

**RESOLUTION NO. 2019 –**

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

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**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