



CALTRAIN UPDATE

SFCTA Board March 2019

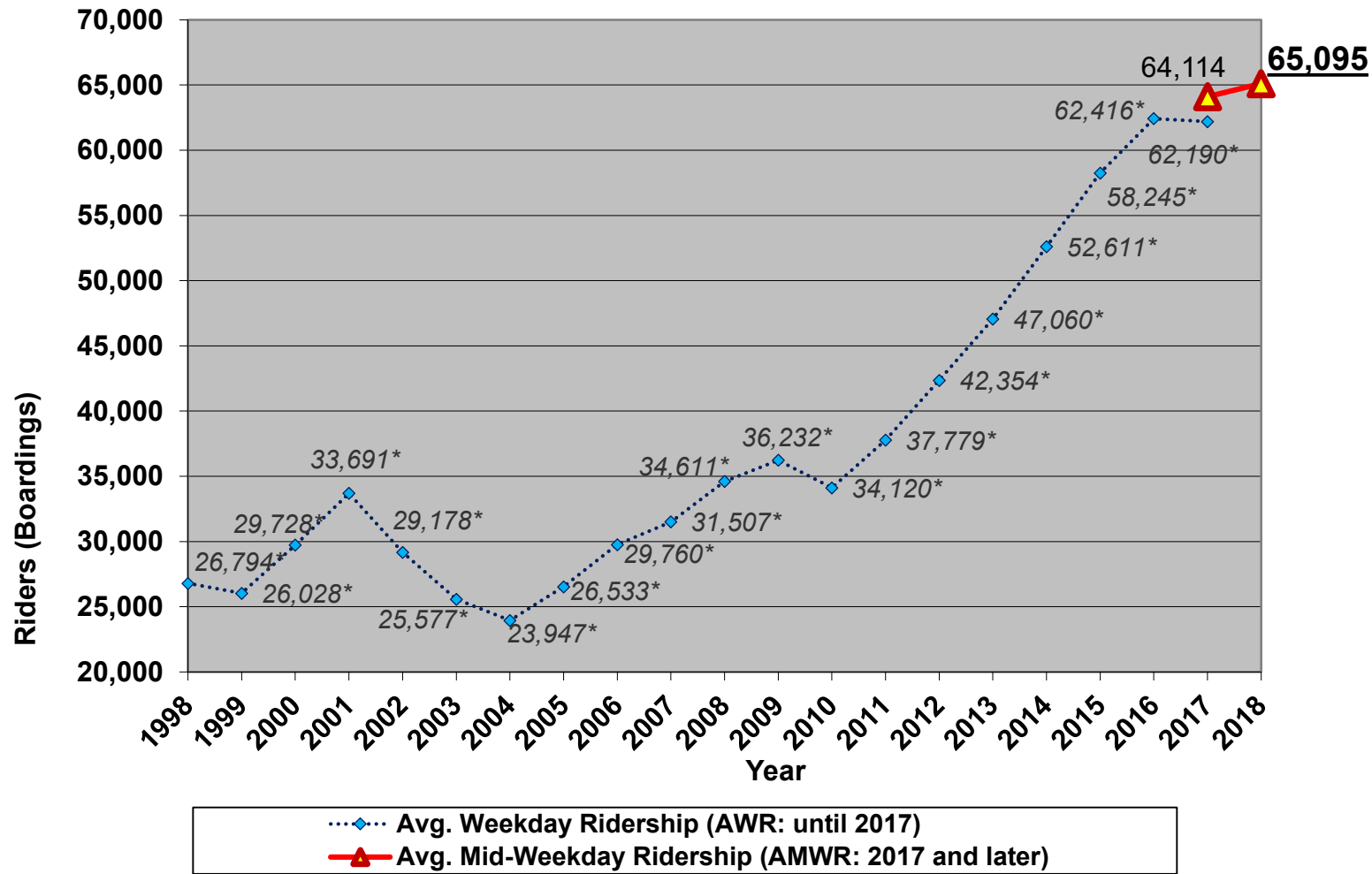


Caltrain owns
(SF to SJ)



