

Receive Update on Caltrain's Rail Corridor Use Policy

JPB TOPS Committee

May 27, 2026



Agenda

1. Existing (2020) RCUP Overview
 - Maps
 - Decision-making process
2. Proposed Updates to RCUP
3. Potential TOD Site Analysis
 - High Potential TOD Sites
 - Other Potential TOD Sites
4. Next Steps

RCUP Overview

Rail Corridor Use Policy (RCUP) Overview

Adopted by JPB February 2020

Purpose:

- Provide Board-adopted policy to check compatibility of proposed "non-railroad" uses of JPB property.

Objectives:

- Support the long-term use of JPB property to deliver the Service Vision
- Develop a process for considering and approving the compatibility of the range of proposed uses and projects on JPB property.
- Provide transparency on decision-making process and outcomes.



The RCUP is a Policy Framework. What does it contain?



Maps

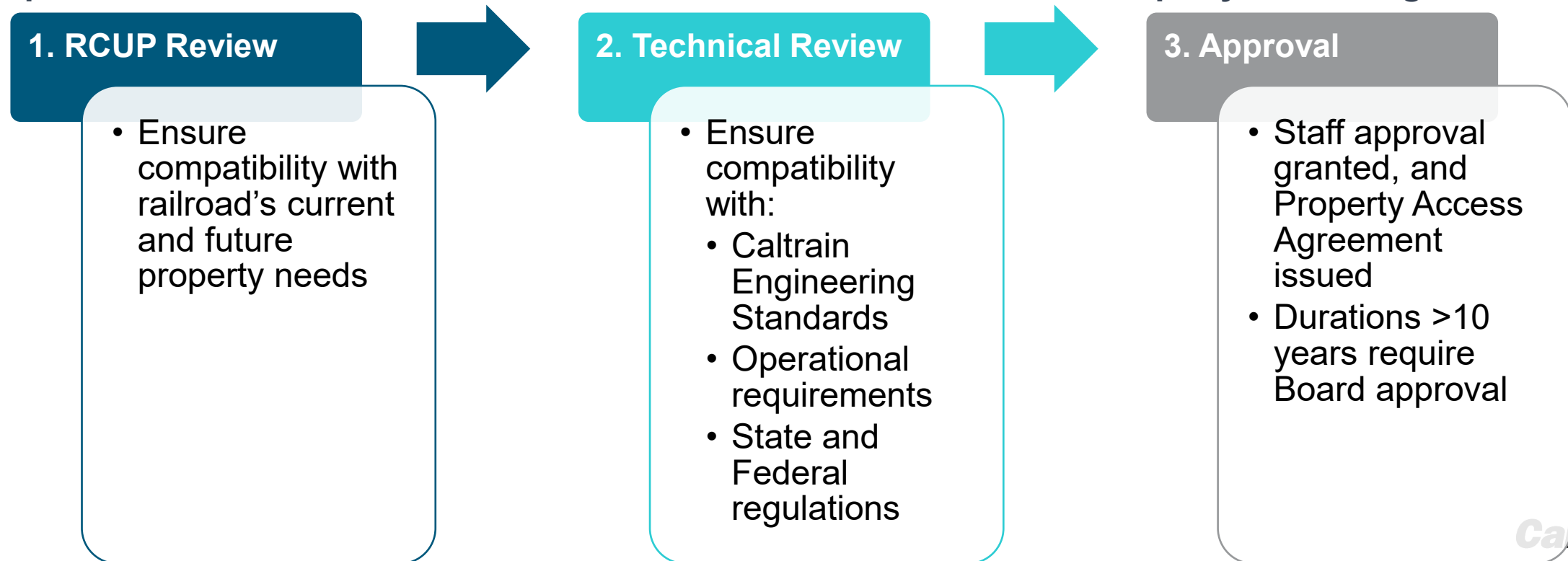


Decision-Making Process

How does RCUP fit into the Property Access Agreement Process?

- The **Property Conveyance Policy (PCP)** guides third-party use of JPB property and establishes types of Property Access Agreements, review processes, and fees.
- PCP defines RCUP as first step in review process for Property Access Agreements.

Proposed Uses with 6+ Months' Duration: PCP's Review Process for Property Access Agreements



What Types of Proposed Uses Go Through RCUP Review Process?

“Non-railroad uses” – uses of property not directly supporting rail service and longer than 6 months in duration.

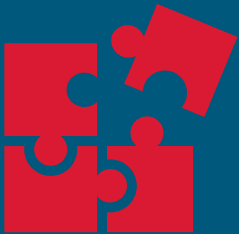
Three categories of non-railroad uses:

- **Utilities**, such as water, sewer, telecoms, etc.
- **Community uses**, such as new crossings across the rail ROW*, farmers markets, etc.
- **Commercial uses**, such as cafes, offices, car sales lots, parking, storage, etc. as well as transit-oriented development (TOD) projects

*Proposed new rail ROW crossings (including proposed bike and pedestrian tunnels or bridges) must go through the RCUP review process to ensure compatibility with current and future rail needs. Capital projects to improve existing crossings, such as safety improvements and grade separation projects, do not go through the RCUP review process and instead advance through Caltrain’s capital design and delivery process.

