



## Memorandum

**Date:** September 26, 2019  
**To:** CalMod Local Policy Maker Group (LPMG)  
**From:** Sebastian Petty, Senior Advisor  
**Re:** Caltrain Business Plan

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### PROJECT UPDATE

Attached is a Staff Report recommending the adoption of the Long-Range Service Vision, the Long-Range Service Vision, and the Adoption Resolution as presented to the Joint Powers Board of Directors at the October 3, 2019 meeting.

## **PENINSULA CORRIDOR JOINT POWERS BOARD**

### **STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Caltrain

SUBJECT: **CALTRAIN BUSINESS PLAN – ADOPTION OF LONG RANGE SERVICE VISION**

#### **ACTION**

Staff Coordinating Council recommends the Board of Directors (Board) adopt the Long Range Service Vision language developed by staff through the Caltrain Business Plan.

#### **SIGNIFICANCE**

Peninsula Corridor Joint Powers Board (JPB) staff has prepared a revised Long Range Service Vision policy statement as incorporated into the attached resolution. The Long Range Service Vision language has been revised from the draft recommendation presented to the Board in August based on comments received from the Board at both the August and September meetings as well as through substantial stakeholder, rider and public outreach conducted during the months of August and September as described in the included presentation.

The designation of a Long Range Service Vision is a key, interim step that will allow staff to complete the Caltrain Business Plan and advance implementation work focused on further planning projects, policy development and organizational analysis.

#### **BUDGET IMPACT**

There is no budget impact associated with the adoption of the Long Range Service Vision.

#### **BACKGROUND**

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars. Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system.

The initial concept for a Caltrain "Business Plan" was brought to the Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. Technical work on the Plan commenced in the summer of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure

planning, as well as organizational analysis and an assessment of Caltrain's interface with the communities it traverses. It is an extensive planning effort that includes outreach in multiple venues. The plan will be completed in early 2020.

Prepared by: Sebastian Petty, Director of Policy Development

650.622.7831

# THE CALTRAIN 2040 LONG RANGE SERVICE VISION

*The following "Caltrain 2040 Long Range Service Vision" has been adopted by the Peninsula Corridor Joint Powers Board to guide the long-range development of the Caltrain rail service and supporting plans, policies and projects. This Long Range Service Vision has been based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the "Caltrain Business Plan" process during 2018 and 2019. This Long Range Service Vision will be periodically reaffirmed and updated by the Board as described in section 4.*

- 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
  - 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) 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



**RESOLUTION NO. 2019 –**

**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD  
STATE OF CALIFORNIA**

\* \* \*

**ADOPTING THE CALTRAIN 2040 LONG RANGE SERVICE VISION TO FOCUS AND GUIDE  
COMPLETION OF THE CALTRAIN BUSINESS PLAN**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (hereinafter referred to as the "JPB") is a joint exercise of powers authority duly formed pursuant to Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code of the State of California and the joint powers agreement by and between the City and County of San Francisco, the San Mateo County Transit District, and the Santa Clara Valley Transportation Authority (collectively the three parties are referred to as "Member Agencies"), which was restated and amended as of October 3, 1996; and

**WHEREAS**, the JPB is a testament to successful local partnership over the period of 28 years since the Member Agencies acquired the Caltrain right of way from Southern Pacific Transportation Company in 1991 and assumed full responsibility for the ownership, management, operation, maintenance, and improvement of the corridor between San Francisco California and San Jose, California, and of the Caltrain passenger rail service operating between San Francisco, California and Gilroy, California currently serving 32 stations along the 77-mile corridor, operating approximately 92 weekday trains, which include express, limited, and local trains ("Caltrain rail service"); and

**WHEREAS**, the Caltrain rail service provides mobility to approximately 65,000 riders a day along the spine of the Bay Area Peninsula and helps to fuel the dynamic

economy in the area known as the Silicon Valley; and

**WHEREAS**, over the 28 years since the Member Agencies have stepped up to own and control the Caltrain rail service, the JPB has found ways, within its limited resources but with generous assistance from the state and federal governments, to reinvent and expand the service--first with the introduction of the Baby Bullet express rail service in 2004 and more recently with the electrification of the Caltrain right of way from San Francisco to San Jose, now underway; and

