

GLOSSARY

Term	Definition
Blended service	In the future, Caltrain and California High Speed Rail plan to share the existing train tracks between San Francisco and San Jose through a blended system that works for both train types. In the Caltrain Business Plan, we are assuming this blended service is in place by 2040.
Business case	The business case looks at Caltrain service through an economic lens. To prepare the business case, we will answer key questions, including: How can we maximize the value of current and future investments? How much will the service cost to operate? How will we fund it?
CalMod	The Caltrain Modernization Program (CalMod) is a series of projects that will improve the performance, efficiency, capacity, safety, and reliability of our service. Electrification of Caltrain service, the switch from diesel to electric-powered trains, is one primary project of CalMod. Electrification will allow Caltrain to run faster, more frequent service while reducing noise and emissions. Please see https://calmod.org for more information.
Caltrain	Caltrain provides train service along a 77-mile route to 32 stations between San Francisco and Gilroy. Caltrain is also leading efforts to develop the Caltrain Business Plan.
Caltrain Business Plan Part 1: Service Vision	The Caltrain Business Plan has two parts. Part I defines and assesses the service vision. The service vision will determine a proposed number of trains per hour and the infrastructure needed to support that level of service. The Caltrain Board will vote to adopt a service vision in Spring 2019.
Caltrain Business Plan Part 2: Implementation and Funding	After the Caltrain Board adopts the service vision in Part I of the Caltrain Business Plan, we will move into Part II that will refine and determine how it can be implemented and funded by 2040.
Community interface	Caltrain is woven into the diverse communities we serve. There is a real, physical interface between the railroad and its surroundings and we know that our presence creates both benefits and, at times, challenges for our neighbors. We are actively engaging with communities along the Caltrain corridor to discuss the Business Plan. Through our community interface strategy, we are meeting with jurisdictions along the corridor and assessing these opportunities and constraints to support the development of a service vision.
Commuter rail	Commuter rail is a passenger transport service that connects urban city centers with the outer city or suburbs. Typically, their primary purpose is to serve commuters by connecting housing and jobs. Caltrain is classified as “commuter rail” and currently operates a commuter rail type service.
The corridor	The Caltrain corridor consists of the railroad and all adjacent communities next to the railroad.
Design year	This is the year we expect to implement a new service plan and infrastructure package that improves service.
Electrification project	The Caltrain Business Plan assumes that Caltrain will be fully electrified by 2040. The Caltrain Electrification Project, which is currently underway, will switch the corridor from diesel to electric power between San Francisco and San Jose. Electrification will allow Caltrain to run faster, more frequent service while reducing noise and emissions. Please see https://calmod.org for more information.

CALTRAIN BUSINESS PLAN

GLOSSARY OF KEY TERMS – NOVEMBER 2018

Term	Definition
Growth scenario	Growth scenarios identify the expected level of service, or number of trains per hour. They also define the infrastructure changes needed to support increased service, including changes to stations and other facilities. Two growth scenarios will be developed and evaluated in Part I of the Caltrain Business Plan.
Infrastructure package	Infrastructure includes the physical structures and facilities that support Caltrain. We will determine what infrastructure improvements are needed to support the level of service, or number of trains per hour, proposed in the service vision. These improvements may include station, platform, track, and facility upgrades. The series of improvements needed will make up the infrastructure package.
Peninsula Corridor Joint Powers Board	The Peninsula Corridor Joint Powers Board owns and operates Caltrain and consists of representatives from San Francisco, San Mateo, and Santa Clara counties. It is also referred to as the JPB, Caltrain Board, or Board.
Organizational assessment	As part of the Caltrain Business Plan, we will assess Caltrain as an organization. We will assess how we structure staff, make decisions, secure funding, and manage contracts to provide train service. This assessment will help us understand the extent to which organizational changes are needed to support a future service vision.
Planning period	The timeframe covered by the Caltrain Business Plan and supporting technical work is called the planning period. Our planning period is 2017 to 2040, meaning, we will make changes over that period to help us achieve our service vision by 2040.
Profile	The profile is how we anticipate the railroad will grow over time. This could include the number of people riding Caltrain, increased Caltrain service, or growth of the structures and facilities supporting the railroad.
Network	As we develop our service vision, we will take the greater transit network into account. This will allow us to connect with other state and regional rail systems, such as BART, Altamont Corridor Express, Capital Corridor, future High Speed Rail, and connecting bus service.
The Railroad	This is the continuous railroad owned by Caltrain between San Francisco and San Jose, and owned by the Union Pacific Railroad from San Jose to Gilroy.
Regional Travel Corridor	The regional travel corridor includes the railroad and all parallel transportation facilities, including US-101 and El Camino Real.
Service concept	A service concept defines how often trains stop at specific stations during certain times of day. To define this, we make assumptions about the infrastructure and facilities needed to support the concept.
Service plan	A service plan describes the complete train schedule, including when each train will arrive at each station throughout the day, similar to the timetables on the Caltrain website. Developing illustrative service plans is an important step in understanding how much service can be provided on the Caltrain corridor.
Service vision	Our service vision will describe the level of train service we want to achieve by 2040, including the number of trains per hour we would like to run and the conceptual infrastructure needed to support it. This is a key component of the Caltrain Business Plan that will inform how we operate the railroad and what changes we may need to make between now and 2040.