RCUP Maps

Property
Use Zones



Capital Project
Overlay



Maps have been developed for all the JPB's property and operating easements.

Two key components to the RCUP maps:

- **Property Use Zones** are the base land use districts for JPB property in the RCUP.
- **Capital Project Overlay** sits on top of Property Use Zones and includes all potential future railroad capital projects on JPB property.

Both components determine the allowable uses for a piece of JPB property.

Current Property Use Zones



- Applied to all JPB right-of-way on the Caltrain corridor.
- Each Property Use Zone (PUZ) has a list of allowable land uses that could be located within each zone.

Property Use Zone		What type of property is included?	What are some types of allowable uses in this PUZ?
	PUZ 1: Operating ROW	Property reserved for the safe operation and maintenance of the railroad.	Generally unavailable for non-railroad uses, except compatible utility uses
	PUZ 2: Station ROW	Property located at and near Caltrain stations; includes facilities that support the functioning of the station.	Non-railroad land uses that are compatible with the functioning of the station and safe operation of the railroad (utilities, commercial uses, community uses)
	PUZ 3: Non-Operating ROW	Property that is not included in Property Use Zones 1, 2, or 4.	Non-railroad land uses that are compatible with the safe operation of the railroad (utilities, commercial uses, community uses)
	PUZ 4: Special Study Area	Property that is involved in a defined, complex planning process with multiple stakeholders (currently includes San Francisco and San Jose terminals).	Generally unavailable for non-railroad land uses, except compatible utility uses

Capital Project Overlay



- Caltrain has a **dynamic** corridor; many potential projects could affect rail service and railroad property uses.
- Capital Project Overlay: Areas of JPB property that may be needed for potential capital projects.
- Allowable uses:
 - Short- and medium-term uses are allowed before anticipated start of capital project.
 - Long-term uses (e.g., new building developments) could be delivered with or after construction of the potential capital project, but not before



Capital Project Overlay

The **Capital Project Overlay** includes the following types of potential projects:

1. Near-term maintenance and rehabilitation projects
2. Projects to facilitate a blended rail system with High Speed Rail
3. Passing tracks to support Long-Range Service Vision
4. Terminal projects at San Francisco and San Jose
5. Grade separation projects
 - All current at-grade crossings for vehicles on the ROW.
 - All current at-grade crossings for pedestrians/bicycles on the ROW that are not at stations.
 - All proposed new crossings (under/over) that are not at stations.