**WHEREAS**, to prepare for the further modernization and expansion of the Caltrain rail service once electrified, the JPB, working closely with stakeholders in both the public and private sectors, launched a significant undertaking in 2017 to develop a Caltrain Business Plan to articulate a long term vision and business strategy for the system to the year 2040 pursuant to which the Caltrain rail service could carry three or more times the current ridership with greatly expanded frequency and capacity and improved travel times; and

**WHEREAS**, since the initiation of the Caltrain Business Plan project, the Board has received periodic reports to obtain informational updates and provide input on the development of the plan; and

**WHEREAS**, at its meeting on August 1, 2019, the Caltrain Business Plan project team presented the JPB Board of Directors with three long range scenarios for growth of the Caltrain rail service through 2040, to wit: The Baseline Growth Scenario, the Moderate Growth Scenario, and the High Growth Scenario, together with a comprehensive Organizational Assessment report addressing in detail service delivery options, internal organization considerations, and governance options for the Caltrain system; and

**WHEREAS**, each of the three growth scenarios has been developed to describe an achievable "end state" for the Caltrain rail corridor in 2040 in terms of (1) frequencies, amount and patterns of train service; (2) infrastructure needs for fleet, systems, and support facilities; (3) estimated costs of operating, maintenance and capital projects; and (4) outcomes relative to ridership, mobility benefits and revenues; and

**WHEREAS**, the adoption of a single Service Vision is a critical policy action in the development of the Caltrain Business Plan as it establishes a long range specific goal for the system to achieve, and with that, narrows the focus to enable the project team to advance key planning, organizational and implementation work to complete a thorough and effective business plan and to conduct other long range planning activities; and

**WHEREAS**, at the August 2019 JPB Board meeting, staff presented a recommendation for a single Long Range Service Vision based in high level policy language that synthesizes the findings from the Business Plan analysis and recommends an approach regarding how the railroad should plan and strive to evolve and grow its services; and

**WHEREAS**, the adoption of a Service Vision at this time also acknowledges the ongoing work of the JPB and its Member Agencies to prepare for its implementation by evolving the organization in a manner to enable delivery of the Service Vision and by seeking the new and dedicated funding sources needed to sustain and support the Service Vision; and

**WHEREAS**, the project team has engaged in an extensive outreach effort since August with our public stakeholders throughout the region to provide information on the proposed Service Vision and to seek feedback regarding the proposal; and

**WHEREAS**, upon consideration of all of the comments received from this Board, the Member Agencies, the cities along the Caltrain right of way, and all other public and private stakeholders that have provided input on the proposed Service Vision, the Caltrain Business Plan project team synthesized the detailed technical work included in these scenarios and is recommending that the Board of Directors adopt a revised policy based Long Range Service Vision as set forth in the attachment to this Resolution.

**NOW, THEREFORE BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts The Caltrain 2040 Long Range Service Vision as set forth in the attachment to this Resolution and directs the staff, with the assistance of our public and private partners, to complete the Caltrain Business Plan in full accordance with this Service Vision and to further use this Vision to guide other long range planning activities of the railroad as applicable.

Regularly passed and adopted this 3rd day of October, 2019 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers  
Board

ATTEST:

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JPB Secretary

# Choosing a Long Range Vision

OCTOBER 3, 2019

JPB Board meeting  
Agenda Item#11



## Agenda for Today

-  Overview & Process
-  Outreach Update
-  Comments on the Draft Service Vision
-  Revised Long Range Service Vision
-  Completing the Business Plan



# Overview & Process

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## Timeline

**July 2018 – July 2019**

Development and  
Evaluation of  
Growth Scenarios

**August 2019**

Staff  
Recommendation  
for Long Range  
Service Vision

**October 2019**

Refinement and  
Proposed Adoption  
of Long Range  
Service Vision

**November 2019**

Organizational  
Assessment  
Workshop

**Early 2020**

Completion of  
Business Plan



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## Choosing a Long Range Service Vision is a key step in developing the Business Plan

**The 2040 Long Range Service Vision sets a target for the future that we and our partners can grow towards incrementally**

**A *successful* Long Range Service Vision:**

- Is rooted in thorough and credible analysis
- Respects, integrates, and supports the existing plans and commitments that Caltrain and its partners have made
- Is detailed enough to provide actionable guidance to the agency as it develops its own plans and engages with local, regional, and state partners
- Is sufficiently flexible to remain relevant even as the details, timing, and costs of individual projects change or evolve



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## Why Adopt A Long Range Service Vision?