- 77 Miles, 32 Stations
- 92 Weekday Trains
- Tenants (Altamont Corridor Express, Capitol Corridor, Amtrak, Freight)

Union Pacific owns (SJ to Gilroy)



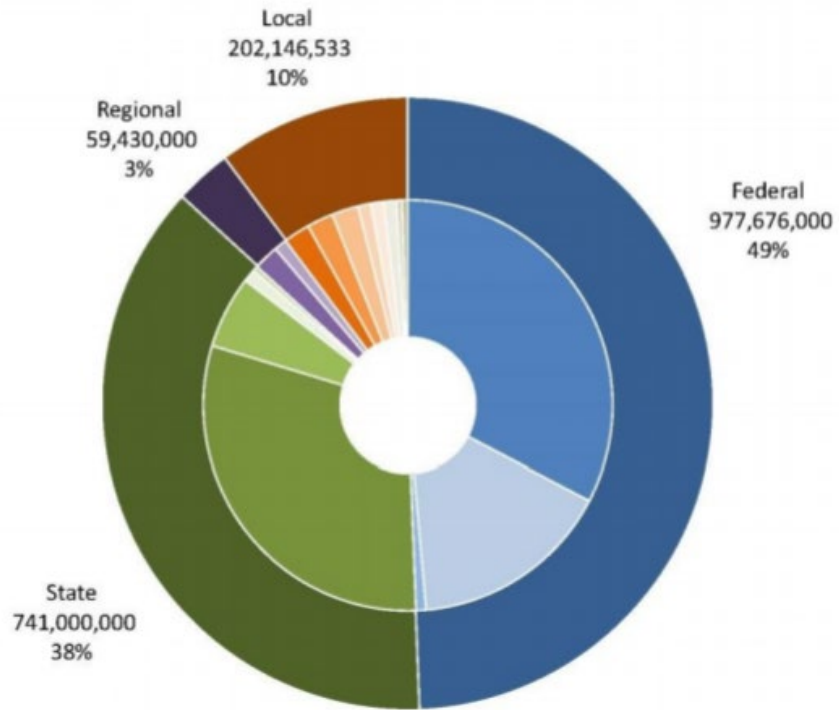
Area	Project	Service
<p>51 miles</p> <p>San Francisco to San Jose (Tamien Station)</p>	<p>Electrification:</p> <ul style="list-style-type: none"> • Overhead Wiring • Traction Power Facilities <p>Electric Trains (EMUs)</p> <ul style="list-style-type: none"> • 19 seven-car trainsets (133 cars) 	<p>Up to 79 mph</p> <p>Service Increase</p> <ul style="list-style-type: none"> • 6 trains / hour / direction • More station stops / reduced travel time • Restore weekday Atherton & Broadway service <p>Mixed-fleet service (interim period)</p> <p>Continue tenant service</p> <ul style="list-style-type: none"> • Altamont Corridor Express, Capitol Corridor, Amtrak, Freight

