

Review Proposed Changes to Long- Range Service Vision

**PENINSULA CORRIDOR JOINT
POWERS BOARD**

JUNE 5, 2025

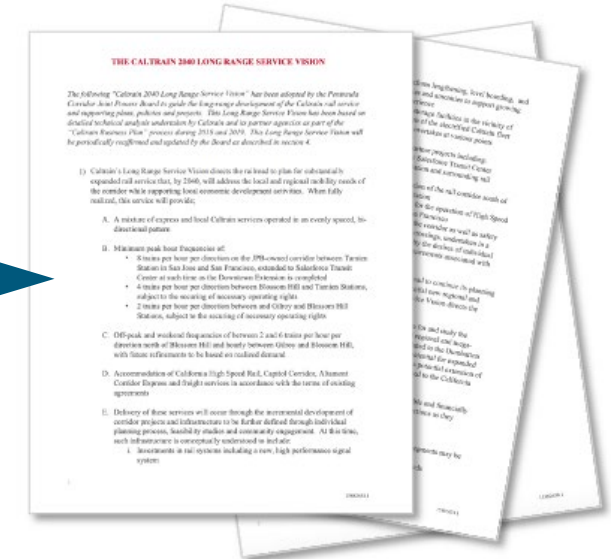


Caltrain's "2040 Long-Range Service Vision" is a key JPB Policy Document.

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*



The Long-Range Service Vision has Four Sections

Caltrain's current electrified service provides a baseline of four trains per peak hour per direction.



1

The “Core” Service Vision

Service goal (trains per peak hour per direction);
"Moderate Growth" Scenario in Caltrain Business Plan



2

Expanded Growth Beyond Core Service Vision

Example expanded service (trains per peak hour per direction);
"High Growth" Scenario in Caltrain Business Plan



3

Implementation Steps

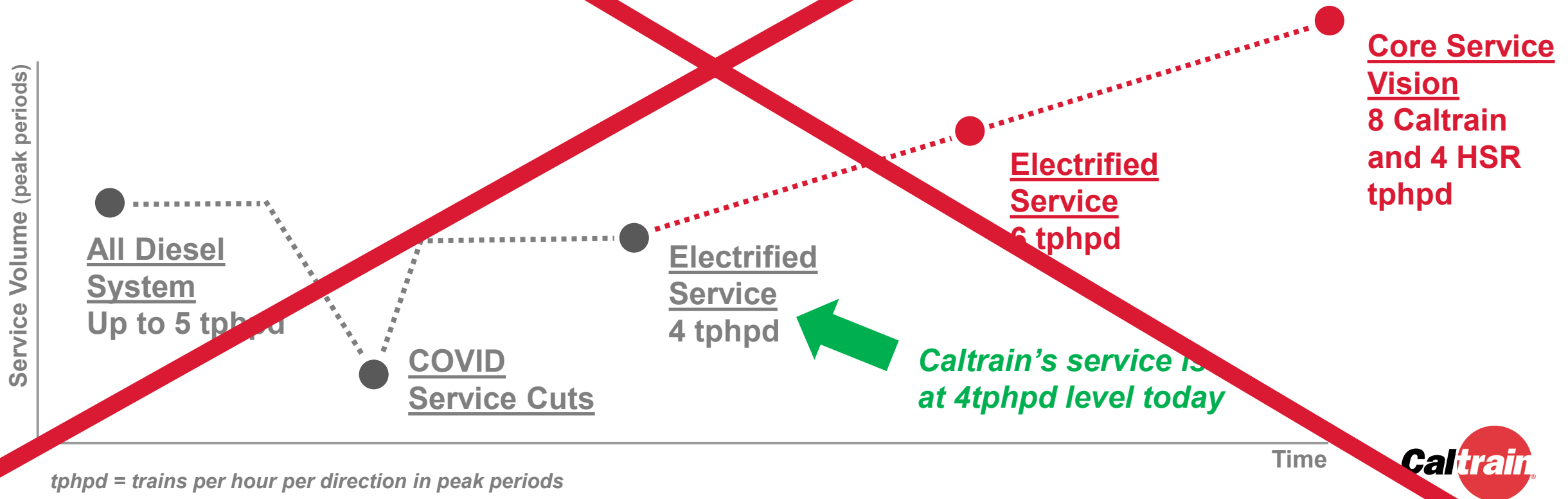
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Vision Reaffirmation



The Service Vision sets a future goal for long-term service levels on the corridor.