Adopting a 2040 Long Range Service Vision is not the “end” of the Business Plan process. It is a critical policy action that sets a specific goal for the railroad to plan and work towards.

Board adoption of the Vision helps Caltrain narrow its focus so that key planning, organizational and implementation work can advance

**Adopting a Long Range Service Vision is a critical Step in advancing Caltrain’s own work in the region**

**An *adopted* Long Range Service Vision is needed to:**

- Provide key inputs needed for terminal planning in San Francisco and San Jose to advance
- Allow Caltrain to present a consistent long range vision to the region and state and identify funding needs
- Help Caltrain pursue more detailed analysis on the Business Plan related to funding, access and connecting service and equity
- Frame and focus the discussion of organizational needs and governance



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# Organizational Workshop

At the August 1 JPB Meeting, the Board asked staff to identify a time for a special meeting to conduct a “deep dive” into the organizational Assessment Work and report developed during the Business Plan process

This meeting will provide an opportunity to discuss how the Caltrain organization should evolve to support implementation of the Service Vision adopted by the Board

## Content and Purpose

- Provide Board with a dedicated opportunity to ask Howard questions and discuss OA report
- Provide Caltrain staff with an opportunity to respond to OA report recommendations and outline potential next steps
- Achieve Board consensus on what work and processes should be pursued going forward

## Timing & Format

- Confirmed for November 21<sup>st</sup> from 9am to 1pm
- Formatted as off-site workshop (location TBD)
- Participation by Howard Permut
- Open to public

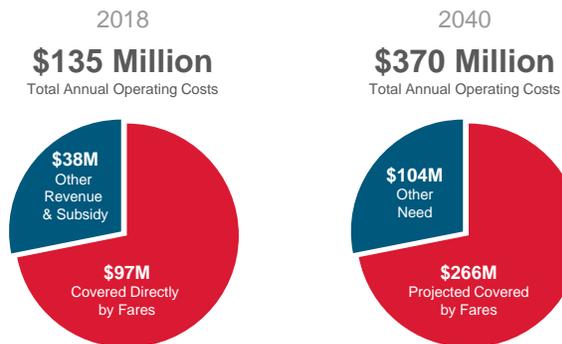


# Sustaining the Railroad

Adopting a Service Vision sets a long range policy goal for the railroad to work towards. It does not commit the JPB or its member agencies to funding the Vision.

Finding the money to fund the Service Vision will be a challenge. In addition to the significant level of capital investment required, new revenues and significant ongoing funding will be required to operate and maintain Caltrain service. This investment is needed on an ongoing basis and potential new sources of funding will be a major focus of analysis and discussion in the remainder of the Business Plan

## Annual Operating Costs



*In 2018, JPB Member Contributions Covered \$21 million of Caltrain’s non-fare Operating income (with the balance made up by non-fare revenues and grant sources)*

All costs shown in 2018 dollars



# Outreach Update

## Draft Service Vision Outreach

July 22, 2019 - September 30, 2019



**25**

Public Meetings



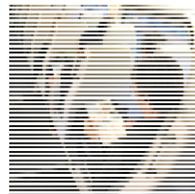
**1,600+**

Virtual Townhall Views



**1,000+**

Factsheets Distributed



**1,200+**

Surveys Completed



**Rider Engagement**

Station Pop-Ups  
Train Ride Q&A  
Station Message Signs  
Social Media

# Service Vision Factsheet

September 2019 (1,000+ Factsheets Distributed)

# Survey Results

September 2019 (1,200+ Responses)

Service Benefits	Very Excited	Somewhat Excited	Not Excited
Faster Travel	73%	22%	4%
Show up and Go Scheduling	73%	23%	3%
More Flexibility	69%	25%	5%
More Commute Service	66%	27%	5%
More Frequent Service	66%	26%	6%
Capacity for 3x Riders	60%	32%	5%
More Options	54%	34%	8%
77 miles of all-day service	45%	34%	17%

