Thinking Big
Crafting a 2040 Vision
## What is the Caltrain Business Plan – 2040 Vision?

<table>
<thead>
<tr>
<th><strong>What</strong></th>
<th>Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions and identify a plan for implementation.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Why</strong></td>
<td>Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.</td>
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Milestones that Shaped the Railroad’s Future

2008
CHSRA specifies its alignment

2011-2013
“Blended System” introduced
CHSRA Business Plan confirms Blended System
Senate Bill 557 funds Prop 1A and codifies 2-track blended system

2013-2017
Peninsula Corridor Electrification Program environmentally cleared
Receipt of Federal Full Funding Grant Agreement
Full Notice to Proceed issued
Framing the Challenges

Crafting a 2040 Vision

Framing the Challenges

Exploring the Opportunities

Next Steps
Improving Caltrain is Vital to the Health of the Region’s Economy
Railroads are Complex Systems

Caltrain’s role and context extend beyond the Bay Area. The system influences and is influenced by many different scales.
National Perspective on Caltrain's Performance

National Transit Database

- Caltrain is the second most dense commuter railroad in the United States with nearly 20 million annual unlinked passenger trips per 150 track miles.
- Metrolink has 14 million annual unlinked passenger trips per 700 track miles. Thus, Caltrain has almost 50 percent more ridership than Metrolink with about a quarter of the track.
- Caltrain has one of the best farebox recovery rates in the country.
- Since 2010 Caltrain ridership has increased by nearly 75% as compared to an average of 30% for the ten largest commuter rail systems in the US.
Caltrain’s Corridor is Complex and Constrained

- Mostly 2 Tracks
  - Some 4-Track Sections
- Width Varies
- Multiple Tenants
- At-Grade Crossings
- Bridges & Tunnels
- Ownership Varies
  - Especially at Stations

Caltrain Owns Tracks

Union Pacific Railroad Owns Tracks. Caltrain Has Access Rights
The Corridor is Woven into the Diverse Communities it Serves

**Benefits**
- Mobility options
- Regional connectivity
- Land use diversity
- Sustained economic growth

**Challenges**
- Grade crossings
- Impacts to corridor-adjacent neighbors
- Diverse community approaches to land use planning
Exploring the Opportunities

Crafting a 2040 Vision  Framing the Challenges  Exploring the Opportunities  Next Steps
Caltrain’s Ridership and the Region’s Economic Growth are Mutually Supportive

Caltrain Average Weekday Ridership (Thousands)
1997 – 2017

- 2001 Dot Com Bust
- 2004 Baby Bullets
- 2008 Great Recession
- 2010 Tech Boom
CalMod is the Foundation for Growth and There Are Plans for More
Multiple Sources Offer Potential Funding for the Corridor

Existing
- FTA
- STA and SB1
- Regional (RM3)
- Local partner funds and sales tax measures
- CHSR investment

Potential
- SB797 (?)
- Private sector (?)
- Value Capture (?)
- New state or regional funding sources(?)
SHARING SESSION

Why is the future of the Caltrain corridor important to you?

What are your priorities for the Caltrain Business Plan?

What do you want to achieve from this process?

Who else should we engage with?
What Will the Business Plan Cover?

Technical Tracks

**Service**
- Number of trains
- Frequency of service
- Number of people riding the trains
- Infrastructure needs to support different service levels

**Business Case**
- Value from investments (past, present, and future)
- Infrastructure and operating costs
- Potential sources of revenue

**Community Interface**
- Consensus built corridor strategy through community partnerships, addressing benefits and impacts of different service levels
- Equity considerations

**Organization**
- Organizational structure of Caltrain
- Funding mechanisms to support future service
- Define roles & responsibilities
## Communication is a Key Success Factor

### Meeting Schedule

<table>
<thead>
<tr>
<th>Monthly: Board</th>
<th>Monthly: Stakeholder</th>
<th>Quarterly: Stakeholder</th>
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</thead>
<tbody>
<tr>
<td>• Peninsula Corridor Joint Powers Board (JPB)</td>
<td>• Project Partner Committee (PPC) • JPB Ad Hoc • Local Policymaker Group (LPMG) • City/County Staff Coordinating Group (CSCG)</td>
<td>• Project General Managers (PGM) • Stakeholder Advisory Group (SAG) • State and Federal Elected Officials (SFO) • Caltrain Coalition (C3)</td>
</tr>
</tbody>
</table>
Focus on Organization

PERMUT CONSULTING
HOWARD PERMUT
Caltrain’s Team Includes Local, National, and International Experts

- **SEBASTIAN PETTY**
  - Project Manager
  - Caltrain

- **MELISSA REGGIARDO**
  - Deputy Project Manager
  - Caltrain

- **MELISSA DUMOND**
  - Project Advisor
  - Kimley-Horn

- **NATE CONABLE**
  - Technical Manager
  - Fehr & Peers

- **AIDAN HUGHES**
  - Project Strategy Manager
  - Arup

- **OPERATIONS ANALYSIS**
  - DB Engineering and Consulting

- **BUSINESS CASE**
  - First Class Partnerships

- **ORGANIZATIONAL ASSESSMENT**
  - Permut Consulting

- **EDUCATION & OUTREACH**
  - Fehr & Peers

- **COMMUNITY OUTREACH**
  - Envirolnsses

- **STAKEHOLDER OUTREACH**
  - Apex Strategies

- **TRANSPORTATION PLANNING**
  - Fehr & Peers

- **FUNDING AND ENGINEERING**
  - Arup

- **JOINT DEVELOPMENT & ECONOMICS**
  - Strategic Economics

- **MEDIA & WEB ENGAGEMENT**
  - Convey

- **ECONOMIC IMPACT ANALYSIS**
  - HDR

Caltrain employee
- Contracted directly through Caltrain or High Speed Rail
- Contracted directly through Stanford University
- Contracted under Fehr & Peers, procured through planning on-call
Project Focus Areas

**First 6 Months**

**Service Vision**
- Service
- Business case
- Organization
- Community interface
- Education and Outreach Plan

**Second 6 Months**

**Implementation Plan**
- Business Plan development
- Funding and Implementation Plan
Meeting Look-Ahead

July 2018

- Railroad 101: What goes into running a railroad
- Service planning: Elements critical to designing a rail service
- Service Vision Priorities

August 2018

- Travel market assessment
- Economic and community benefits of Caltrain