The Service Vision includes Caltrain and California High Speed Rail (HSR) service.



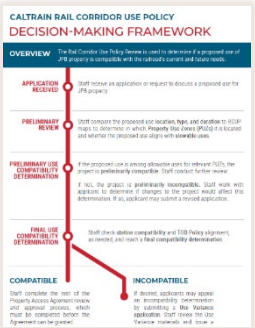
Caltrain and its partners frequently use the Service Vision to guide long-term decision-making.

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



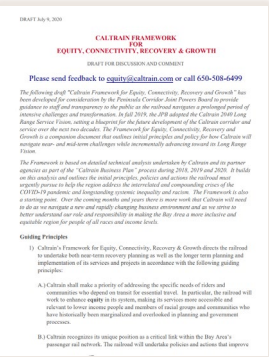
Rail Corridor Use Policy



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



Updates Since 2019 Adoption of Service Vision

- **Completion of Capital Projects:** Notably, Caltrain completed the corridor's electrification and acquisition of new EMUs.
- **Service Improvements:** Electrification enabled service quality improvements envisioned in the Service Vision – albeit at lower service volumes.
- **Planning for Major Capital Projects:** Long-term Caltrain and partner capital investments like the Port of San Diego, Diridon, and High-Speed Rail have advanced – but progress has been uneven.
- **Uncertain Future:** Cost increases and funding limitations have contributed to timelines shifting outward, with uncertain completion dates.



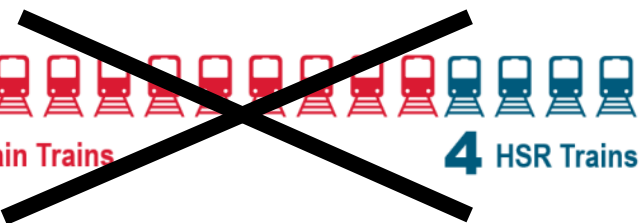
Updating the Long-Range Service Vision

The adopted Service Vision calls for periodic reaffirmation and revision.
For the 2025 update, staff propose adjustments as categorized below.



1) Adjust Policy Direction

- **Confirm Core Service Vision** as JPB's goal for future rail service on corridor
- **Eliminate** language directing staff to plan for Expanded Growth



2) Improve Functionality of Policy

- **Clarify policy requirements** regarding potential future regional and State rail connections on corridor
- **Remove “2040”** date from policy
- **Remove** implementation focus on the Caltrain Business Plan processes
- **Direct implementation focus** towards:
 - **Nearer-term planning** for financial sustainability
 - Developing **interpretative guidance** on how to apply the Long-Range Service Vision in planning and capital project contexts

Recommended Policy Revisions

Confirm Core Service Vision as long-term goal for future rail service on Caltrain corridor.

Substantially modify Section 2 of the Policy to largely remove the “Expanded Growth” language.

Why is this change important to Caltrain and its partners?

1) Removing Expanded Growth would benefit Caltrain and its partners by reducing costs and increasing feasibility of plans and projects.

- A. Reduced costs for planning and design
- B. Benefits for Caltrain, partners, and corridor communities
- C. Improved potential viability for SF Railyards Development Project
- D. Reduced costs of capital project investments

2) Additionally, there is growing evidence that planning for Expanded Growth may not be a prudent use of resources.

- A. Market conditions have changed substantially, eroding justification for Expanded Growth levels of service.
- B. There is no plausible path to funding investments required for Expanded Growth levels of service.

1A) Removing Expanded Growth would reduce complexity and costs in planning and design processes.

The current Long-Range Service Vision's "Expanded Growth" section requires Caltrain staff and partners to plan and potentially design for both Core Service and Expanded Growth scenarios.

Removing Expanded Growth would:

- Lower costs and simplify processes in planning and design
- Create clarity about Caltrain's confirmed requirements for project partners and stakeholders

On the illustrative service plans from the Caltrain Business Plan for Core Service Vision and Expanded Growth, the light blue boxes show areas of conceptual four-track passing segments. Expanded Growth service levels would require substantially more passing tracks.