CalMod CONSTRUCTION / BUILDING ELECTRIC TRAINS



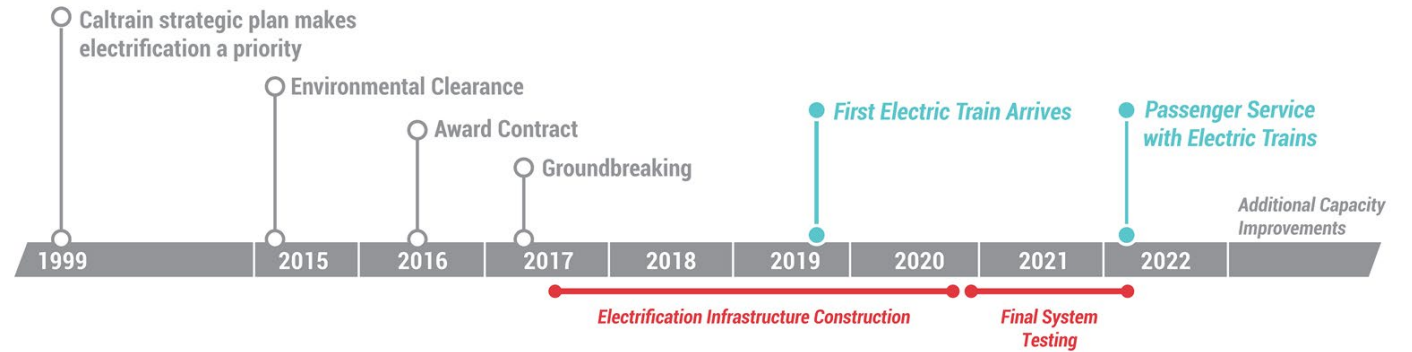
Over 600+ foundations, 300+ poles installed; 8 train cars at the new Utah facility





SF Contribution, ~\$60M

MILESTONES



*Please keep in mind that testing and construction will overlap as each Segment will be tested individually, prior to final system testing.

PROJECT OVERVIEW

- PTC is a complex signaling and communications technology that is designed to make commuter rail even safer.
- It is a federal mandate for railroads across the country to adopt PTC.
- Caltrain's PTC system will be fully operational by 2020.
- PTC serves as a redundancy that overlays with existing safety and signaling systems.

KEY BENEFITS: IMPROVING SAFETY



- Eliminates risk of train-to-train collisions
- Reduces risk of over-speed derailments
- Provides additional safety for railroad workers

BUDGET

Prop 1A - State	\$105,445
Prop 1B - State	\$28,753
Federal	\$90,446
Local	\$55,609
Total	\$280,253

Caltrain Business Plan

Project Update
July 2018 through January 2019



What is the Caltrain Business Plan?

What Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.

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

Where Are We in the Process?