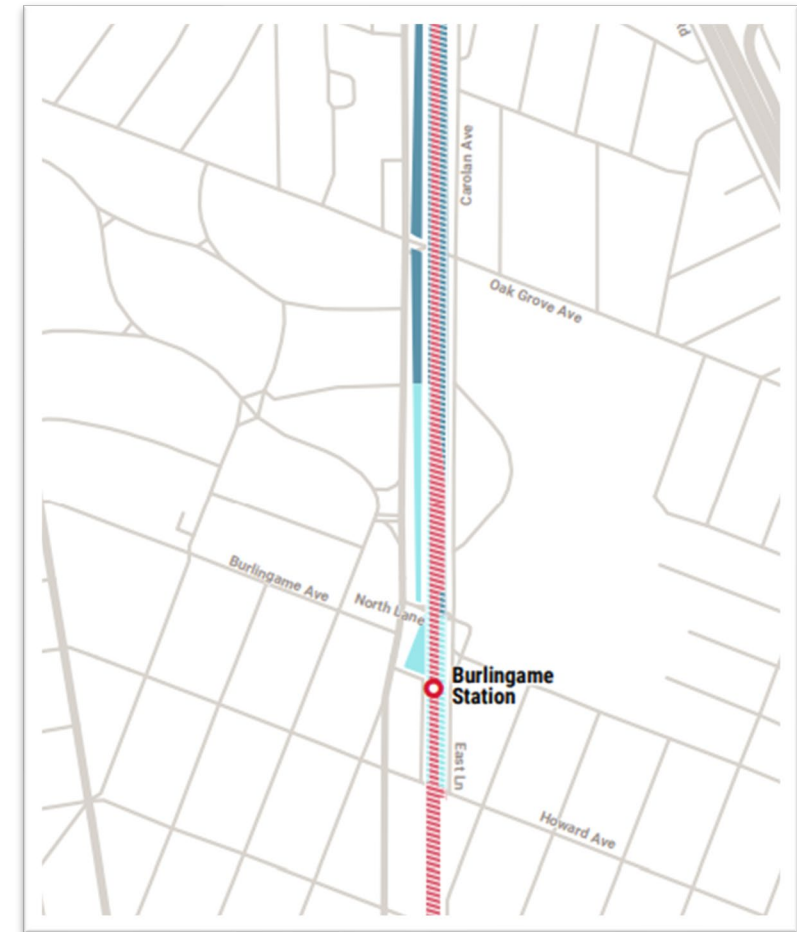
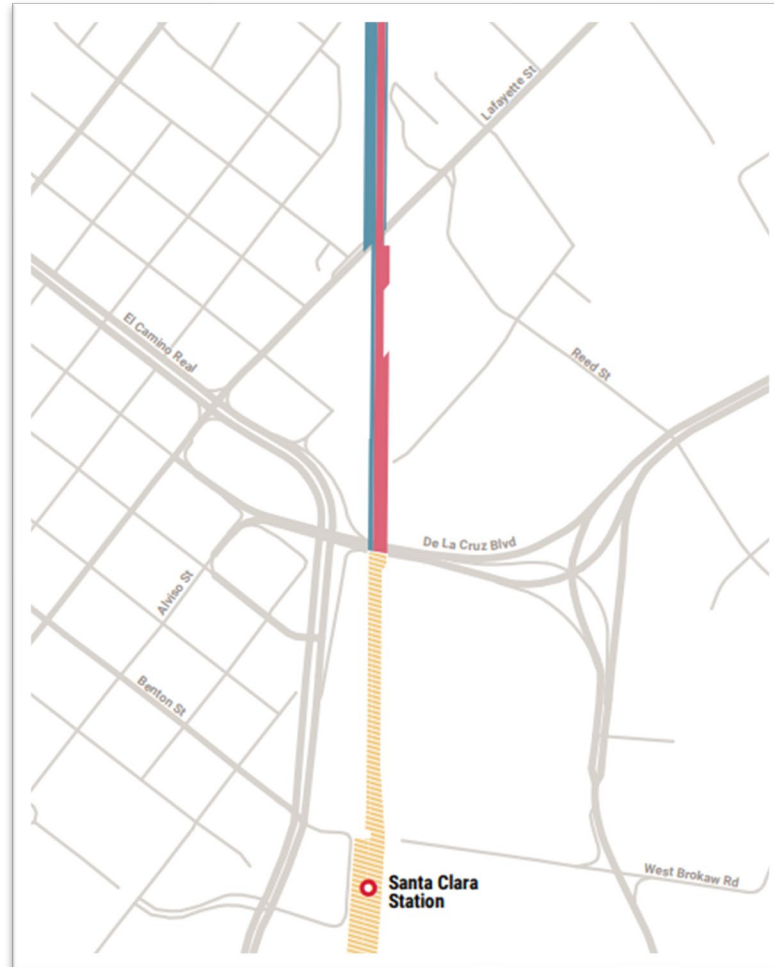
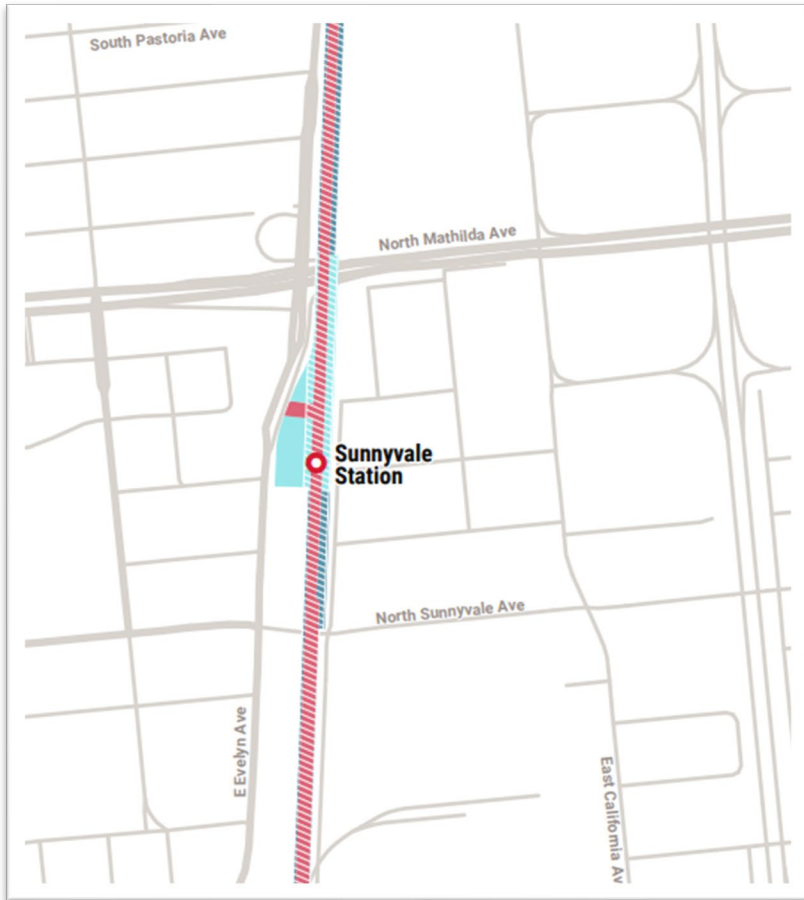
Map Examples