1B) Removing Expanded Growth would benefit Caltrain, partners, and corridor communities.

Reduce Potential Impacts to Other Properties

In 2024, the Corridor Crossings Strategy evaluated* feasibility and financial practicability of passing tracks for Expanded Growth and found they would affect approximately:



150+ acres of land beyond JPB's existing ROW (400+ parcels)



35 overpasses and underpasses



15 local roads and 3 interchanges



Existing track segment at Bayshore Caltrain Station, Brisbane.

Given these anticipated impacts, the passing tracks required for Expanded Growth would not be feasible for implementation. **Corridor communities, Caltrain, and partners would benefit from reduced potential infrastructure impacts and costs.**

*Part of the Corridor Crossings Delivery Guide, the [passing track analysis](#) included conceptual layouts, operational analysis, adjacent land uses, existing and planned infrastructure, and trade-offs between service parameters, engineering criteria, and available JPB right-of-way.

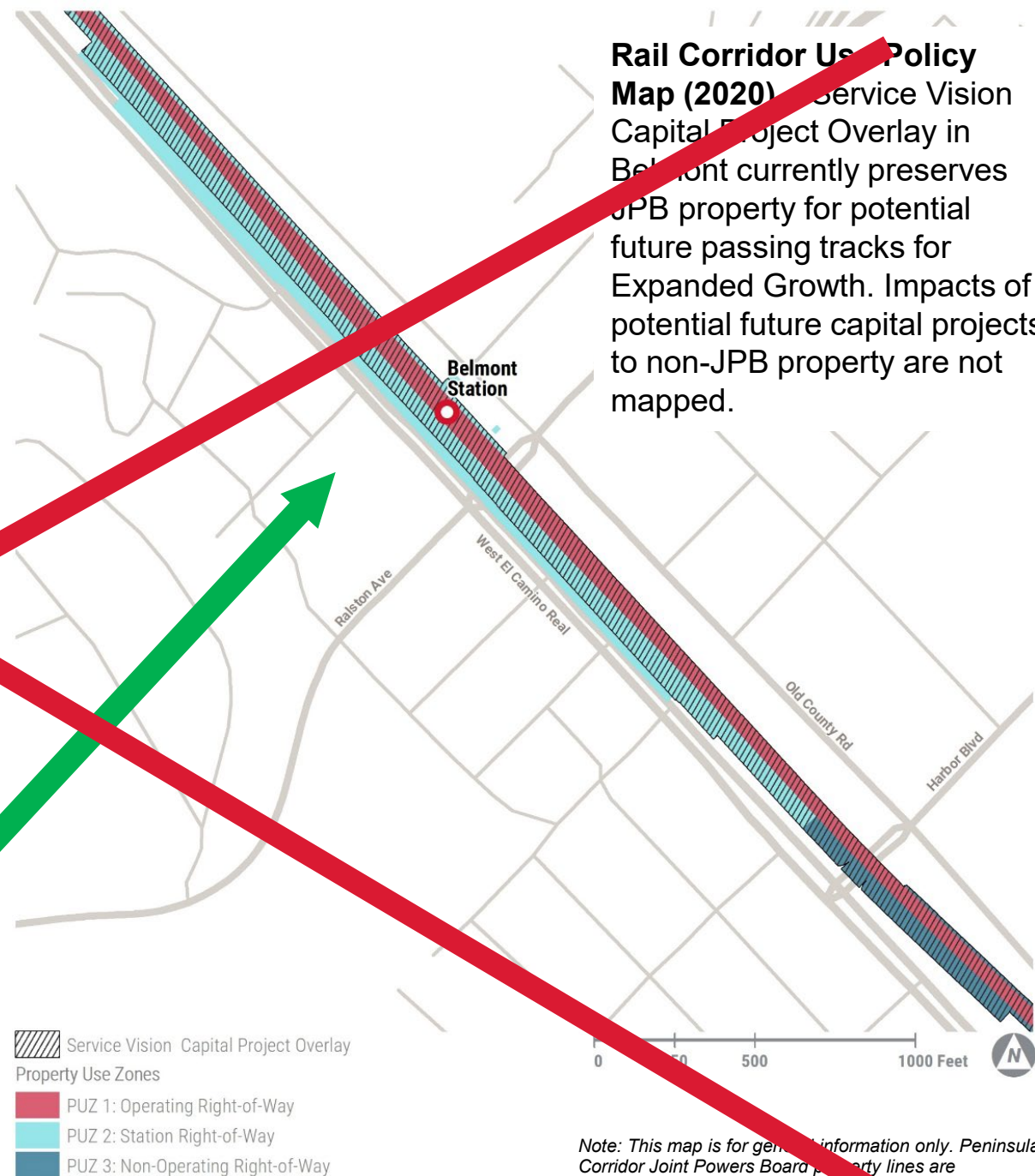
JPB) Removing Expanded Growth would benefit Caltrain, partners, and corridor communities, continued

