

Ninety Minutes or Less: A Vision for Megaregional Rail

May 23, 2019



Ideas + Action
for a Better City

AECOM

What is the Regional Strategy?

An aspirational civic vision for the next **half century and a **roadmap** to achieve it.**

CHALLENGES

People commute very long distances to be part of the Bay Area's economy.

160,000+ people daily from the Central Valley, Sacramento Area and Monterey Bay

1/3 of Bay Area workers cross county lines to get to work.



Source: MTC Vital Signs, January 2019; SJCOG Regional Analyst 2015

Economic opportunity is very uneven.

17% of adults in the Central Valley have a bachelors degree or higher, compared to **more than 50%** in Silicon Valley.

Knowledge economy jobs are less than **7%** of the Central Valley's employment base.

Map 12a: Share of Workers Without a College Degree
Northern California Megaregion
Workers without a Bachelor's Degree as a share of All Workers 25 to 64, Census Tract, 2015

Less than 55%
Between 55% and 65%
Between 65% and 75% (State Average 64%)
Between 75% and 85%
Greater than 85%

0 8 16 24 Miles
0 8 16 24 Kilometers

Source: Randi North America, 2015 American Community Survey, table B21006
Map Author: SPUR, October 2015

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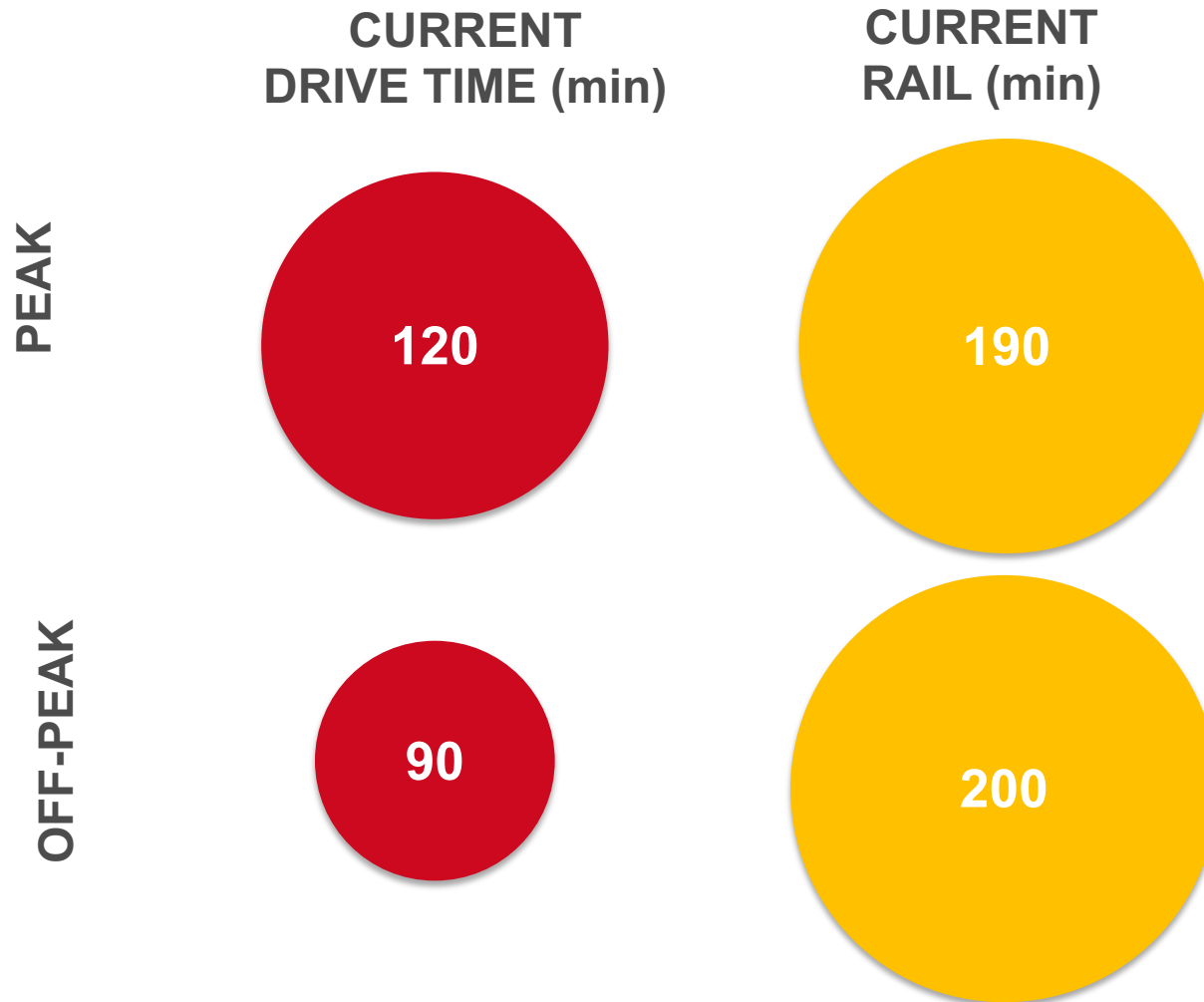
The housing crisis has pushed people farther and farther away and created more sprawl.



The “peak hour” is getting longer and slower.



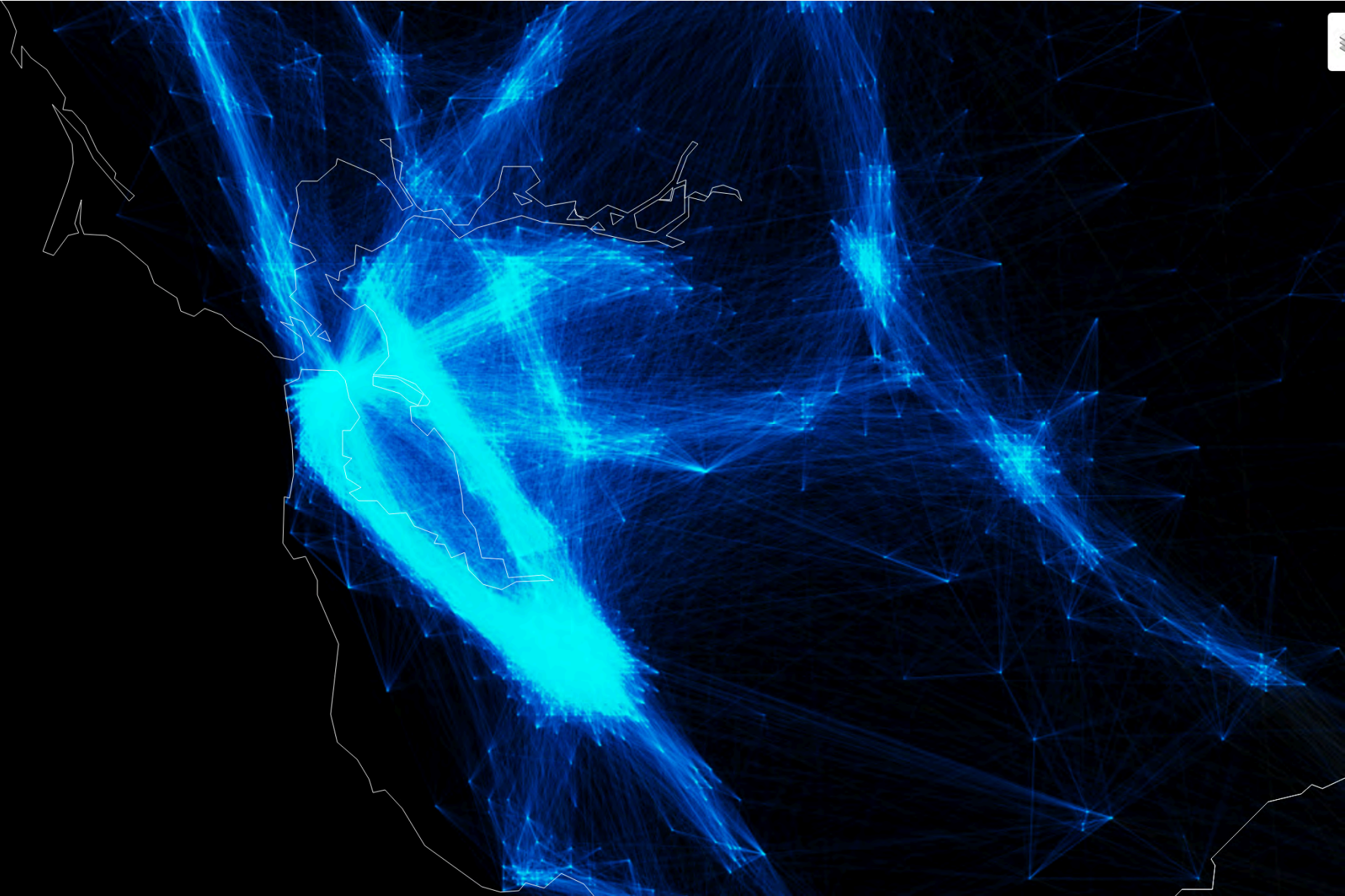
Rail is rarely time-competitive with the car.