Property Use Zones

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

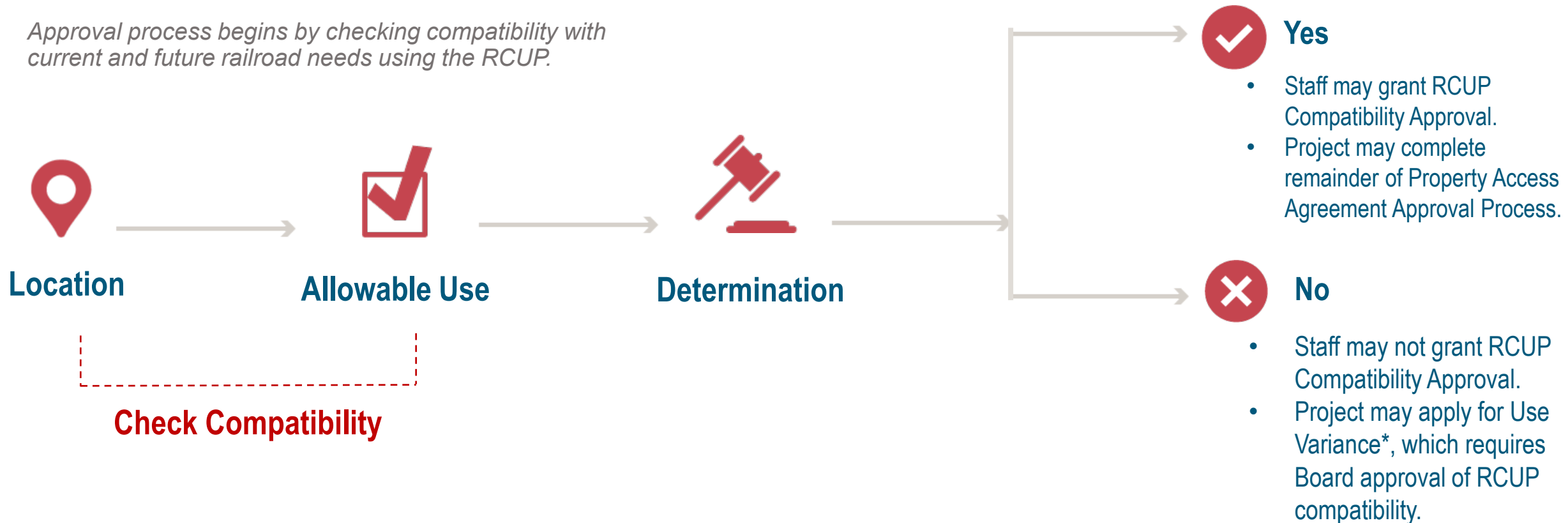
Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay



RCUP Decision-Making Process for a Proposed Non-Railroad Use

Approval process begins by checking compatibility with current and future railroad needs using the RCUP.



* Note: Initial Compatibility Review is free but Use Variance requires a fee.

Proposed Updates to RCUP

RCUP Update

RCUP is intended to be updated on regular basis.

Two primary purposes for updating the RCUP in 2026:

- 1) Align the document and maps with changes to JPB property and Caltrain plans and policies.
- 2) Update the policy to maximize opportunities for non-railroad uses, particularly revenue-generating uses, to safely be located on JPB property.
 - This includes identification of potential sites for transit-oriented development (TOD).

