimum peak hour frequencies of:
    - 8 trains per hour per direction on the JPB-owned corridor between Tamien Station in San Jose and San Francisco, extended to Salesforce Transit Center at such time as the Downtown Extension is completed
    - 4 trains per hour per direction between Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights
    - 2 trains per hour per direction between and Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights
  - C. Off-peak and weekend frequencies of between 2 and 6 trains per hour per direction north of Blossom Hill and hourly between Gilroy and Blossom Hill, with future refinements to be based on realized demand
  - D. Accommodation of California High Speed Rail, Capitol Corridor, Altamont Corridor Express and freight services in accordance with the terms of existing agreements



# 1. Core Service Vision (continued)

- E. Delivery of these services will occur through the incremental development of corridor projects and infrastructure to be further defined through individual planning process, feasibility studies and community engagement. At this time, such infrastructure is conceptually understood to include:
  - i. Investments in rail systems including a new, high performance signal system
  - ii. Station modifications including platform lengthening, level boarding, and investments in station access facilities and amenities to support growing ridership and improve customer experience
  - iii. New and modified maintenance and storage facilities in the vicinity of both terminals as well as the expansion of the electrified Caltrain fleet
  - iv. A series of short, 4-track stations and overtakes at various points throughout the corridor
  - v. Completion of key regional and state partner projects including:
    - 1. The Downtown Extension to the Salesforce Transit Center
    - 2. The reconstruction of Diridon Station and surrounding rail infrastructure
    - 3. The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station
    - 4. Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco
    - 5. The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.

## 2. Expanded Service

- 2) Caltrain's Long Range Service Vision further directs the railroad to continue its planning for a potential "higher" growth level of service as well as potential new regional and mega-regional connections. Specifically, the Long Range Service Vision directs the railroad to:
  - A. Work with regional and state partners to collectively plan for and study the feasibility of higher levels of service as well as expanded regional and mega-regional rail connections. This work includes planning related to the Dumbarton Rail Corridor, a potential second Transbay Crossing, the potential for expanded Altamont Corridor Express and Capitol Corridor services, a potential extension of rail service to Monterey county, and ongoing planning related to the California High Speed Rail system.
  - B. To take certain specific actions to anticipate and, where feasible and financially practicable, facilitate, such higher levels of service and connections as they specifically relate to:
    - i. The planning of rail terminals and related facilities
    - ii. The sale or permanent encumbrance of JPB land
    - iii. The design of grade separations in areas where 4-track segments may be required
    - iv. The sizing of future maintenance facilities and storage yards
  - C. To return to the Board with a recommendation regarding any formal expansion of the Long Range Service Vision at such a time as clear regional and state policy commitments are in place, the financial, operational and physical feasibility of such an option on the corridor has been confirmed, and community impacts have been assessed and affected communities have been consulted.

## 3. Implementation Steps

- 3) Caltrain's Long Range Service Vision directs the railroad to prepare for the implementation of the Vision by:
  - A. Completing the Caltrain Business Plan including additional analyses of issues related to funding, connectivity and access, and equity as well as the identification of a detailed implementation program of next steps and follow on work
  - B. Evolving the organization in a manner that best prepares the railroad to deliver the service vision by deliberately and transparently addressing the issues of service delivery, internal organization and governance
  - C. Seeking the new and dedicated sources of funding that will be needed to sustain the railroad's operation and to incrementally implement the long range service vision

## 4. Reaffirm the Vision

- 4) Finally, Caltrain's Long Range Service Vision directs the railroad to periodically reaffirm the Vision to ensure that it continues to provide relevant and useful guidance to the railroad. Such reaffirmations should occur:
  - A. At a regular intervals of no less than 5 years
  - B. In response to significant changes to JPB or partner projects that materially influence the substance of the Long Range Service Vision