Regional Benefits	Very Excited	Somewhat Excited	Not Excited
Reducing greenhouse gas emissions	78%	17%	3%
Reducing driving	78%	18%	3%
Trains vs lanes	71%	22%	4%
Carrying more people	63%	32%	4%
Adding jobs	44%	41%	13%
Increasing economic activity	42%	41%	14%

**87%** survey responses from people that ride Caltrain  
**916** comments (in open-ended sections)



# Data Visualization Challenge

550+ Downloads

## Winner: Jonathon Yu, SF Bay Area resident



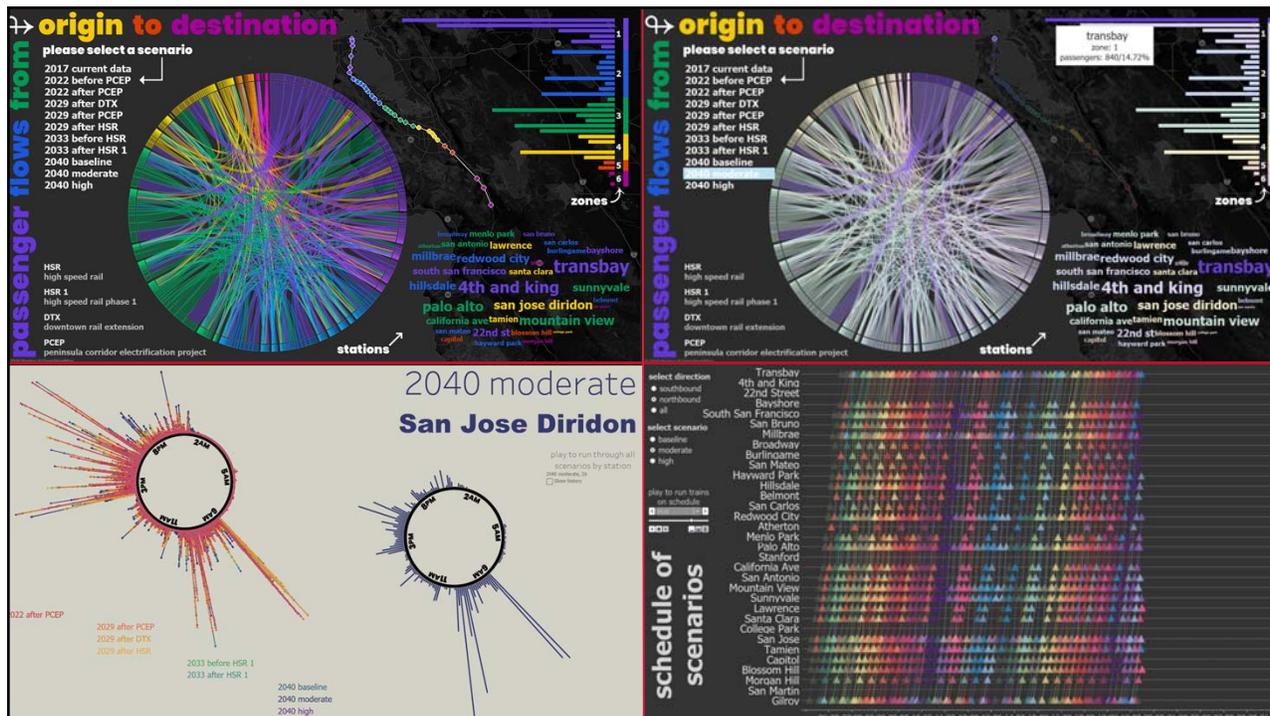
**Platform**  
Tableau Data  
Visualization package



**Purpose**  
Built multiple tabs representing origin to destination travel patterns, station passengers at various times of day, a series of string charts, and more



**Functionality**  
Each scenario is included in the dataset which allows for the user to easily switch variables and factors