Updates to Capital Project Overlay

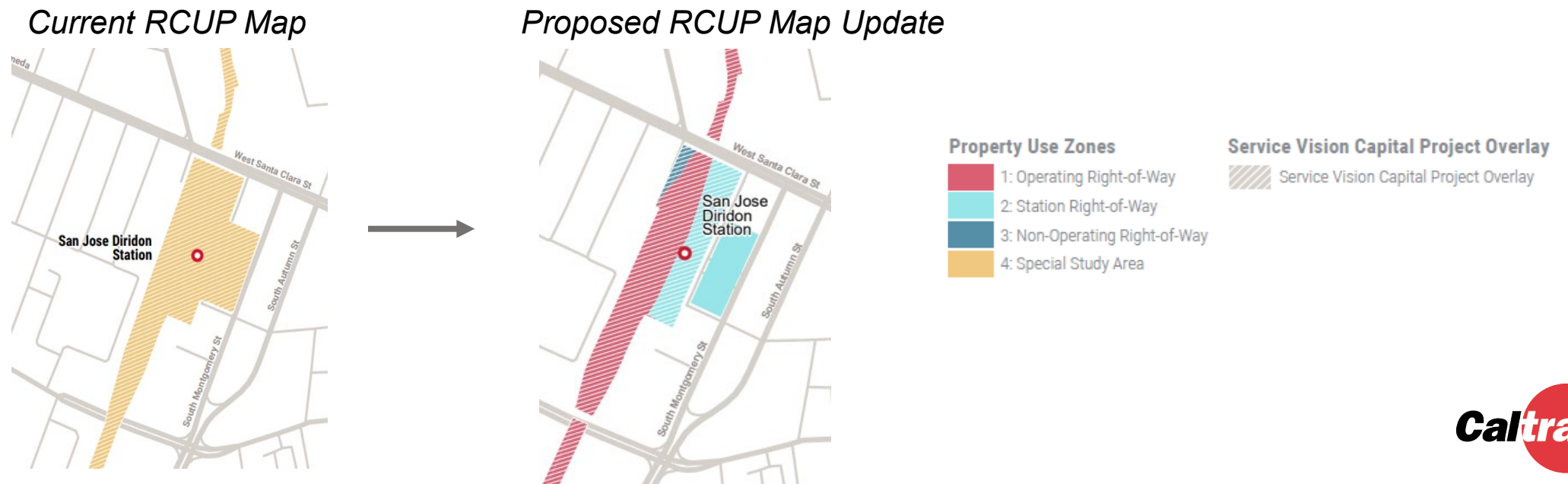
Updated the **Capital Project Overlay** to reflect changes and updates to projects and policies. The Capital Project Overlay includes the following types of potential projects, with **major updates** indicated in teal.

- 1. Near-term maintenance and rehabilitation projects**
 - Added multiple bridge rehabilitation projects from CIP
- 2. Projects to facilitate a blended rail system with High Speed Rail**
- 3. Passing tracks to support Long-Range Service Vision**
 - Removed High Growth Scenario (up to 16tphpd) infrastructure.
 - Removed Service Vision's previous alternatives for the location of passing tracks, based on 4-track Analysis Technical Memo. Kept the recommended location at California Ave.
- 4. Terminal projects at San Francisco and San Jose**
 - Updated footprint of Diridon Station Project to reflect the adopted At-Grade Alternative
- 5. Grade separation projects**
 - Updated footprint of projects that progressed beyond 65% design



Recommended Update to PUZs

- Remove the Special Study Area (PUZ4) designation to support the simplification and streamlining of the RCUP review process.
 - In 2020, Diridon and 4th and King Station projects were at early conceptual planning stages, involving multiple stakeholders and have since advanced – project boundaries are more defined
 - A Special Study Area PUZ designation is not necessary anymore
 - Removing Special Study Area designation creates more allowable uses in area.



Potential TOD Site Analysis

Overview of Caltrain TOD Efforts

RCUP TOD Site Identification

- Identifies potential TOD sites, using standard criteria: lot size, access, etc.



TOD Portfolio Analysis

- Evaluates development yields of RCUP-identified TOD sites based on market feasibility, physical capacity, and SB79 allowances
- Identifies sites' relative readiness, timing, and trade-offs to inform TOD strategy



TOD Policy Update

- Establishes JPB framework for advancing TOD
- Clarifies priorities and policy direction including compliance with Surplus Lands Act and affordable housing requirements

RCUP Potential TOD Site Analysis: Methodology

Site Identification

Identified sites on JPB-owned property that are:

WITHIN

PUZ 2: Station Right-of-Way

PUZ 3: Non-Operating Right-of-Way

NOT WITHIN

Capital Project Overlay

Criteria Screening

Geometric Criteria

- Width & length
- Area

Contextual Criteria

- Street access
- Environmental constraints (slope, creeks)
- Other constraints

Categorization of Sites

High Potential TOD Sites

- Sites >1.5 acres
- Regularly shaped
- Could be candidates for standard, independent development projects.

Other Potential TOD Sites

- Sites ≤1.5 acres
- Irregularly shaped or other complexities
- Potential candidates for development, pending study via TOD Portfolio Analysis

Draft Potential TOD Sites

Identified the following types of sites:

“High Potential TOD Sites”: Sites >1.5 acres and regularly shaped; could be candidates for standard, independent development projects.