Electrification is the Foundation for Growth with Plans for More



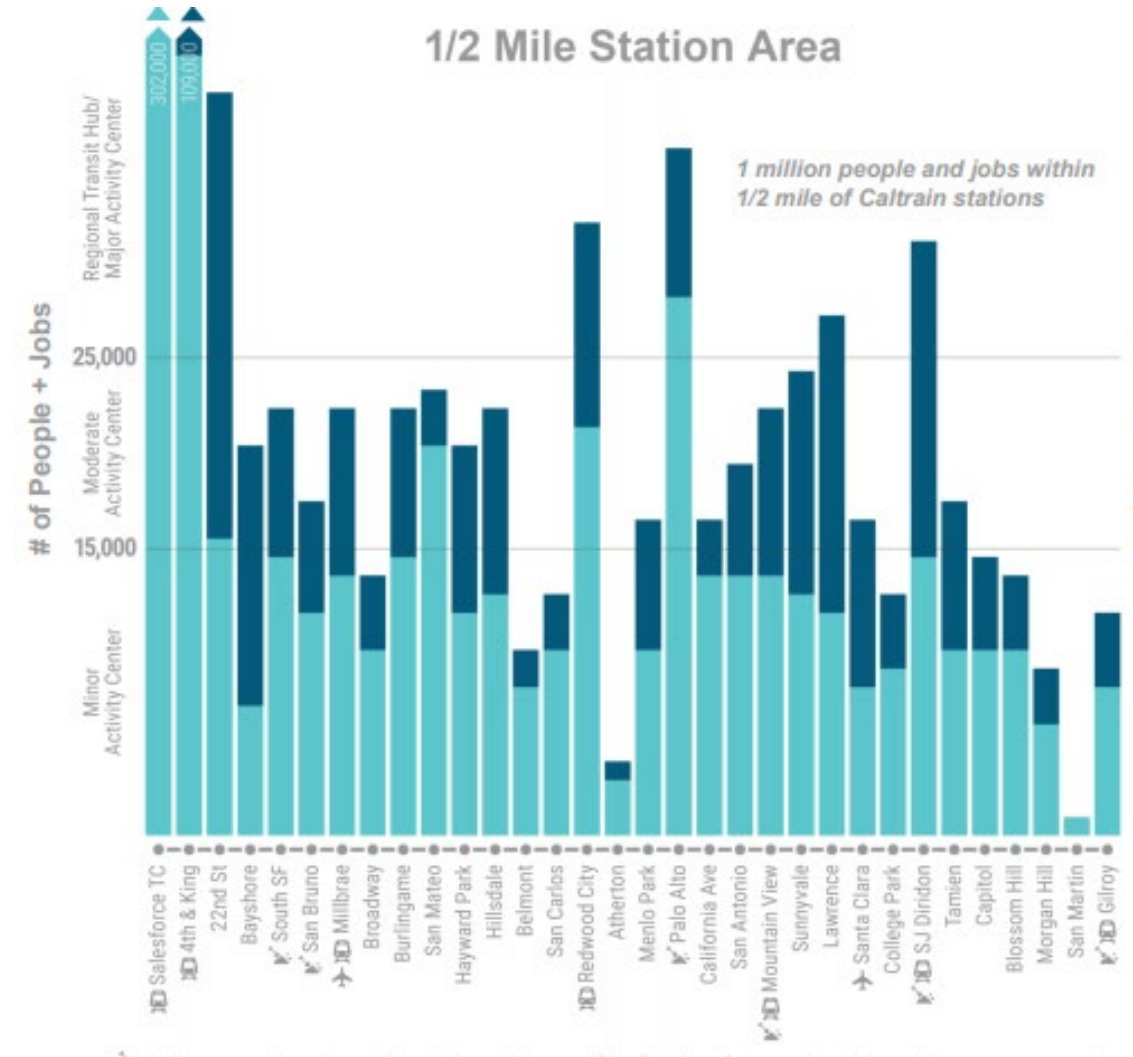
2040 Demand

The Caltrain corridor is growing

- By 2040 the corridor expected to add 1.2 million people and jobs within 2 miles of Caltrain (+40%)¹
- 80% growth expected in San Francisco and Santa Clara Counties

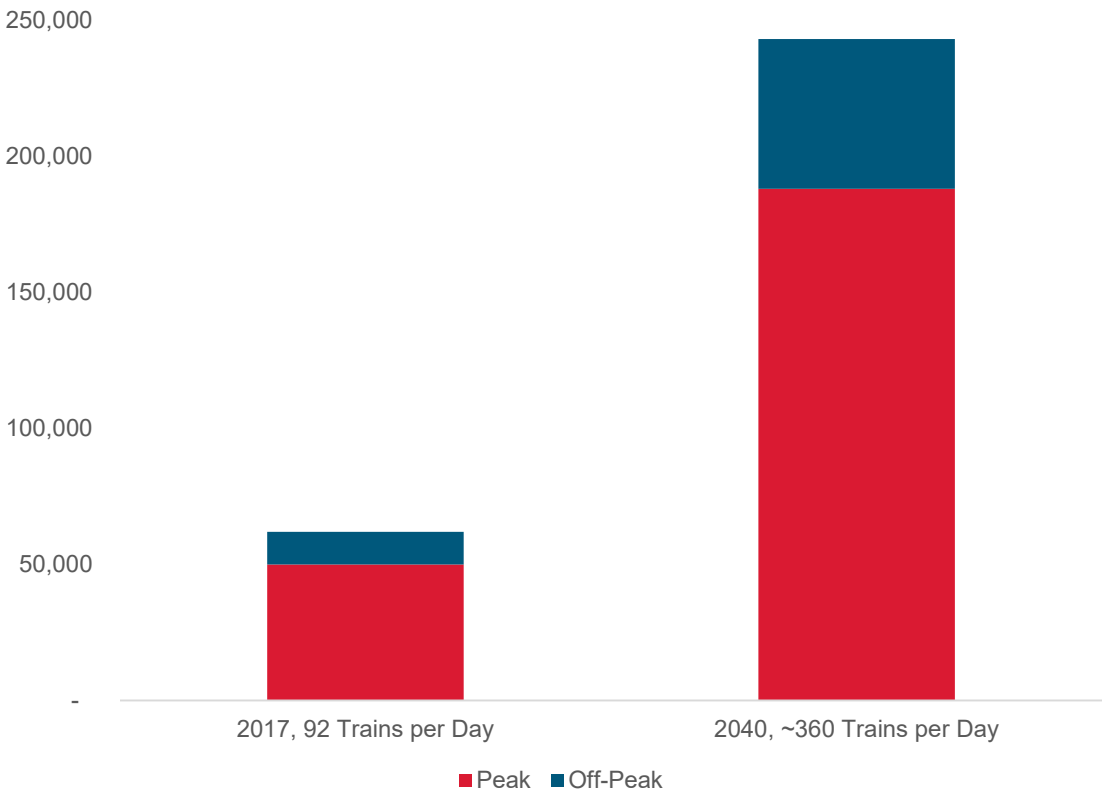
Major transit investments are opening new travel markets to Caltrain