# Outreach Activities to Date

July 2018 – September 2019

	2018			2019											
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
<b>Local Policy Maker Group</b>	•	•	•		•	•		•	•	•		•	•	•	
<b>City/County Staff Coordinating Group</b>	•	•	•		•	•		•	•	•		•	•	•	
<b>Project Partner Committee</b>	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
<b>Stakeholder Advisory Group</b>				•		•					•			•	
<b>Partner General Manager</b>				•			•				•		•		
<b>Targeted Online Engagement</b> Website Launch, Data Visualization Challenge, Reddit/YouTube Live, Online Open House					•			•			•		•	•	•
<b>Community Meetings</b> SPUR, Friends of Caltrain, Station Outreach					•		•	•	•		•	•		•	•
<b>Sister Agency Presentations</b> SFCTA, SF Capital Planning, TJPA, SamTrans, SMCTA, CCG, VTA, MTC, Diridon Station JPAB					•	•	•	•	•	•	•	•	•	•	•

# Outreach Activities to Date

July 2018 – September 2019

## Stakeholders Engaged

21

Jurisdictions

26

Public Agencies

93

Organizations in the Stakeholder Advisory Group

187

Stakeholder meetings

## Public Outreach

76

Public meetings and presentations

1,600+

Virtual Townhall views

33,400+

Website views

2,200+

Survey results

# Comments on the Draft Service Vision

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Key Themes from Stakeholder Meetings and Outreach 07/22/2019-09/30/2019

## Caltrain Service



### Broad Support for the Service Vision

Wide degree of general support for Business Plan process and for staff recommendation



### Planning for Higher Growth

Consistent comments asking that Caltrain take a more affirmative, proactive approach to planning for a possible "High Growth" type future



### Emphasizing Refinement and Optimization

- Specific concerns expressed by some jurisdictions about illustrative service levels shown at individual stations
- Emphasis on need for further service planning over time

Key Themes from Stakeholder Meetings and Outreach 07/22/2019-09/30/2019

## Connection and Integration



### Connectivity and Seamless Integration with other Systems

Comments about the need for seamless integration with other transit systems (schedule coordination, fares, stations/hubs)



### Regional and Megaregional Rail

Requests to include more explicit references to planned and contemplated service expansions of regional and megaregional rail services (ACE, CCJPA, Dumbarton Rail and service to Monterey County)



### Blending with High Speed Rail

Comments and questions about relationship and timing of Caltrain service growth relative to High Speed Rail services



Key Themes from Stakeholder Meetings and Outreach 07/22/2019-09/30/2019

## Making the Vision Work for Everyone



### Making Caltrain Affordable and Equitable

- Comments about need to understand equity implications of Vision
- Requests to focus on making Caltrain accessible and affordable to all



### Integrating the Corridor and Communities

- Questions and comments about grade separations (including meaning of 'not-to-preclude' 4 tracks)
- Comments about general need to mitigate impacts of increased rail service



### Station Area Connections and Development

- Questions about first- and last-mile strategy
- Comments about land uses planned in station vicinity



Key Themes from Stakeholder Meetings and Outreach 07/22/2019-09/30/2019

## Making it Happen



### Next Steps

- Questions about how service improvements can be phased and incremented
- Questions about timing of follow on work and additional studies



### Evolving the Organization

Comments that organizational evolution is foundational and necessary to deliver the Vision



### Funding the Vision

- Comments that new funding sources are a prerequisite to achieve the Vision
- Comments and questions about funding and cost details

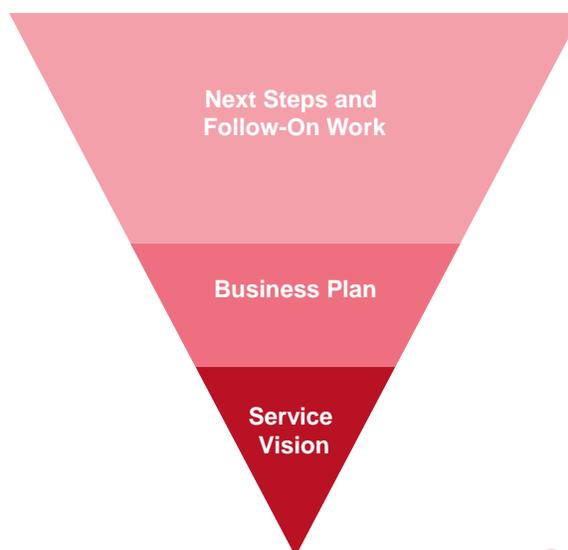


## Addressing Comments

The “Service Vision” is a high-level policy statement supported by technical analysis.