“Other Potential TOD Sites”: Sites ≤1.5 acres, irregularly shaped, or have other complexities; could potentially be developed pending study via TOD Portfolio Analysis

Preliminary Assessment: Potential Opportunity Sites

Location	Estimated Acres
Draft High Potential TOD Sites	
San Jose Diridon Station	3.1
Mountain View Station*	3.0
Hayward Park Station	2.5
Redwood City Station*	1.9
Subtotal	10.5
Draft Other Potential TOD Sites	
South San Bruno	6.7
Belmont Station	2.2
Palo Alto Station – West side of tracks	1.4
Palo Alto Station – East side of tracks	1.1
Sunnyvale Station*	0.7
2nd Ave, San Mateo*	0.3
Subtotal	12.4
Grand Total	22.9



* Included in the 2020 RCUP List of Potential Opportunity Sites

RCUP Next Steps

- **May 2026: TOPS Meeting (Today)**
 - Present draft policy updates and draft Potential TOD Site Analysis results
- **July 2026: TOPS Meeting**
 - Present final RCUP Document, for adoption at the August JPB meeting
- **Late Summer: City/County Staff Coordination Group (CSCG) and Local Policy Makers Group (LPMG)**
 - Share policy updates and applicability to cities

Related Work:

- The TOD Portfolio Analysis is in progress
- The TOD Policy Update will begin later this year

FOR MORE INFORMATION

WWW.CALTRAIN.COM



Appendix

Draft High Potential TOD Sites

Note: RCUP only analyzes opportunities on JPB-owned sites. JPB has a perpetual operating easement and does not own the property at 4th and King Railyards in San Francisco; therefore, it's not included as a Potential TOD Site

Preliminary Assessment: High Potential TOD Sites

Location	Estimated Acres after the Capital Overlay
San Jose Diridon Station	3.1
Mountain View Station*	3.0
Hayward Park Station	2.5
Redwood City Station*	1.9 [†]
Subtotal	10.5

* Included in the 2020 RCUP List of Opportunity Sites

† Caltrain has agreed to do a land swap with the City of Redwood City to create a more conventional shaped parcel. Acreage listed is before the land swap.

Draft High Potential TOD Sites

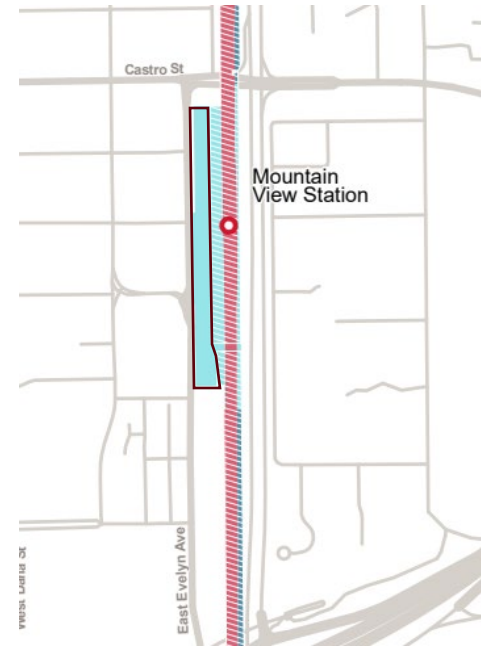
Redwood City Station

Subject to land swap with City of Redwood City



Mountain View Station

Currently encumbered by VTA easement

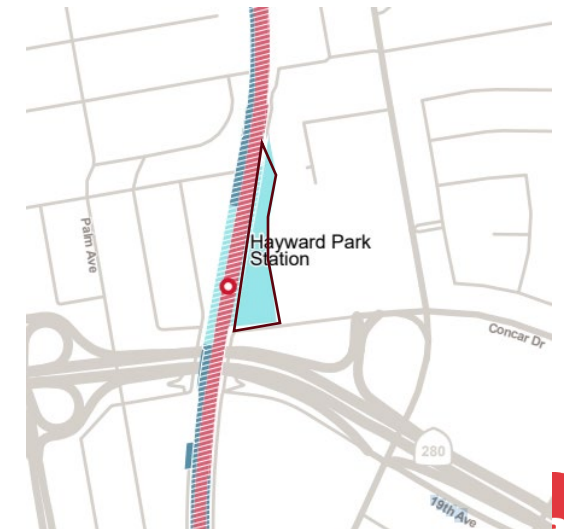


Diridon Station Plaza TOD

Entitled for office



Hayward Park



Legend

Property Use Zones	Capital Project Overlay
1: Operating Right-of-Way	Capital Project Overlay
2: Station Right-of-Way	
3: Non-Operating Right-of-Way	



Draft Other Potential TOD Sites

Note: The RCUP Analysis identifies sites based on map-based criteria. The TOD Portfolio Analysis will confirm site development potential.