- Downtown Extension and Central Subway
- Dumbarton Rail, BART to San Jose, and improvements to Capitol Corridor and ACE
- HSR and Salinas rail



Exploring the Potential Long Term Demand for Caltrain Service

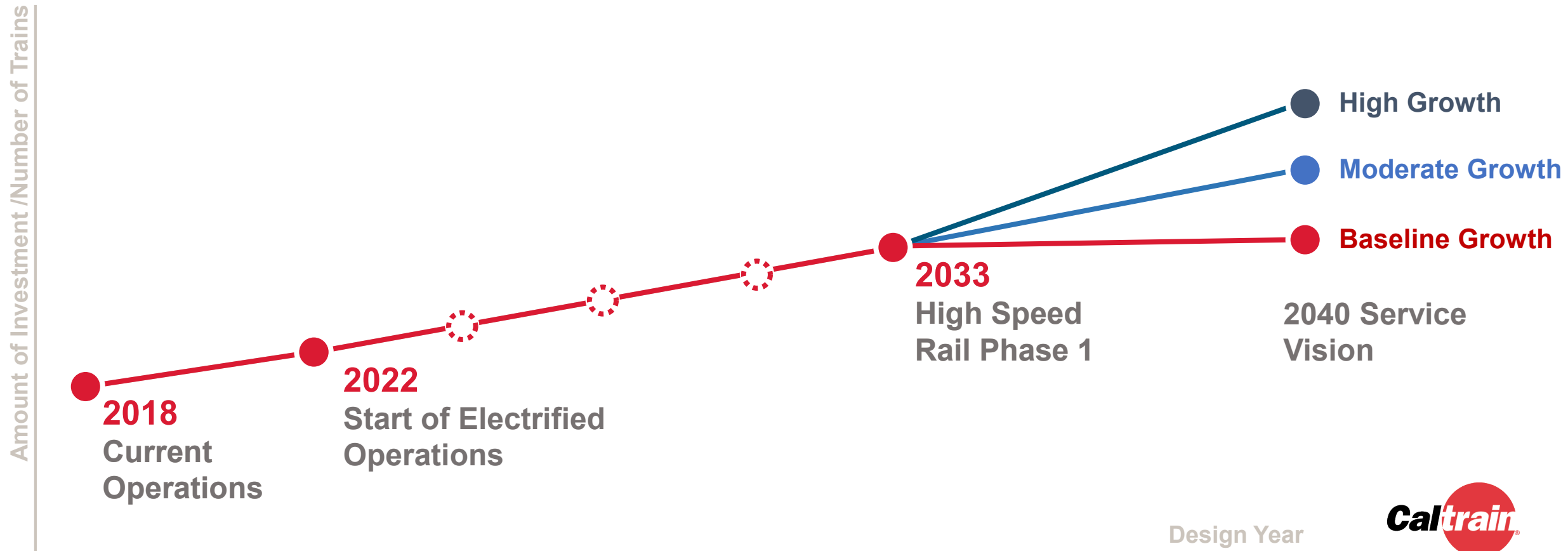
Using Plan Bay Area numbers for projected growth in jobs and housing, an unconstrained model run of high frequency, all-day BART-like service in the Caltrain corridor suggests that by 2040 there could be underlying demand for approximately 240,000 daily trips on the system