Some comments and questions received have been addressed through direct modification of the proposed ‘Vision’ language, while others will be incorporated into the remaining analysis and work required to complete the Business Plan.

For many comments and questions to be fully addressed, subsequent detailed planning and policy efforts will need to be undertaken. The Business Plan will identify this program of work.



# Caltrain Long Range Service Vision

## Revised Staff Recommendation

**(1) Caltrain's Long Range Service Vision directs the railroad to plan for a 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;
  - i. 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
  - ii. 4 trains per hour per direction between Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights
  - iii. 2 trains per hour per direction between and Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights



# Caltrain Long Range Service Vision

## Revised Staff Recommendation

**(1) continued**

- 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 trains, in accordance with the terms of existing and future blended system agreements between the JPB and the California High Speed Rail Authority~~  
**Accommodation of California High Speed Rail, Capitol Corridor, Altamont Corridor Express and freight services in accordance with the terms of existing agreements**
- 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.

# Caltrain Long Range Service Vision Revised Staff Recommendation

## (1) 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;
- 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.



# Caltrain Long Range Service Vision Revised Staff Recommendation

(2) Caltrain's Long Range Service Vision further directs the railroad to continue its **planning for consideration of a potential "higher" growth level of service as well as potential new regional and megaregional connections. in the context of major regional and state rail planning.** Specifically, the Long Range Service Vision directs the railroad to;

- A. Work with regional and state partners to **collectively plan for and study and evaluate both** the feasibility **and desirability** of higher levels of service **in the context of major regional and state rail initiatives as well as expanded regional and megaregional 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.**



# Caltrain Long Range Service Vision Revised Staff Recommendation

## (2) continued

- B. To take certain **specific** actions to **anticipate consider** and, where feasible **and financially practicable, not preclude 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 **and funding** commitments are in place, **and 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.**



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# Caltrain Long Range Service Vision Revised Staff Recommendation

## (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



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# Caltrain Long Range Service Vision

## Revised Staff Recommendation

~~(3)~~ (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



# Completing the Business Plan

# Timeline



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## Remaining Technical Analysis Rounding Out the Vision

With a 2040 Service Vision adopted, how can Caltrain “Round Out” its vision for the future?

During the fall of 2019, additional technical and policy analysis will be undertaken to focus on areas that were highlighted as important through stakeholder outreach and help complete the picture of the railroad Caltrain hopes to become



**Analysis of connections to other systems & station access options**



**Equity analysis & focus on growing ridership by making Caltrain accessible to all**



**Review of funding options and revenue generation opportunities to support the Vision**



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## Remaining Technical Analysis

# Making it Happen

With a 2040 Service Vision adopted, what will the next 10 years look like for Caltrain? What are the key actions and steps we need to focus on next?

During the fall of 2019, additional technical and policy analysis will be undertaken to focus on what Caltrain can achieve over the next decade and they key near term steps and work that will be needed to make it happen



**Building towards the Vision with service concepts for initial electrification and options for growth and investment through the 2020s**



**Accompanying 10-year financial projections and funding plan**



**Identification of a program of key planning, policy and organizational next steps**



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### FOR MORE INFORMATION

[WWW.CALTRAIN2040.ORG](http://WWW.CALTRAIN2040.ORG)

[BUSINESSPLAN@CALTRAIN.COM](mailto:BUSINESSPLAN@CALTRAIN.COM)

650-508-6499





## Memorandum

**Date:** September 26, 2019  
**To:** CalMod Local Policy Maker Group (LPMG)  
**From:** John Funghi, CalMod Chief Officer; Casey Fromson, Gov. Affairs Director  
**Re:** Caltrain Electrification Project E-Update

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### STAYING CALTRAIN SAFE WITH MYTHBUSTER KARI BYRON

It's Rail Safety Week, and to help explain why staying safe and aware around train tracks is so important, Kari Byron of MythBusters teamed up with Caltrain to talk rail safety. As we move forward with the electrification of our fleet, safety around the tracks continues to be vital. Quieter trains, increased capacity, and the installation of electric overhead wires means that staying aware around the stations and along the entire corridor is as important as ever. Always stay aware of your surroundings, respect all track gates and signage, and keep yourself safe.