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SACRAMENTO <> SAN FRANCISCO

We are a polycentric region.



Our rail systems coexist but do not connect.



Waiting is 17% of total trip time



Limited off-peak rail service makes transit too risky and less usable.



SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT
GENERAL MAP
JUNE 6, 1960 ROUTES

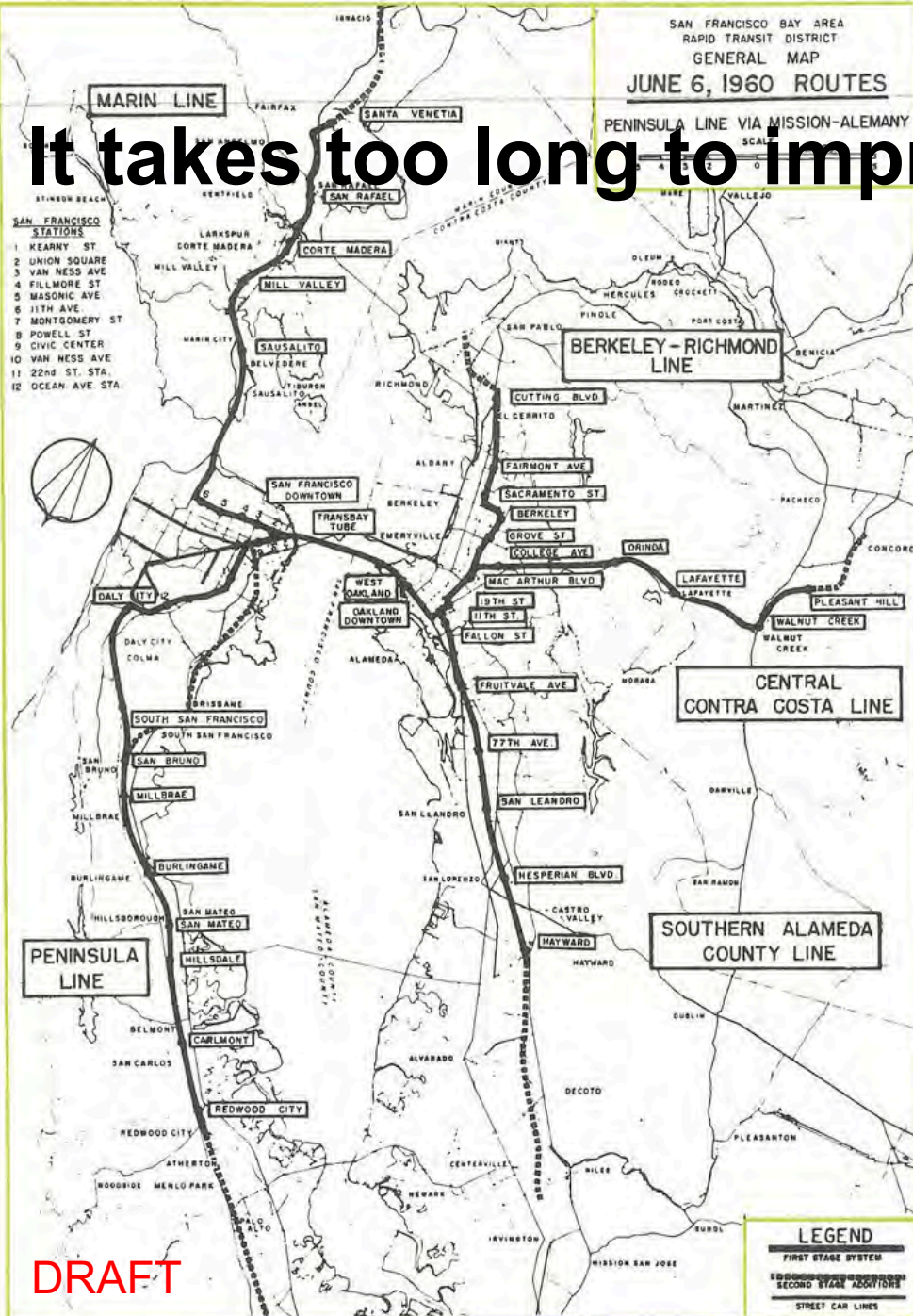
PENINSULA LINE VIA MISSION-ALEMANY

SCALE

It takes too long to improve the system.