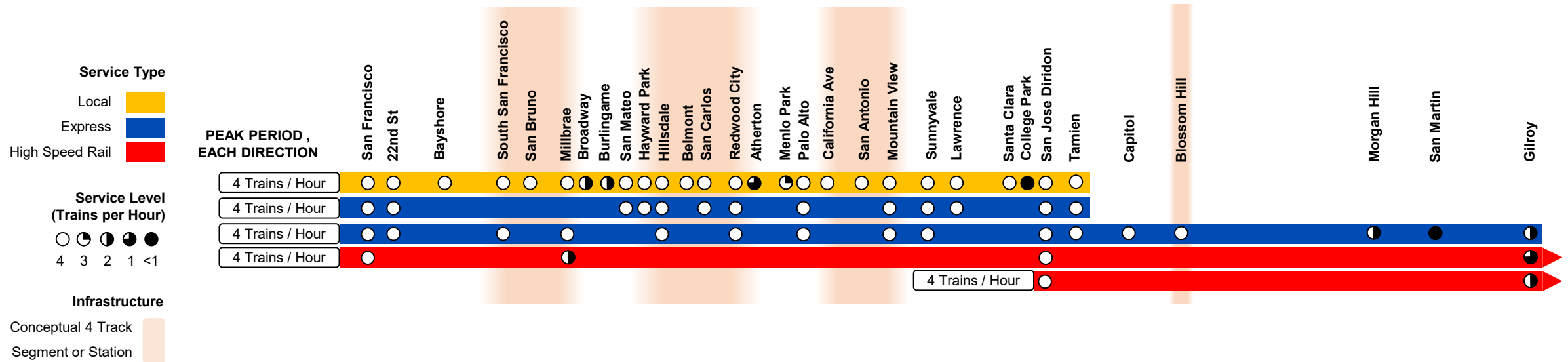
Description	2017: 92 Trains/Day	2040: ~360 Trains/Day
Daily	62,000	240,000
Peak	50,000	185,000
Off-Peak	12,000	55,000



Baseline Growth



High Growth Scenarios (12C +4HSR Trains)



Features

- Nearly complete local stop service – almost all stations receiving at least 4 TPH
- Two express lines serving major markets – many stations receive 8 or 12 TPH

