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# Caltrain approves plan to basically turn into BART for the Peninsula

By **Dianne de Guzman**, SFGATE Published 11:02 am PDT, Friday, October 4, 2019



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In this July 1, 2013, file photo, commuters board a Caltrain train at the Caltrain and Bay Area Rapid Transit station in Millbrae, Calif. Caltrain recently approved the 2040 Service Vision plan, which looks to ... [more](#)



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Caltrain is hoping to help ease traffic in the Peninsula through an ambitious plan which will see the transit agency increase service for its growing customer base.

Caltrain's Board of Directors approved its 2040 Service Vision plan Thursday, and one of the biggest planned changes is an increase to the number of trains running in each direction during peak hours. The plan seeks to run a minimum of eight trains an hour between San Jose and San Francisco, up from its current service of five trains an hour during peak commuting times.

Among the other big changes outlined in the plan is the expansion of express train sets to run every

peak hours and weekends.

Caltrain's ridership has more than doubled in the last 15 years, with its transit agency said **in its announcement** of the approved plan. With its ridership could nearly triple to 180,000 daily riders by 2040, estimating "110 metric tons of carbon emissions" daily, while placing "an emphasis on Caltrain" instead of local freeways.



The increased service does come at a price, of course: The annual operating costs under its new plan is projected to reach X

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The question that still remains unanswered is just how Caltrain plans to fund 2040 Service Vision, but receiving board approval at this stage is expected to help the agency "identify funding needs" before moving on to finding funding through subsidies, grants and other sources.

Two possible options could come from a one-cent sales tax across the Bay Area that is expected to bring in over \$100 billion over 40 years or for Caltrain to start its own sales tax on the ballot for the counties it serves (namely San Francisco, San Mateo and Santa Clara), the San Jose Mercury **reported**. But as of now, a Caltrain spokesman confirmed to the newspaper that it has not yet figured out a way to pay for its plan.

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