Reduce Potential Impacts to JPB Property

Removing Expanded Growth would provide Caltrain with:

- Reduced potential infrastructure impacts on JPB property
- New potential opportunities for revenue-generating and/or community uses on JPB property in the near-term.

*Preliminary analysis shows removal of Expanded Growth passing tracks in a future update to the Rail Corridor Use Policy maps could result in **one potential opportunity site that could be available in the near-term for a development project at Belmont Station.***



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

1B) Removing Expanded Growth would benefit Caltrain, partners, and corridor communities, continued

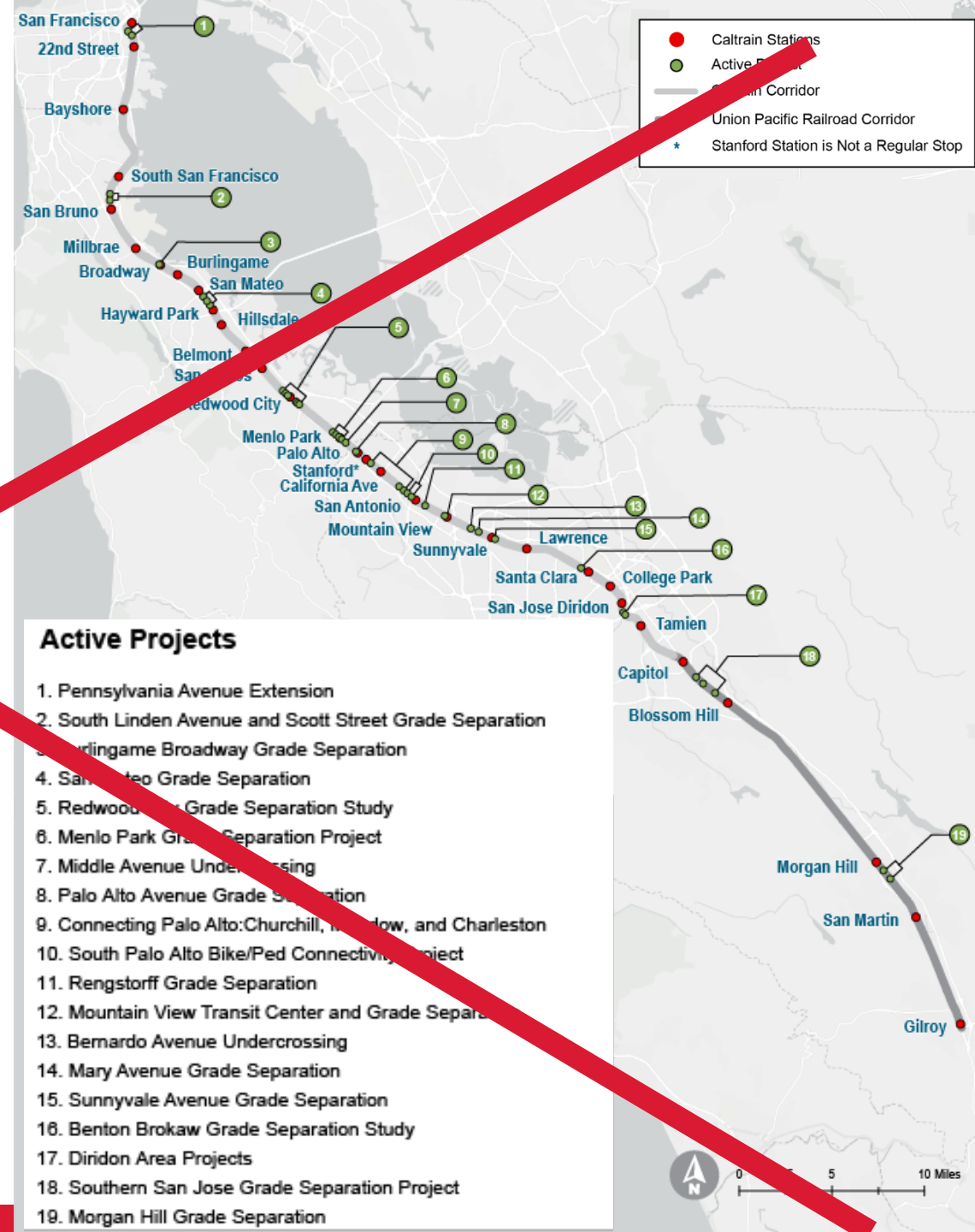
19 active crossing projects on the corridor (37 street separations / 4 bicycle and pedestrian undercrossings).