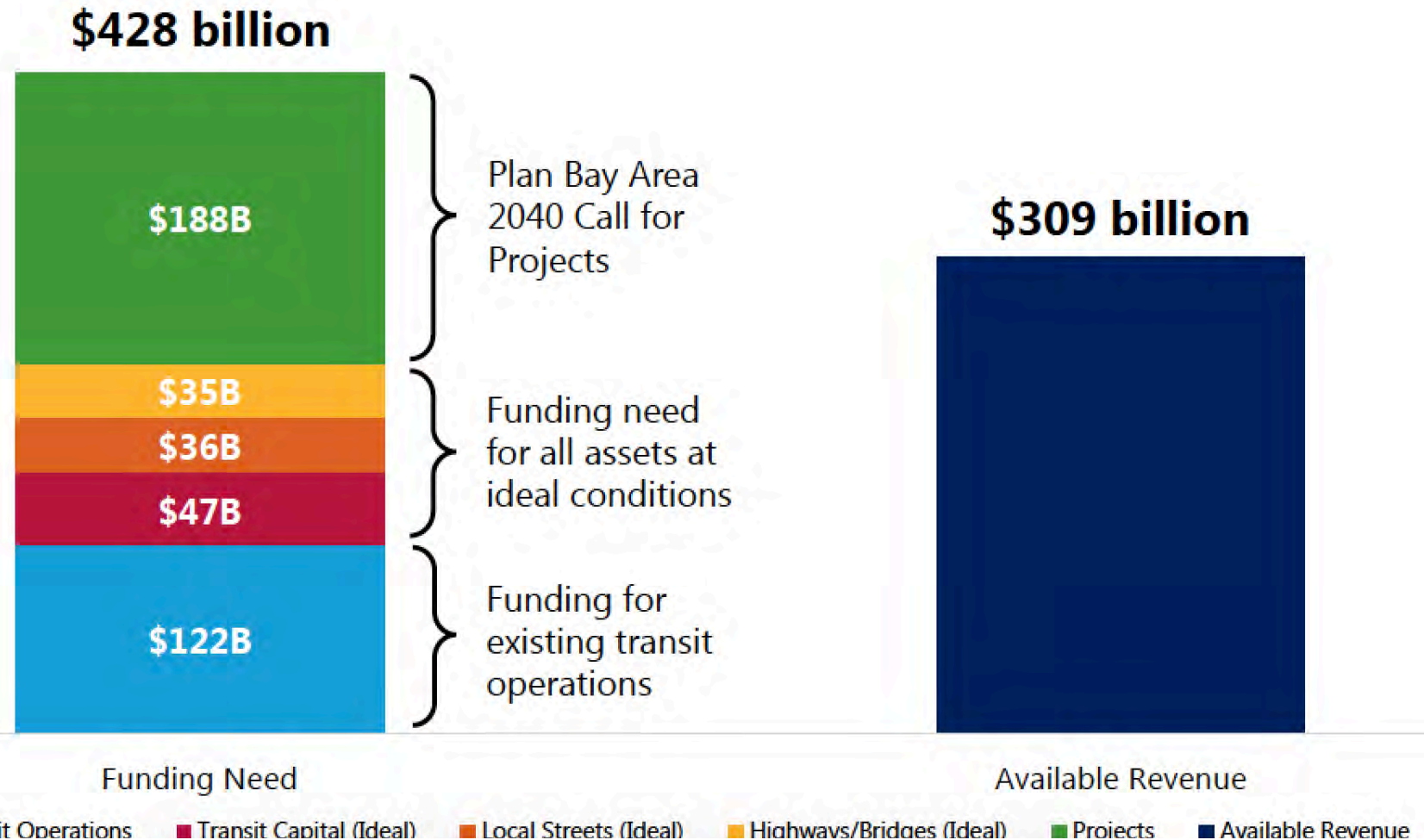
SAN FRANCISCO STATIONS

- 1 KEARNY ST
- 2 UNION SQUARE
- 3 VAN NESS AVE
- 4 FILLMORE ST
- 5 MASONIC AVE
- 6 11TH AVE
- 7 MONTGOMERY ST
- 8 POWELL ST
- 9 CIVIC CENTER
- 10 VAN NESS AVE
- 11 22nd ST. STA.
- 12 OCEAN AVE STA.



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We have major funding shortfalls, especially for state of good repair and operations.



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OUR VISION



Opportunity

Stitch the systems we already have into a network.

Travel around the Bay Area in **60 minutes or less**, all day long.

Travel between the megaregion and the core in **90 minutes or less**, all day long

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 SPUR

North Bay Area

I-80 Corridor Area

Transbay

Eastbay

Tri Valley

+ San Joaquin Valley

South Bay Area

CORE NETWORK 1 hour travel time

Dumbarton Service

East Palo Alto

SJC

Tamien

Morgan Hill

Gilroy

Salinas

Sacramento

Stockton

Lathrop/Manteca

Modesto

Merced

Madera

Fresno

Core Network

Outer Ring
(90 minutes travel to the Core Network)

What is Different?

- **Fully utilizes** our assets by using old infrastructure in a new way.
- Focuses on the **product**, not on projects.
- Moves towards **interoperability**.
- **Functionally integrates** the region and megaregion.
- Building on a **statewide vision**.

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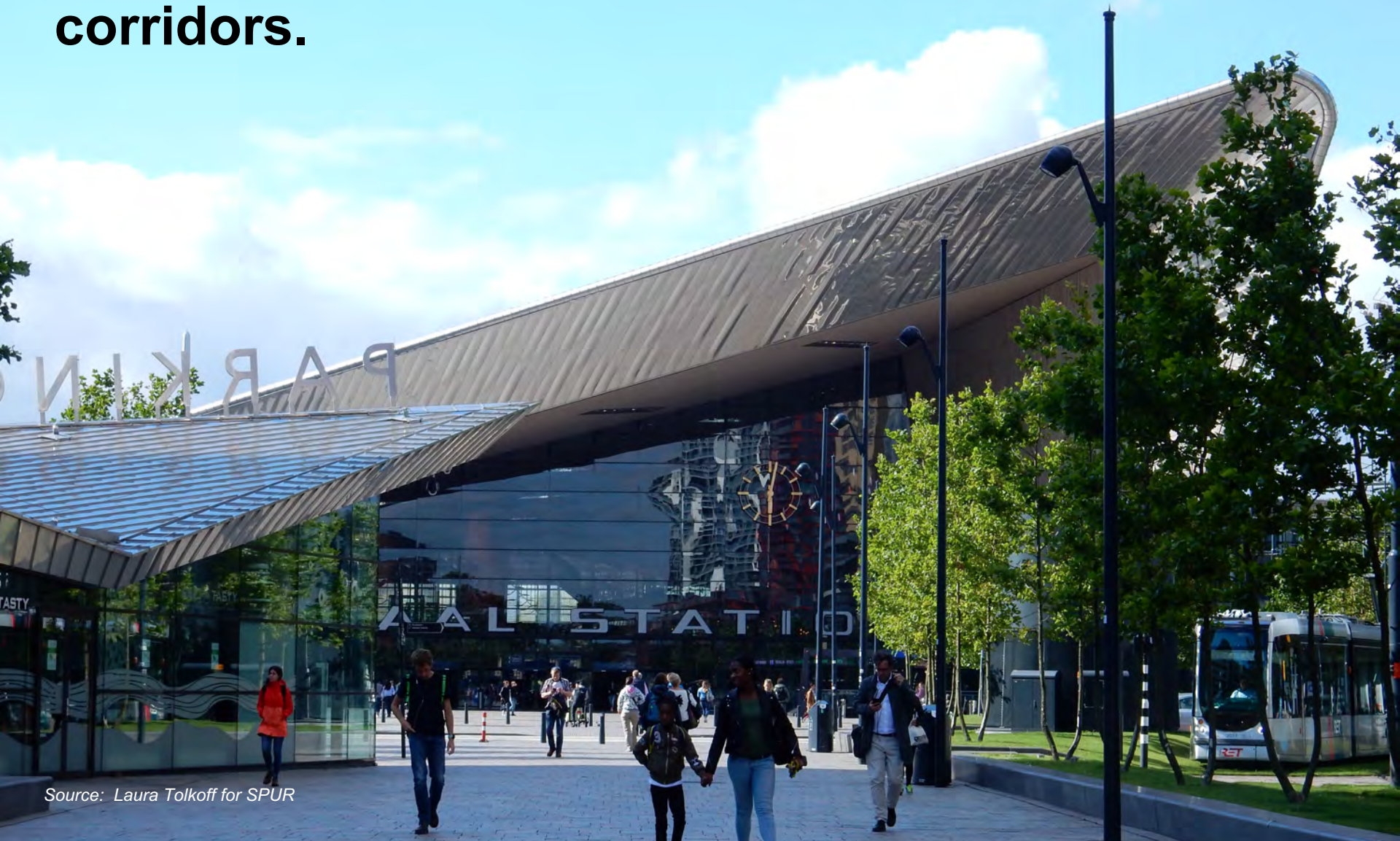
Source: California State Rail Plan 2018

Principles

The vision is not only a transportation project, but also an economic, urban development and social project.