For information about how to stay safe around the new electric train infrastructure being built for the new fleet, visit [CalMod.org/safety](http://CalMod.org/safety).

## CONSTRUCTION UPDATE

As a vital part of Caltrain electrification, 10 Traction Power Facilities (TPFs) will be installed between San Francisco and San Jose. TPFs are electric power stations used to provide, distribute, and regulate electricity to Caltrain's new high-performance electric trains. These facilities are essential to improving Caltrain, and will come with numerous benefits like cleaner energy for our trains, a quieter ride, and a better overall Caltrain experience.



Visit [CalMod.org/traction-power-facilities](https://CalMod.org/traction-power-facilities) to learn more about how TPFs work and where they're being built.

## MODEL ROADSHOW CONTINUES

Have you visited one of our stops on the Model Train Roadshow yet? Many have already gotten an up-close look at the future of Caltrain by viewing the to-scale miniature model of the new electric trains! The roadshow continues through the rest of the year and beyond, so make sure to follow us on Facebook, Twitter, and Instagram for clues about where we're stopping next.



Visit [CalMod.org/roadshow](http://CalMod.org/roadshow) to see more photos of where we've already been on our roadshow. Hope to see you at our next stop.

## PUBLIC MEETINGS

**JPB Meeting – October 3, 2019 at 9:00 a.m.**

**LPMG Meeting – October 24, 2019 at 5:30 p.m.**

**Mini Model Train Roadshow Facebook Festival – October 19 at 1:00 p.m.**

For more details, and a full list of upcoming meetings, please visit [CalMod.org/Events](http://CalMod.org/Events).

## DETAILED PROGRESS REPORT

- [July 2019 Monthly Progress Report](#) presented to Caltrain Board on June 6, 2019



# CALIFORNIA High-Speed Rail Authority

## Memorandum

**Date:** September 26, 2019  
**To:** Local Policy Maker Group (LPMG)  
**From:** Boris Lipkin, Northern California Regional Director  
**Re:** California High-Speed Rail Program Update

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### STATEWIDE UPDATE

August and September have been a busy time for the high-speed rail program across the entire State. Below you will find a recap of the Board's actions and outreach conducted related to the identification of Preferred Alternatives in Northern California. Beyond that, several statewide highlights from the last few months include the following:

1. On July 23<sup>rd</sup>, the State of California executed the NEPA Assignment agreement with the Federal Railroad Administration (FRA). This is an environmental streamlining measures that lets the State stand in the shoes of the FRA for purposes of carrying out the federal environmental review process. The Authority is the first railroad agency in the nation to be granted this assignment.
2. In August, the Authority settled the last CEQA lawsuit on the Fresno to Bakersfield section of the system and entered into a partnership to move forward with the program in Kings County.
3. Also in August, the Governor's Office announced key appointments to the Authority executive team including the roles of Chief Counsel, Chief Engineer, Director of Planning and Sustainability, and Director of Communications. All four appointments were filled by women.
4. The Senate President Pro Tempore Toni Atkins reappointed Board Member Ernie Comacho and appointed new Board Member Henry Perea Sr.
5. On Labor Day, the Authority announced that it had passed 3,000 workers having been dispatched to the construction projects in the Central Valley. The Authority has now hit milestones of 3,000 construction workers and 500 small businesses working on the program this year.
6. In September, the Authority also executed a Memorandum of Understanding with Los Angeles Metro that outlines our cooperation and collaboration for the reconstruction of Los Angeles Union Station Project. The Authority is providing \$423 million toward this project, which will improve regional transit in the short-term and accommodate high-speed rail into Union Station in the longer term.

## NORTHERN CALIFORNIA UPDATE

### Authority Board of Directors Action on Northern California Preferred Alternatives

On Tuesday, September 17, 2019, the California High-Speed Rail Authority (Authority) Board of Directors concurred with staff recommendations for the Preferred Alternatives for the high-speed rail routes in Northern California. This is an important step that will now allow staff to complete the Draft EIR/EIS for the two project sections in Northern California.