- 12 in planning; 3 in preliminary design; 4 in advanced design

5 of those projects are located within Expanded Growth's Refined Passing Track Segments (13 street separations).*

Removing Expanded Growth would benefit Caltrain and its partners by reducing costs and complexity for planning, engineering, and constructing these grade separation projects.

*Source: [Corridor Crossings Strategy 4-Track Analysis Memo](#)



1C) Removing Expanded Growth Improves Potential Viability of Railyards Development Project

In 2021, Caltrain and Promis signed an MOU to explore redeveloping the San Francisco Railyards as a mixed-use site. The study concluded that full-scale redevelopment would require offsite rail storage.

In 2024, Caltrain reassessed infrastructure needs under the Expanded Growth scenario and found:

- A larger offsite storage yard would be needed in the northern corridor, raising costs and reducing feasibility
- Additional track and platform space would be required on-site, limiting land available for development

Removing Expanded Growth improves the viability of the SF Railyards project by freeing up space and reducing costs—making development opportunities more achievable. The site would still support the Core Service Vision and accommodate special event trains, maintaining operational flexibility.



Completion of the Portal is assumed before full-scale redevelopment.

**Evaluation included conceptual layouts, operational analysis, analysis of corridor-adjacent parcels, coordination with parallel projects, and trade-offs between service parameters, engineering criteria, and available JPB right-of-way.