1. Create a more equitable and connected megaregion.
2. Grow the economy.
3. Prioritize frequency, reliability and seamlessness.
4. Reinforce and grow urban centers.
5. Make a real alternative to the car.
6. Make the network more resilient.

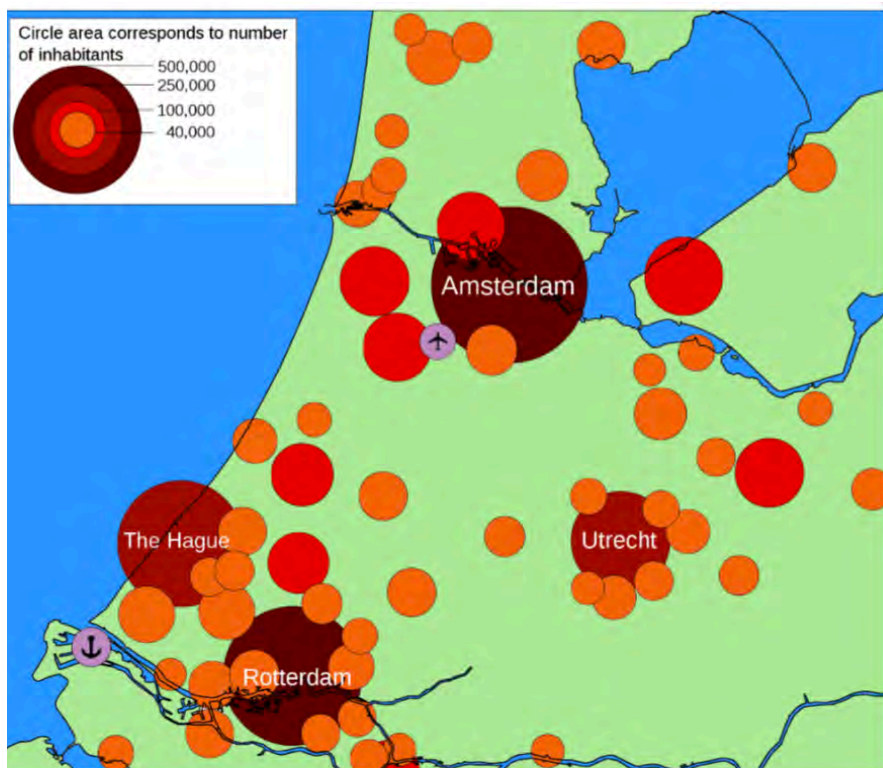
Big Idea # 1. Organize the network around modern multimodal hubs and strategic corridors.



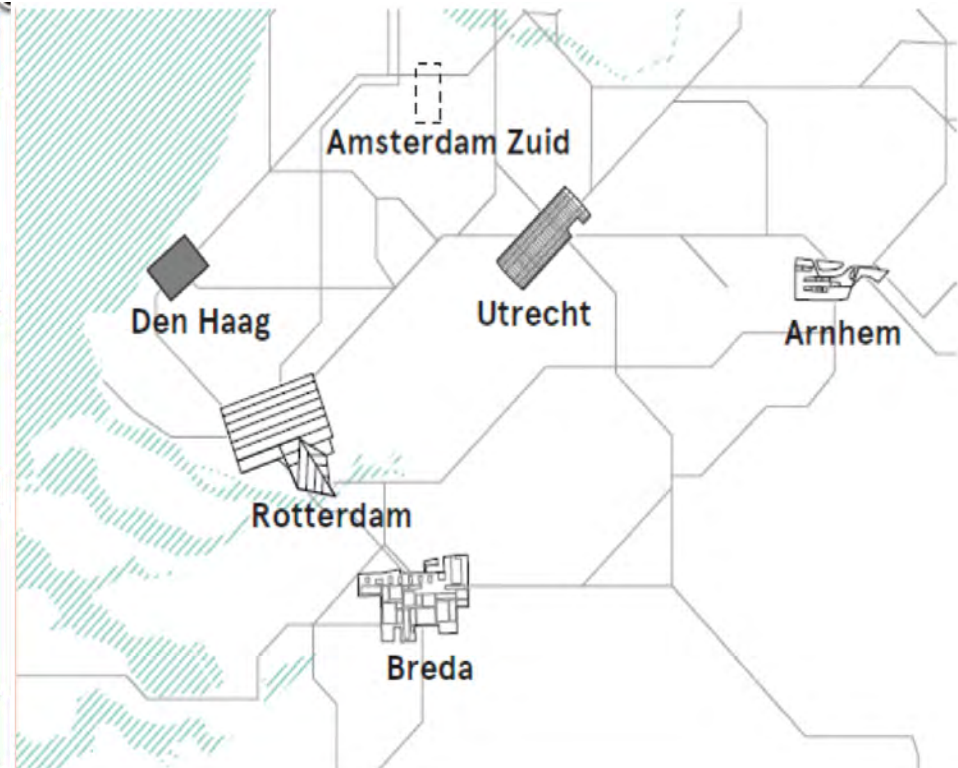
Source: Laura Tolkoff for SPUR

Big Idea # 1. Organize the network around modern multimodal hubs and strategic corridors.

400 Stations



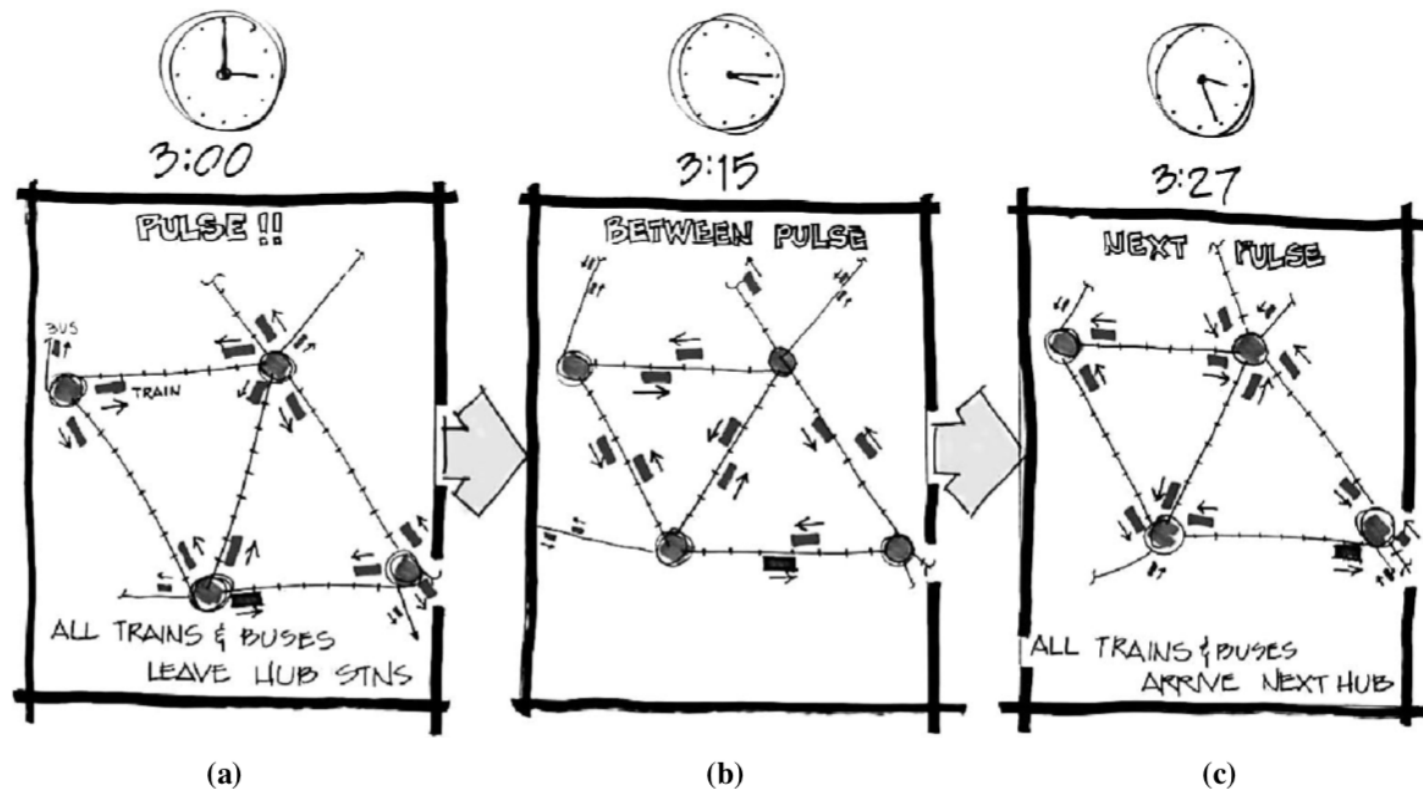
6 “Key Projects”