In the **San Jose to Merced Project Section**, the Board identified Alternative 4 as the Preferred Alternative (refer to map in Figure 1 below). Alternative 4 utilizes a blended configuration between San Jose and Gilroy in the existing Caltrain and Union Pacific Railroad corridors before continuing to a dedicated high-speed rail alignment through Pacheco Pass.



Figure 1. San Jose to Merced Project Section – Preferred Alternative (Alternative 4)

In the **San Francisco to San Jose Project Section**, the Board identified Alternative A as the Preferred Alternative (refer to map in Figure 2 below). Alternative A utilizes a blended configuration between San Francisco and San Jose within the existing Caltrain corridor. This alternative includes a Light Maintenance Facility (LMF) on the east side of the tracks in Brisbane and does not include additional passing tracks.



Figure 2. San Francisco to San Jose Project Section – Preferred Alternative (Alternative A)

The Board’s concurrence directs staff to proceed with project development and to continue to engage local partners to address comments and concerns. Staff will concurrently work to finish the Draft Environmental Impact Report and Environmental Impact Statement (Draft EIR/EIS) for both the San Francisco to San Jose and San Jose to Merced project sections.

The draft environmental documents are due out in early 2020 for the San Jose to Merced project section and in spring 2020 for the San Francisco to San Jose project section. While all alternatives will be evaluated equally in the draft environmental documents, identifying the Preferred Alternatives will guide the public as to what is most likely to become the project. Final route decisions will be made at the conclusion of the environmental review process.

We appreciate all those who took the time to participate in the process and provide feedback to the Board of Directors.

The full Press Release can be found on the Authority website at:

[https://www.hsr.ca.gov/communication/news\\_room/news\\_releases/?id=27](https://www.hsr.ca.gov/communication/news_room/news_releases/?id=27)

### **Preferred Alternative Outreach Recap**

In July and August 2019, the Authority conducted a regional outreach campaign to share and collect feedback on the staff-recommended Preferred Alternative and process for identifying the Preferred Alternative, prior to the Authority Board’s consideration on September 17. This outreach consisted of 30 stakeholder and community meetings across the region, including

Community Working Group (CWG) meetings, Technical Working Group (TWG) Meetings, Open Houses, and presentations to cities, counties, and other partners.

A detailed account of outreach activities and feedback collected is captured in the Outreach Summary Reports that were part of the materials that the Board of Directors considered in identifying the preferred alternatives. Those reports can be found on the Authority website, under Board Materials for the September 17 meeting:

- [San Francisco to San Jose Project Section Preferred Alternative Outreach Summary Report](https://www.hsr.ca.gov/docs/brdmeetings/2019/brdmtg_091719_Item4_FJ_Outreach_Summary_Report.pdf)  
Link: [https://www.hsr.ca.gov/docs/brdmeetings/2019/brdmtg\\_091719\\_Item4\\_FJ\\_Outreach\\_Summary\\_Report.pdf](https://www.hsr.ca.gov/docs/brdmeetings/2019/brdmtg_091719_Item4_FJ_Outreach_Summary_Report.pdf)
- [San Jose to Merced Project Section Preferred Alternative Outreach Summary Report](https://www.hsr.ca.gov/docs/brdmeetings/2019/brdmtg_091719_Item3_JM_Outreach_Summary_Report.pdf)  
Link: [https://www.hsr.ca.gov/docs/brdmeetings/2019/brdmtg\\_091719\\_Item3\\_JM\\_Outreach\\_Summary\\_Report.pdf](https://www.hsr.ca.gov/docs/brdmeetings/2019/brdmtg_091719_Item3_JM_Outreach_Summary_Report.pdf)

### **ADDITIONAL PUBLIC ENGAGEMENT ACTIVITIES<sup>1</sup>**

- August 1: Morgan Hill Chamber of Commerce Breakfast
- August 1: Visitacion Valley Service Providers Collaborative
- August 3: Visitacion Valley Community Health Fair
- August 9: San Jose Farmers Market
- August 15: SPUR Diridon Year-in-Review
- August 17: Gilroy Car Show
- September 7: San Mateo Farmers Market
- September 12: Redwood City/San Mateo County Chamber of Commerce

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<sup>1</sup> Engagement activities not related to Preferred Alternative outreach