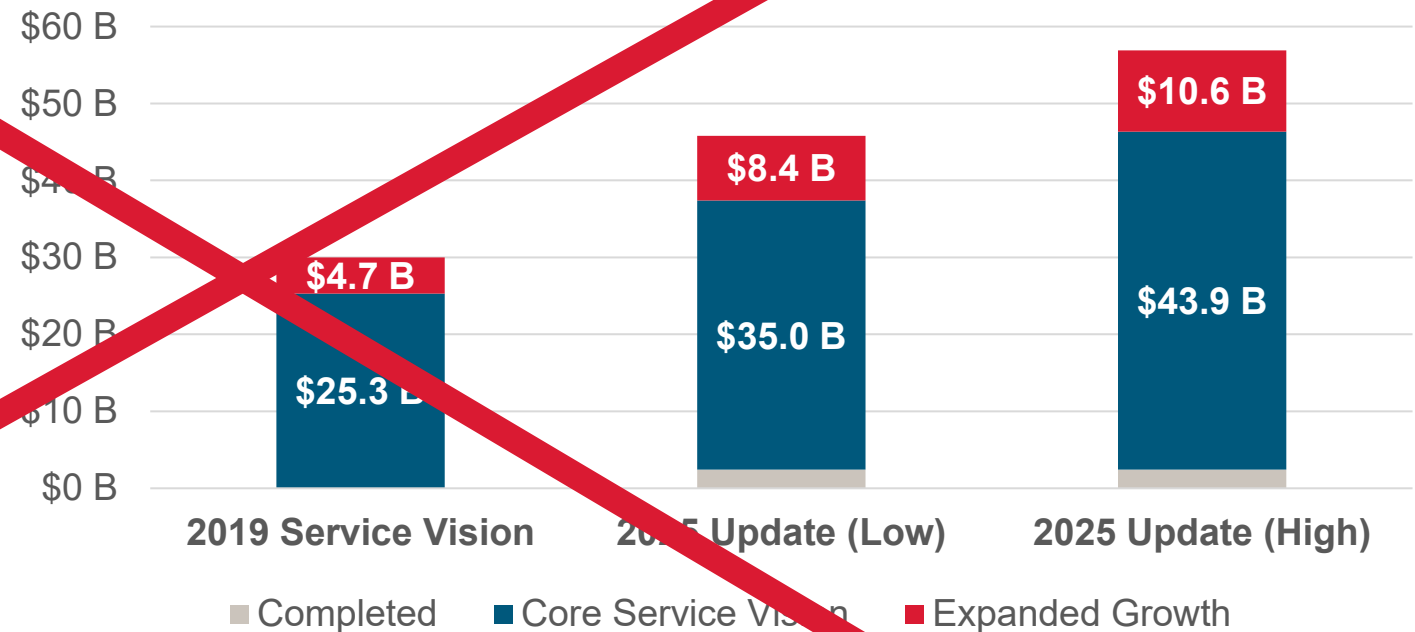


1D) Removing Expanded Growth would save significant capital costs for Caltrain and its partners.

Total capital costs estimated for the 2019 Service Vision, including Expanded Growth projects, are expected to rise from \$30B (2018\$) to between **\$45B and \$60B (2025\$)**, due to project delays and rising construction costs.

Caltrain and its partners would save significant capital costs by removing Expanded Growth, which is now estimated to cost an additional \$8B to \$10B (\$2025) above the Core Service Vision projects.

Low-to-High Estimate of Capital Cost Increases since the 2019 Service Vision



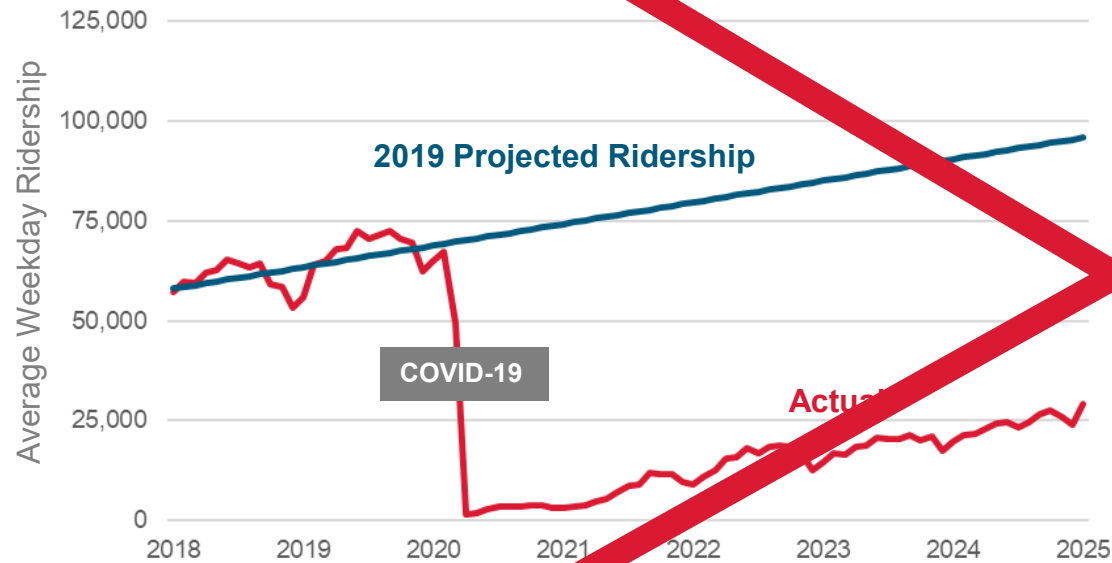
Projects **completed** since the 2019 Service Vision adoption. **Core Service** includes both Caltrain and partner projects to increase service in line with the Service Vision, with projects in **Expanded Growth** reaching even higher service levels.



* 2019 cost estimates for each scenario were developed based on available information at the time and from comparable projects. They are best estimates of all Infrastructure and Fleet investment needed to support the proposed level of service.