Big Idea #2. Anchor the network with frequent, reliable service and timed transfers.



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PULSE 1

Trains leave at the
same time

BETWEEN PULSES

Trains travel on their
routes, cross midway

PULSE 2

Trains arrive at the
same time

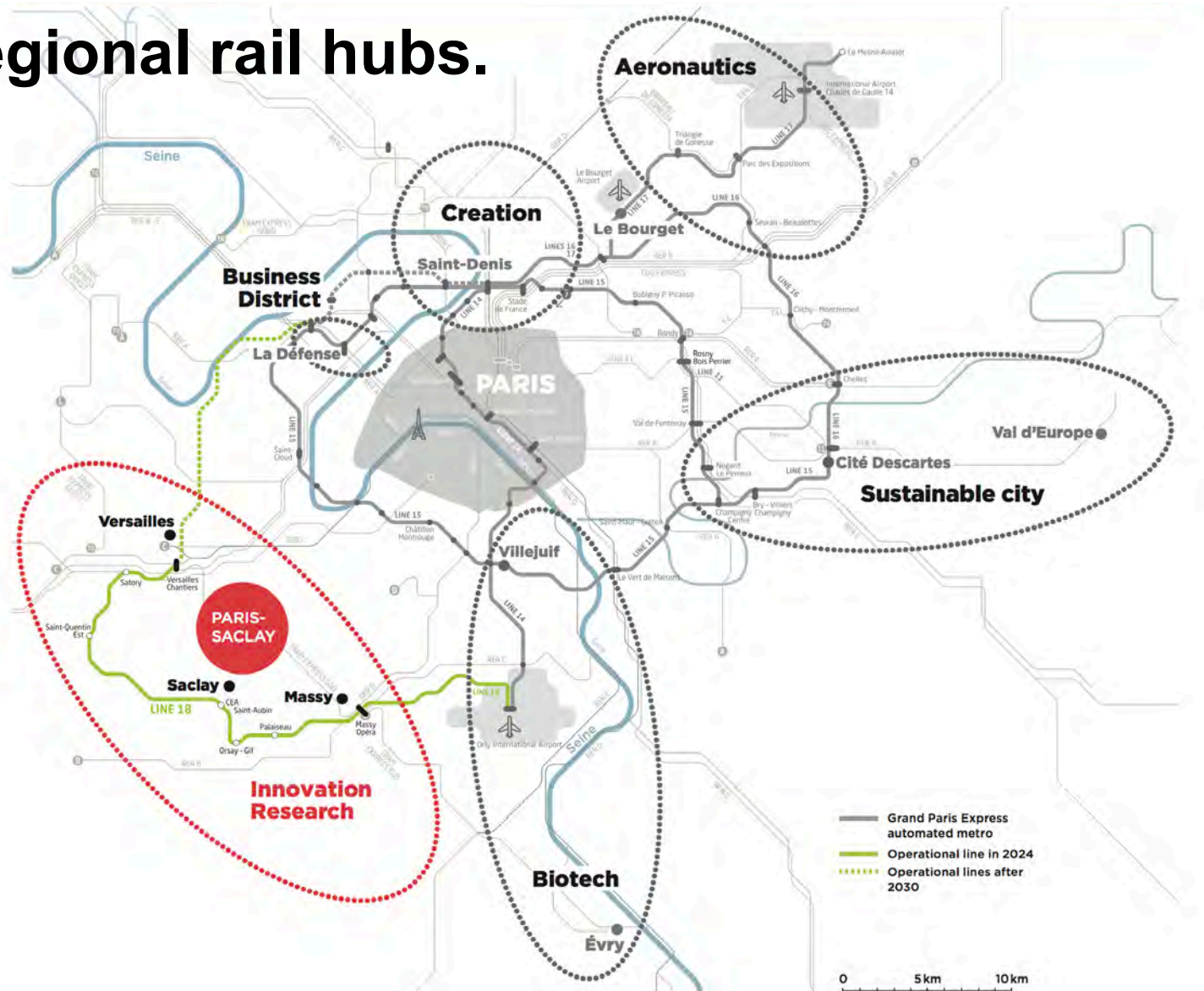


