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Caltrain Modernization Program Update

July 27, 2016
Budget and Finance Subcommittee



Caltrain System Map



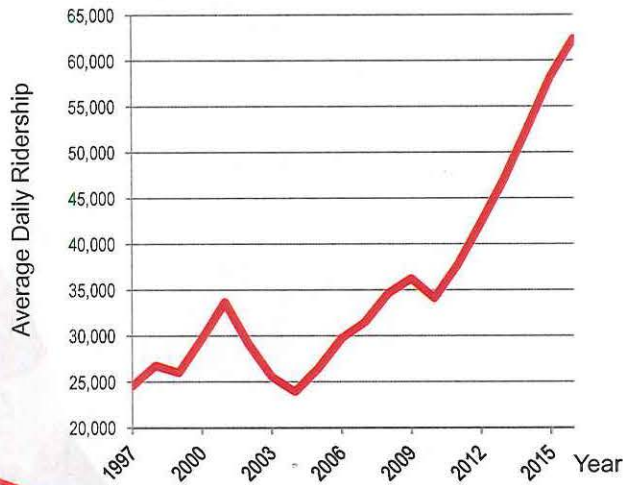
JBP owns right-of-way from SF to San Jose

Union Pacific owns

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Ridership (2016)



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2016 Top Trains (Northbound)

Train No.	Depart SJ	Max Load	Train Seating Capacity	Percent of Seated Capacity
319	7:03 AM	951	762	125%
323	7:45 AM	950	762	125%
329	8:03 AM	882	762	116%
375	5:23 PM	841	762	110%
217	6:57 AM	818	650	126%
225	7:50 AM	764	762	100%
269	4:39 PM	756	762	99%
313	6:45 AM	747	762	98%
233	8:40 AM	722	650	111%
215	6:50 AM	719	650	111%

Note: Counts taken in low ridership month

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At Capacity Today



Bi-directional commute with riders standing on trains going southbound and northbound

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Regional Transportation Needs

- US 101 and Interstate 280 Congested
- Corridor supports growing economy
 - 14% CA GDP; 52% CA patents; 20% CA tax revenue
- Caltrain Commuter Coalition (formed 2014)
 - 75% Caltrain rider's commute to work; 60% choice riders



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Short-Term Capacity Increase

- Add cars to diesel trains now
 - Performance and platform constraints



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Caltrain Modernization Program

- Advanced Signal System: CBOSS PTC (2016)
- ➔ Peninsula Corridor Electrification Project (2020/2021)



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Project Description

Area	Project	Service
51+ miles San Francisco to San Jose (Tamien Station)	Electrification: <ul style="list-style-type: none">Overhead Contact System (OCS)Traction Power Facilities Electric Trains (EMUs) <ul style="list-style-type: none">75 percent	Up to 79 mph Service Increase <ul style="list-style-type: none">6 trains / hour / directionMore station stops / reduced travel timeRestore Atherton & Broadway service Mixed-fleet service (interim period) Continue tenant service

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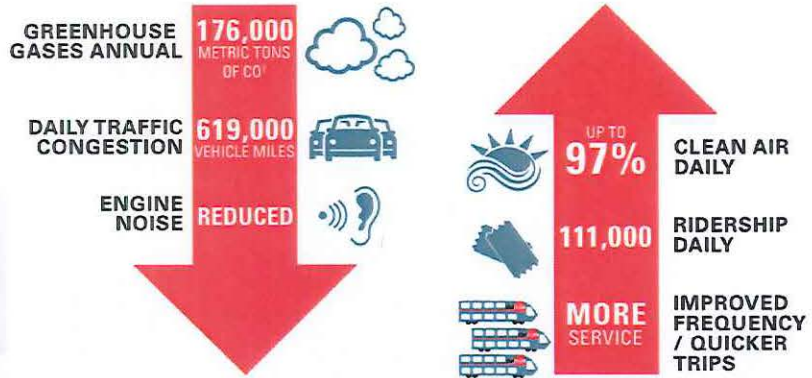
Service Benefits

Metric	Today	PCEP
Trains / peak hour / direction	5	6
Passengers / peak hour / direction	5,100	6,300
Example Baby Bullet Train		
Retain 5-6 stops	60 minutes	45 minutes
Retain SF to SJ 60 minutes	6 stops	13 stops
Example Redwood City Station		
Train stops / peak hour	3	5

Note: Prototypical Train and Schedule

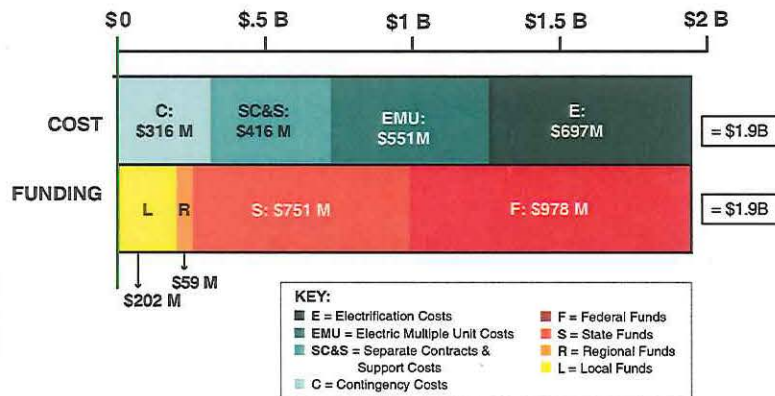
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Key Regional Benefits (2040)



Note: 2013 BAC Report, generates \$2.5B economic activity and 9,600 jobs

Cost / Funding



NOTE: 2016 Bids with 20% contingency



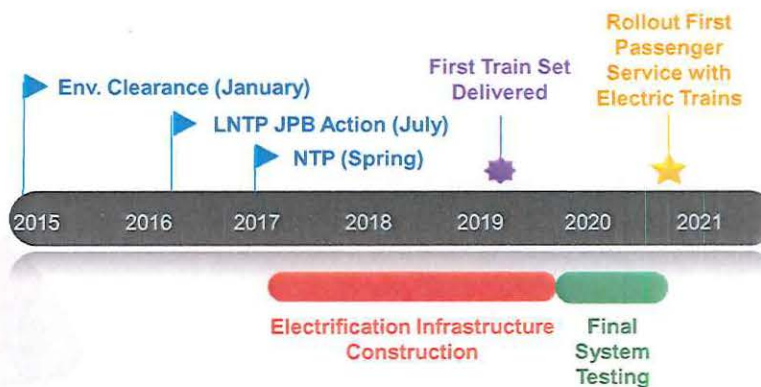
7-Party Supplemental MOU

Agency	Date	Vote
Peninsula Corridor Joint Powers Board	May 5, 2016	Unanimous Support
San Mateo County Transportation Authority Board	June 2, 2016	Unanimous Support
Santa Clara Valley Transportation Authority Board	June 2, 2016	Unanimous Support
Metropolitan Transportation Commission	June 22, 2016	Unanimous Support
San Francisco County Transportation Authority Board	June 28, 2016	Unanimous Support
SF Board of Supervisors	Budget & Finance Subcommittee Scheduled July 27, 2016	
California High Speed Rail Authority Board	Scheduled August 9, 2016	

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Schedule



Note: Schedule Subject to Change

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Next Phase of Modernization

- Service to Downtown San Francisco
- Improved Caltrain Service
 - Complete electric train conversion SJ to SF
 - Longer electric trains
 - Level Boarding
- HSR / Caltrain Blended Service
 - HSR stations
 - Infrastructure upgrades

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Questions

More information / leave comments:
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