Preliminary Assessment of Other Potential Sites

Location	Estimated Acres after the Capital Overlay
South San Bruno	6.7
Belmont Station	2.2
Palo Alto Station – West side of tracks	1.4
Palo Alto Station – East side of tracks	1.1
Sunnyvale Station*	0.7
2nd Ave, San Mateo*	0.3
Subtotal	12.4

* Included in the 2020 RCUP List of Potential Opportunity Sites



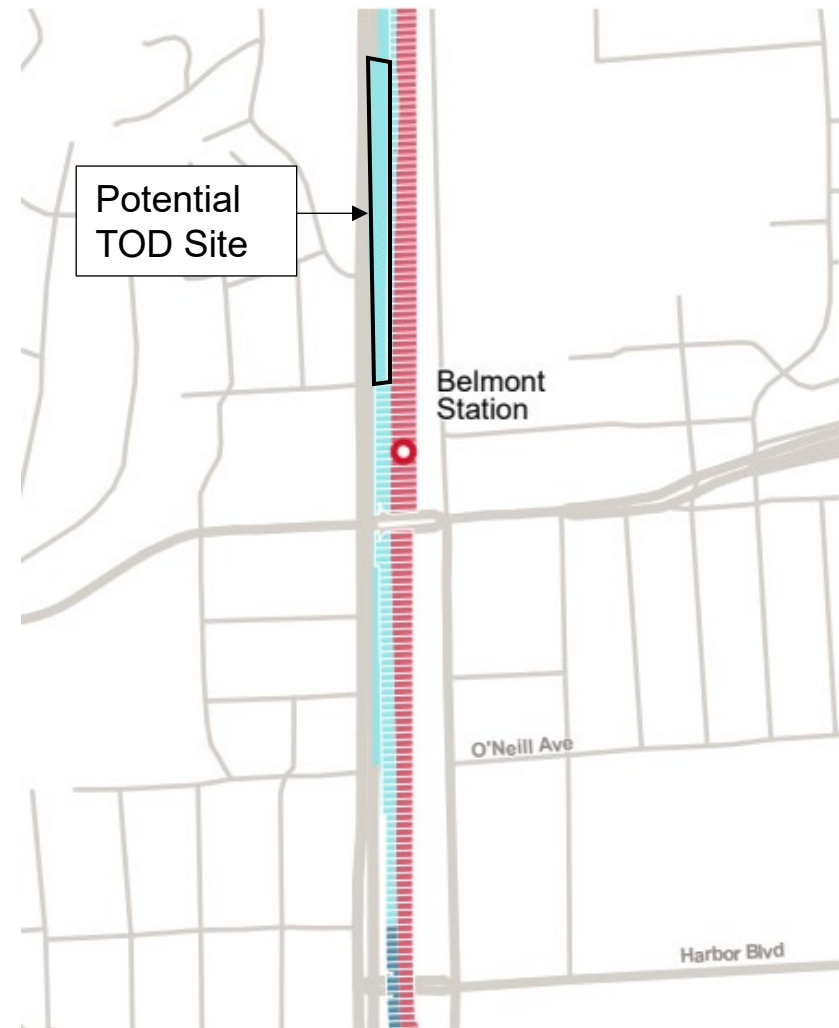
South San Bruno

- Site Size: 6.7 acres
- Existing land uses:
 - Parking
 - Laydown/storage
 - Open space