2A) Caltrain's market has changed drastically, eroding justification for Expanded Growth levels of service

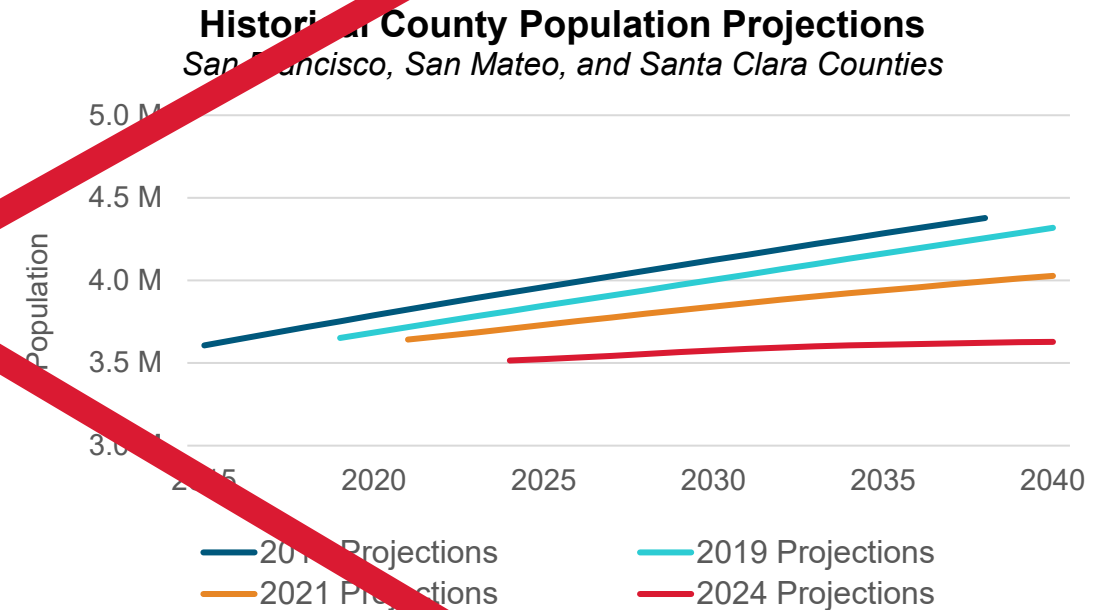
Historical Ridership



2019 projected ridership from Caltrain Business Plan, 2019.
Actual ridership from Caltrain Ridership Dashboard, 2025.

Caltrain's market has changed, which is reflected in recent ridership trends.

Changing Population Projections



State of California, Department of Finance, 2017-2024.

Between 2017 and 2024, long term population projections have significantly decreased.

2B) Lack of Plausible Funding for Required Investments for Expanded Growth

The costs of Bay Area transit projects have increased since Plan Bay Area 2050...



+52%

BART Core Capacity



+74%

BART Silicon Valley Phase 2

...but available funding hasn't.



Adopted Oct 2021

\$122 Billion

- \$40 Billion



To be adopted 2025

\$82 Billion

Due to less anticipated revenue, compounded by cost increases (e.g. inflation),

Service Vision Update Process

Key Stakeholders

- JPB
- CAC
- AMP
- LPMG
- CSCG

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

April

Service Vision Introduction

- CAC and AMP

May

Service Vision Introduction & Proposed Changes

- Board Meeting #1 Reading File
- CSCG, CAC, LPMG

June

Proposed Changes to the Service Vision

- Board Meeting #2

July

Updated Service Vision Proposed for Adoption

- CAC, CSCG, LPMG, and AMP

August

Proposed Adoption of Updated Service Vision

- Board Meeting #3



Strategic Planning to Come

Spring 2025

2025 Long-Range Service Vision Update

Updates to the Long-Range Service Vision

Service Vision Update is adopted

Fall 2025



Spring 2026

Plan for Caltrain's Next Decade

Development of a **Plan for Caltrain's Next Decade** will include:

- Market analysis of demand for Caltrain
- Service plans, infrastructure requirements, and timelines
- Gate-downtime analysis and projections
- Costing and funding

It will be consistent with Caltrain's 10-Year Strategic Financial Plan, Capital Improvement Plan, and the Updated Long-Range Service Vision.

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

FOR MORE INFORMATION

WWW.CALTRAIN.COM