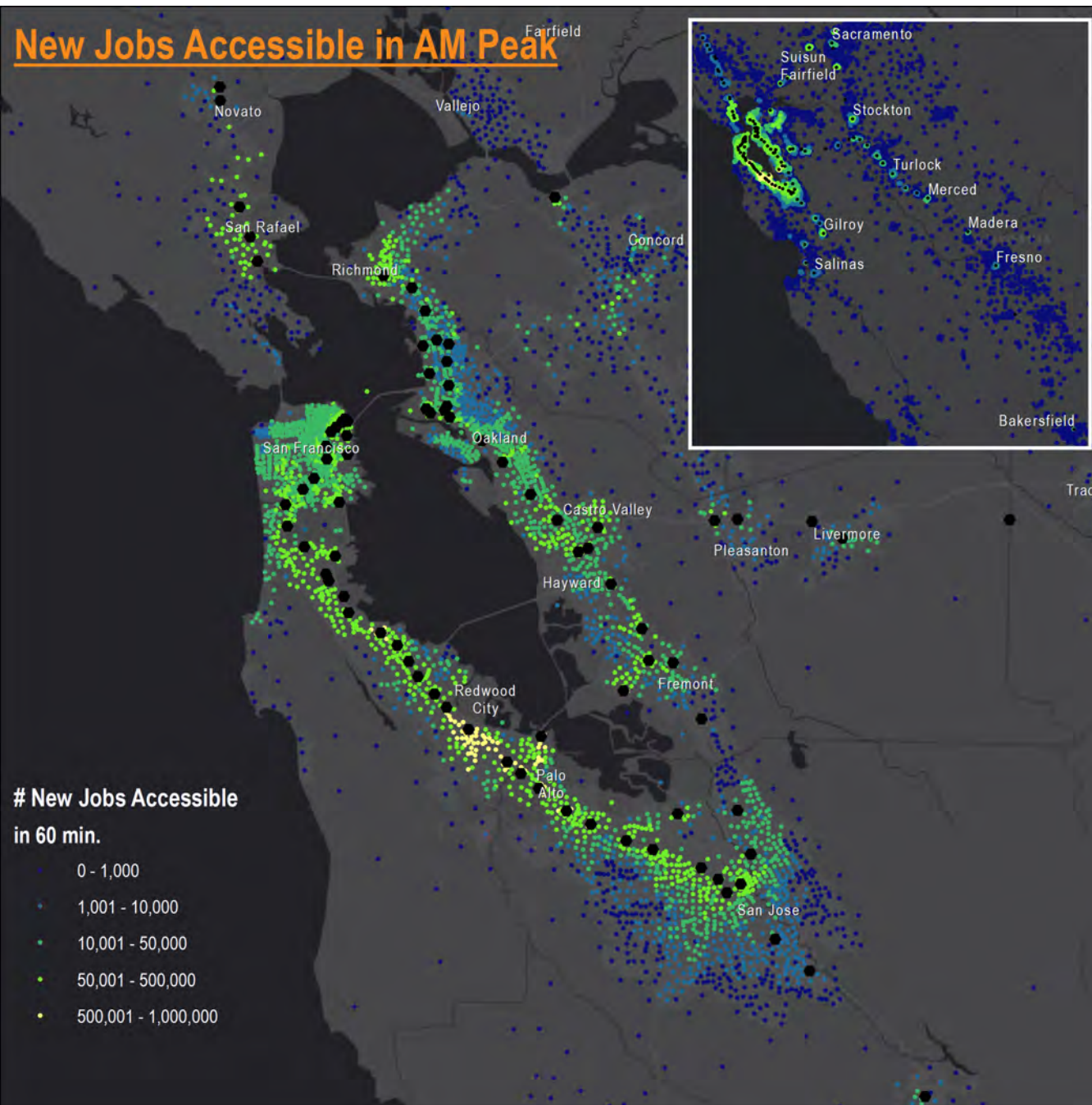
Big Idea #3. Give passenger rail and freight rail what they need to succeed.



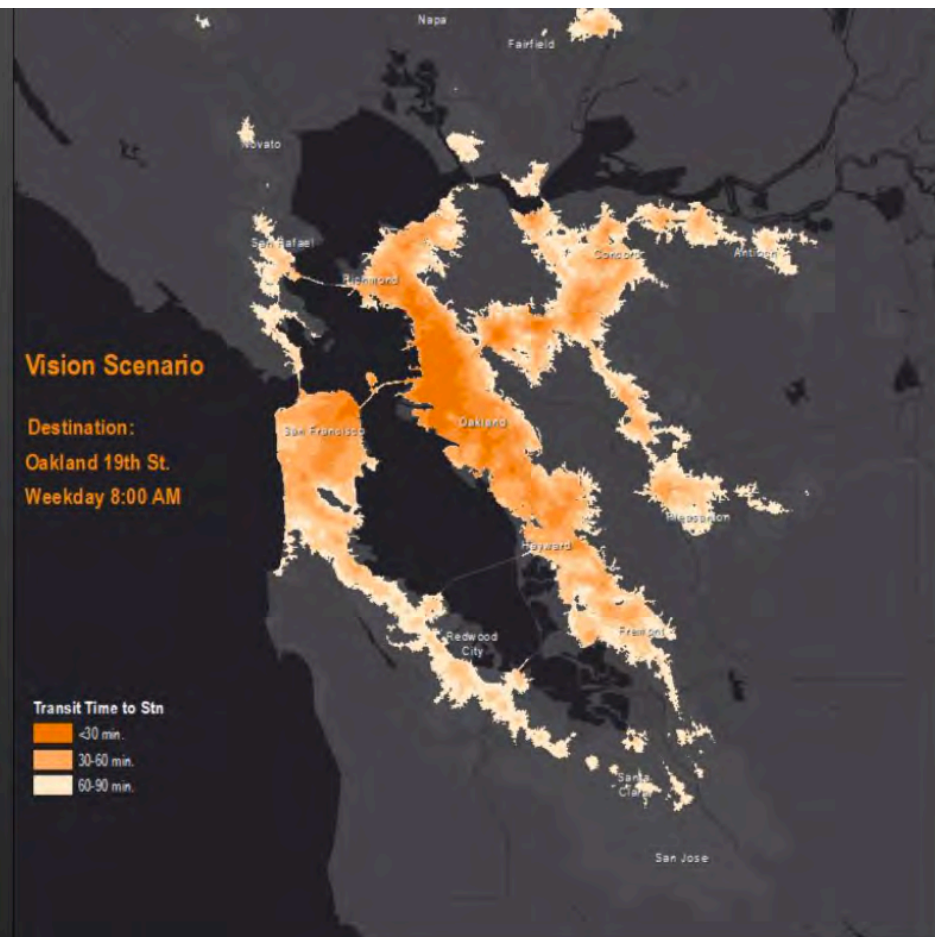
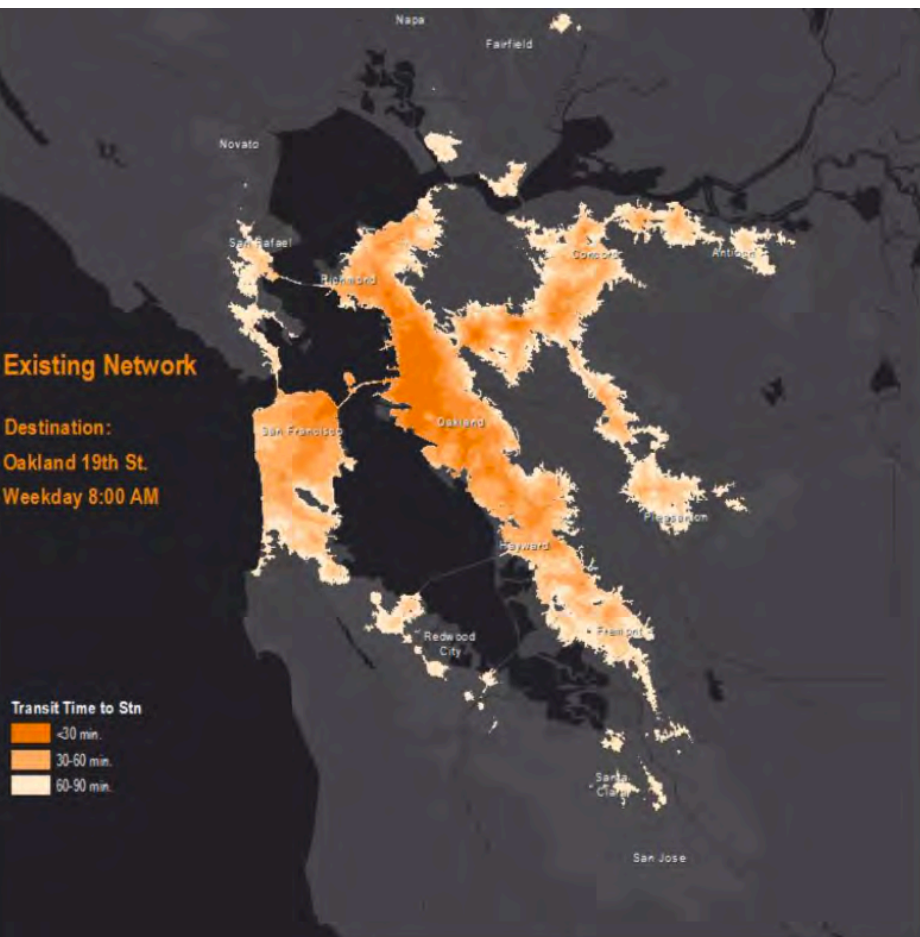
Source: Sergio Ruiz for SPUR

Big Idea #4. Cluster economic activity around megaregional rail hubs.