Belmont Station

- Site Size: 2.2 acres
- Existing use: Caltrain station parking lot

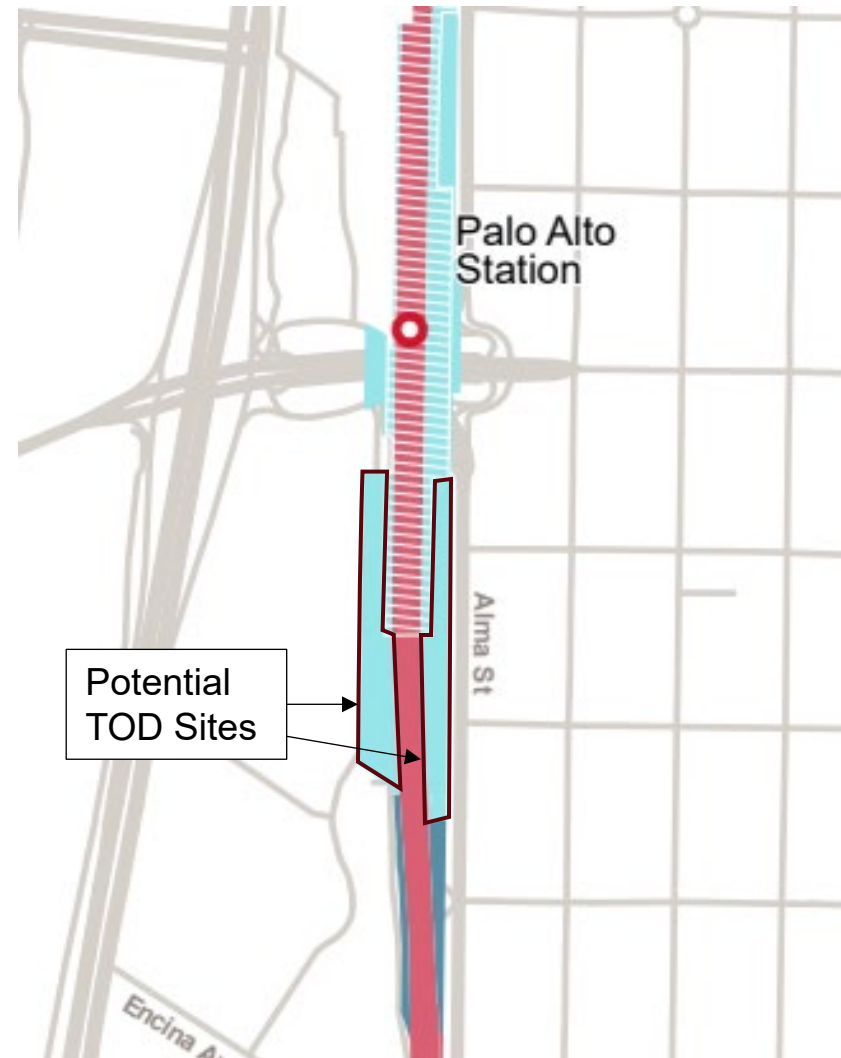


Legend

Property Use Zones	Capital Project Overlay
1: Operating Right-of-Way	Capital Project Overlay
2: Station Right-of-Way	
3: Non-Operating Right-of-Way	

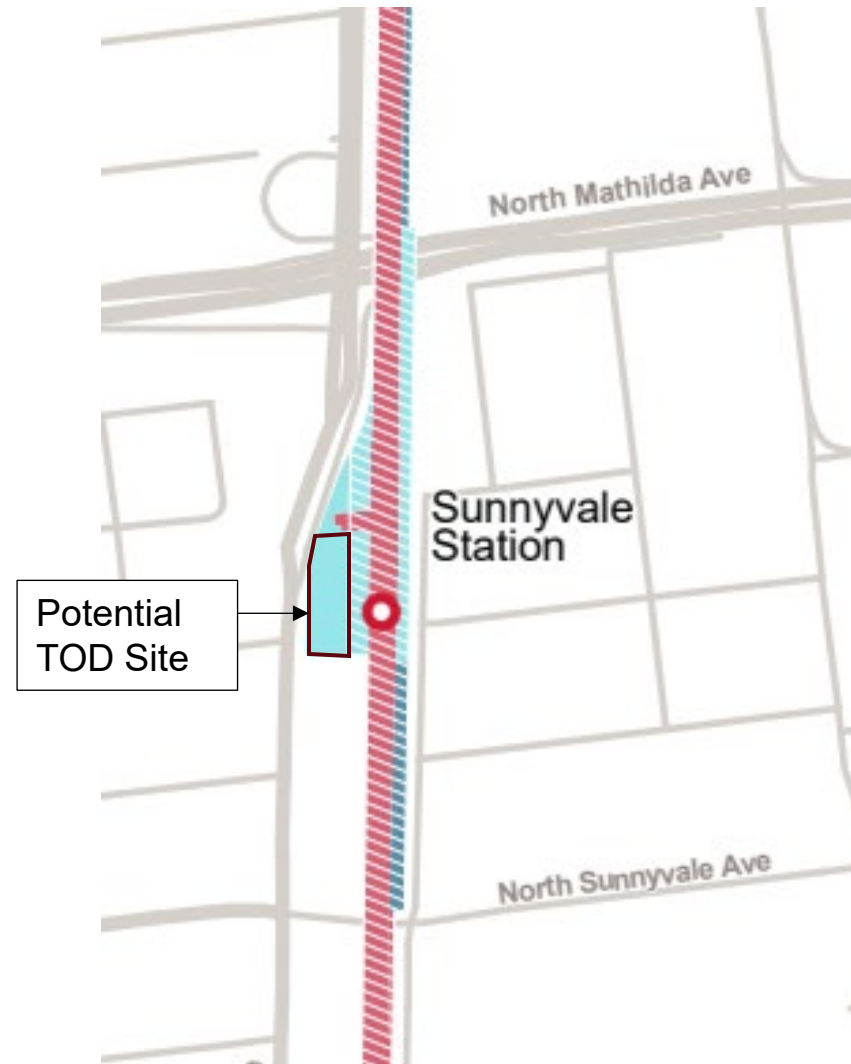
Palo Alto Station

- Site Size:
 - West side of tracks= 1.4 acres
 - East side of tracks = 1.1 acres
- Existing Uses: Station parking, bike/ped path



Sunnyvale Station

- Size: 0.7 acres
 - Site acreage reduced from 2020 RCUP Analysis due to Paralleling Station
- Existing uses: Station parking lot, pick-up and drop-off



Legend

Property Use Zones	Capital Project Overlay
1: Operating Right-of-Way	Capital Project Overlay
2: Station Right-of-Way	
3: Non-Operating Right-of-Way	

San Mateo Station

- Site Size: 0.3 acres
- Existing Use: Parking Lot



Legend

Property Use Zones	Capital Project Overlay
1: Operating Right-of-Way	Capital Project Overlay
2: Station Right-of-Way	
3: Non-Operating Right-of-Way	