5.9 million people (38%) with better transit access to jobs, assuming a door-to-door trip time of 1 hour or less.



Big Idea #5. Plan for equitable growth around stations.



Big Idea # 6: Retool our institutions to deliver the vision.

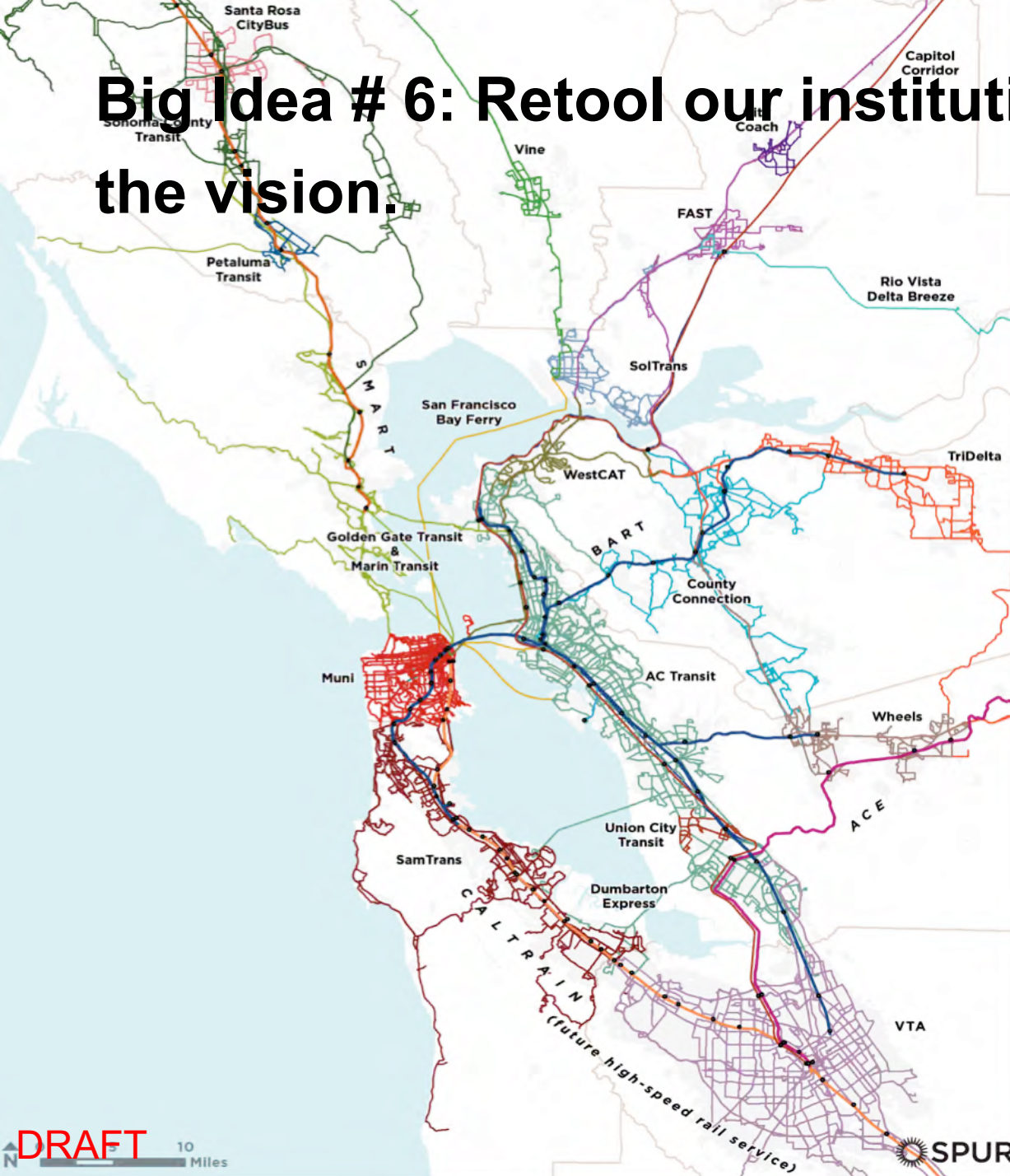
5 Metropolitan Planning Organizations

5 Regional Rail Operators

27 Transit Operators

21 Counties

Hundreds of Cities



THANK YOU

Caltrain Business Plan

MAY 2019

QUARTERLY UPDATE
Board Agenda Item#8

May 2, 2019



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

- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



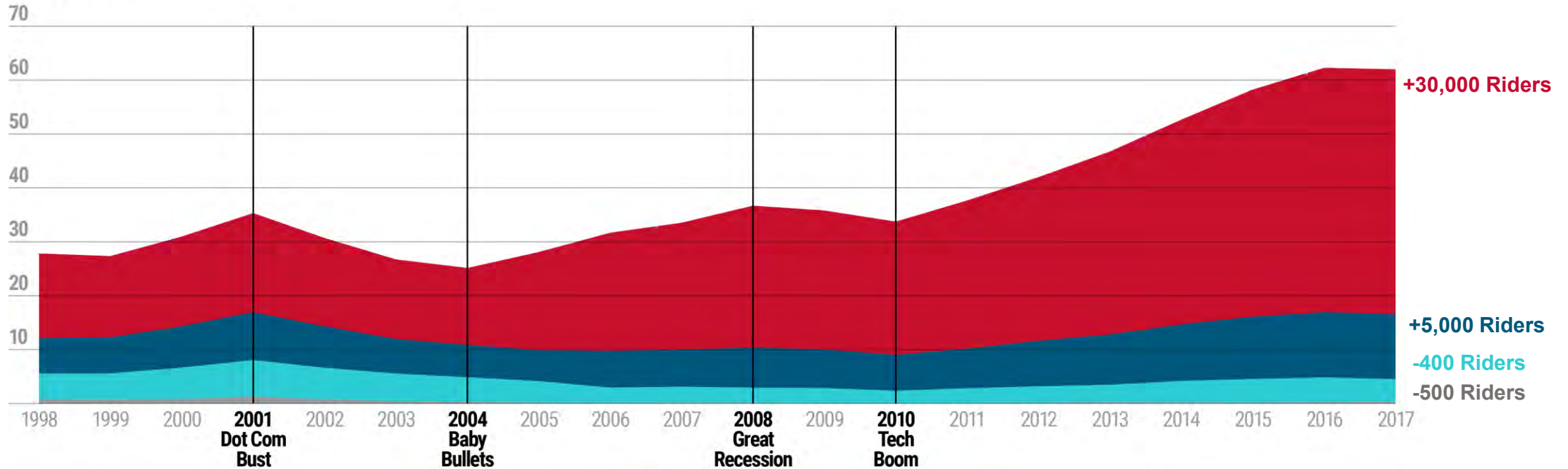
Organization

- Organizational structure of Caltrain including governance and delivery approaches
- Funding mechanisms to support future service

Ridership Growth Over Time

Change in Ridership (Thousands)

1998 – 2017



Top 8 Stations

4th & King, Millbrae, Hillsdale,
Redwood City, Palo Alto,
Mountain View, Sunnyvale,
San Jose Diridon

Middle 8 Stations

22nd Street, Burlingame,
San Mateo, San Carlos,
Menlo Park, California Ave,
Santa Clara, Tamien

Bottom 8 Stations

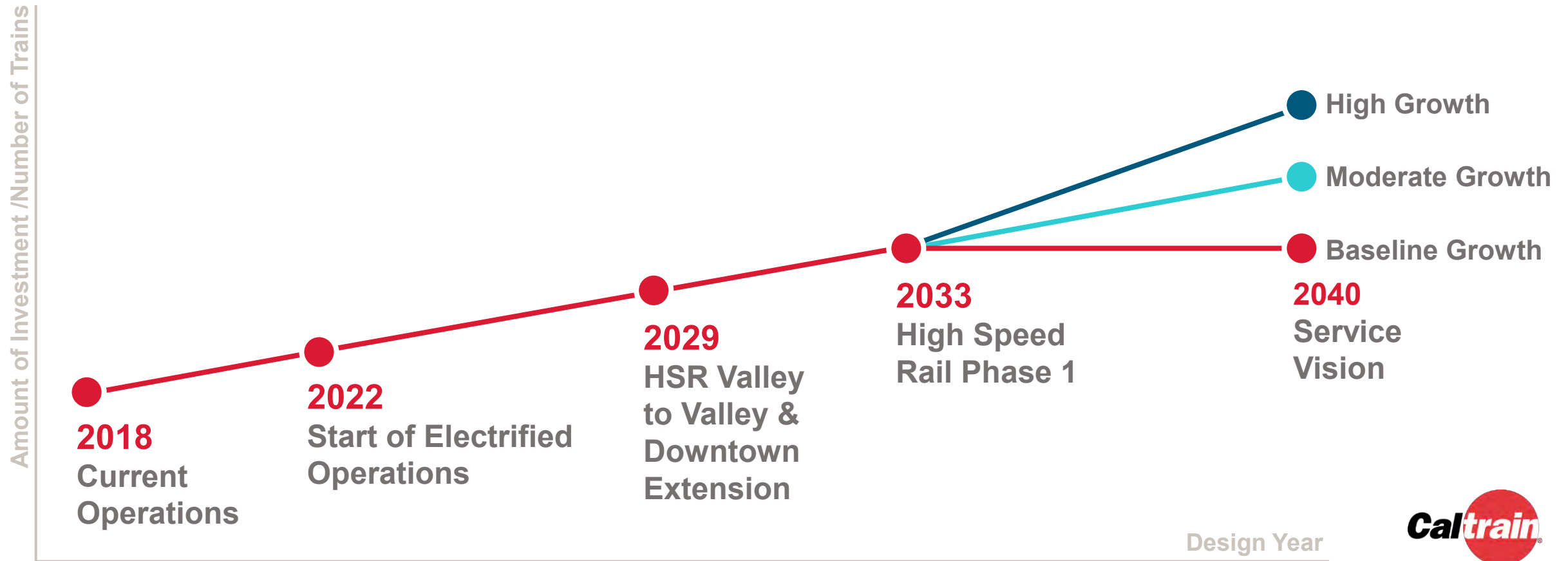
Bayshore, South San Francisco,
San Bruno, Hayward Park,
Belmont, San Antonio,
Lawrence, College Park

Gilroy Service

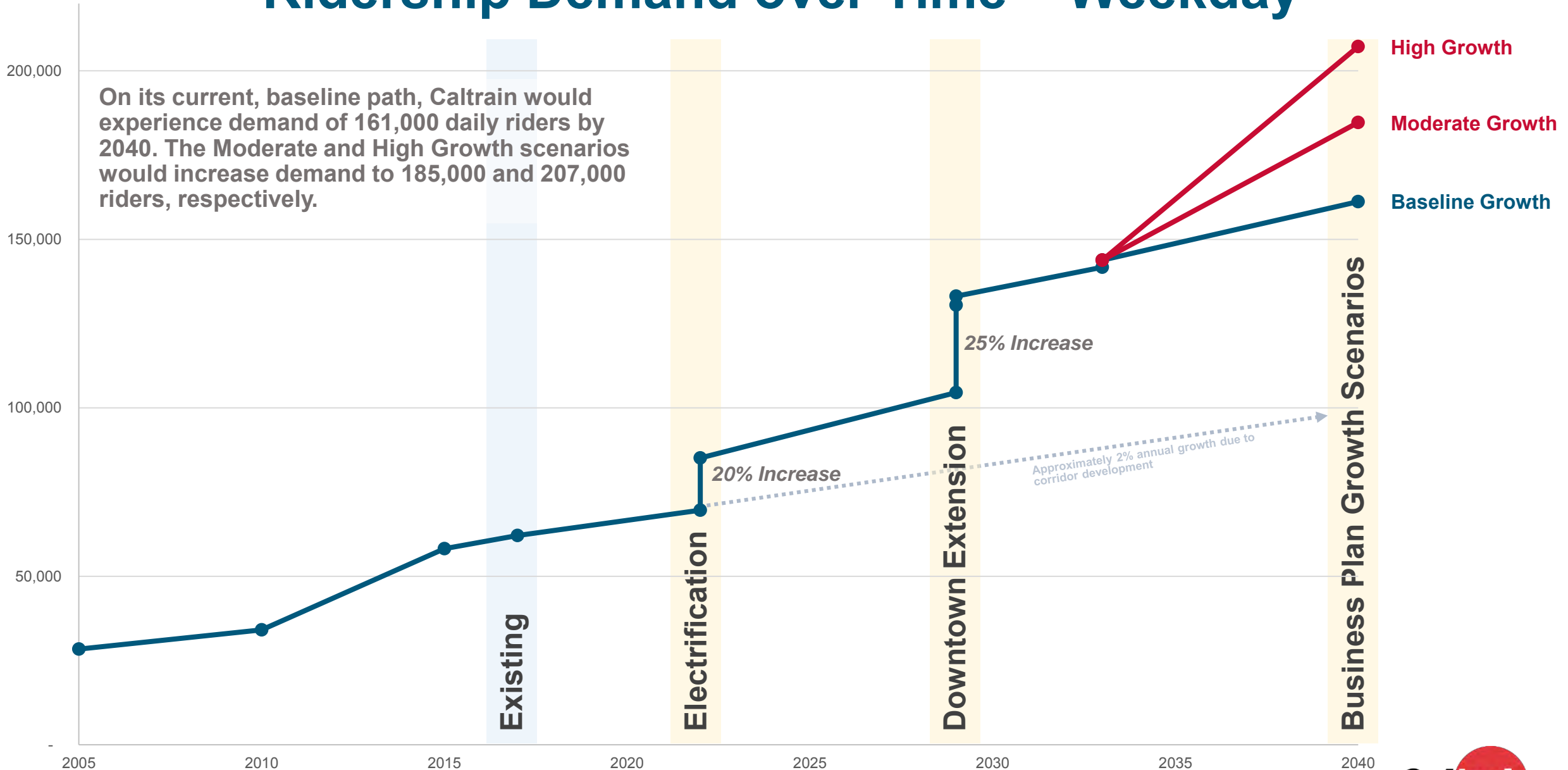
Capitol, Blossom Hill,
Morgan Hill, San Martin,
Gilroy



2040 Service Scenarios



Ridership Demand over Time – Weekday





Source: California State Rail Plan 2018