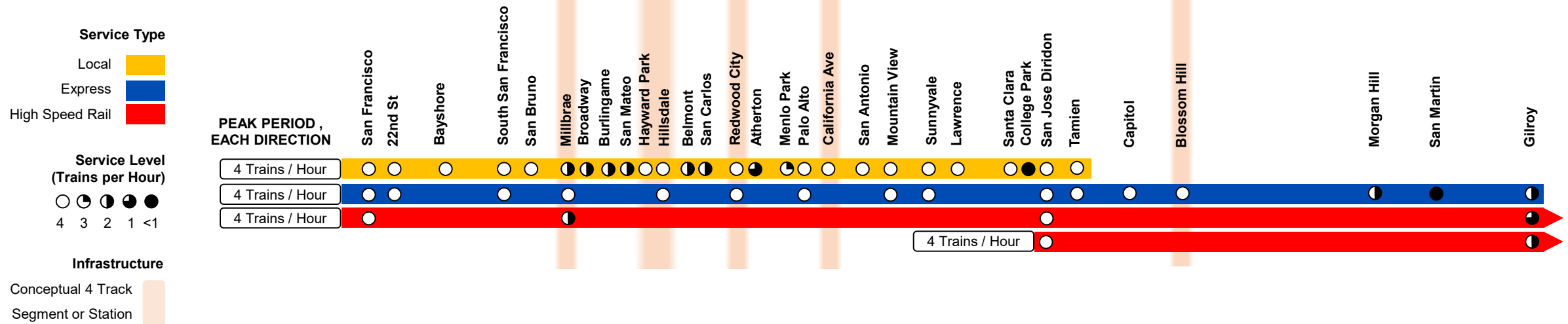
Passing Track Needs

- Requires up to 15 miles of new 4 track segments: South San Francisco to Millbrae, Hayward Park to Redwood City, and northern Santa Clara County between Palo Alto and Mountain View stations (shown: California Avenue to north of Mountain View)

Options & Considerations

- SSF-Millbrae passing track enables second express line; this line cannot stop north of Burlingame
- Tradeoff between infrastructure and service along Mid-Peninsula - some flexibility in length of passing tracks versus number and location of stops
- Flexible 5 mile passing track segment somewhere between Palo Alto and Mountain View
- Atherton, College Park, and San Martin served on an hourly or exception basis

Moderate Growth Scenario (8C + 4HSR Trains)



Features

- A majority of stations served by 4 TPH local stop line, but Mid-Peninsula stations are serviced with 2 TPH skip stop pattern
- Express line serving major markets – some stations receive 8 TPH
- Timed local/express transfer at Redwood City

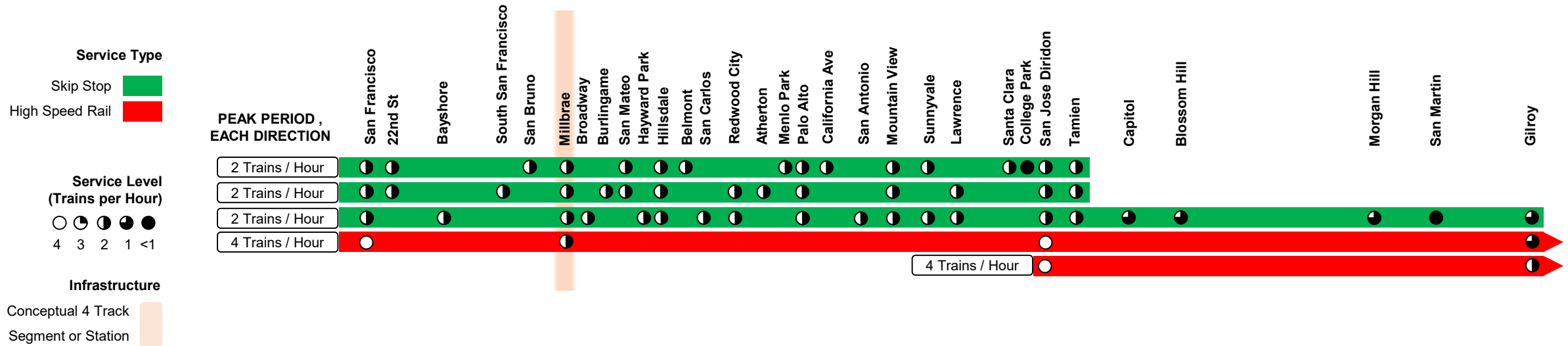
Passing Track Needs

- Up to 4 miles of new 4-track segments and stations: Hayward Park to Hillsdale, at Redwood City, and a 4-track station in northern Santa Clara county (Palo Alto, California Ave, San Antonio or Mountain View. California Ave Shown)

Options & Considerations

- To minimize passing track requirements, each local pattern can only stop twice between San Bruno and Hillsdale - in particular, San Mateo is underserved and lacks direct connection to Millbrae
- Each local pattern can only stop once between Hillsdale and Redwood City
- Atherton, College Park, and San Martin served on an hourly or exception basis

2040 Baseline Scenario (6C+4HSR Trains)



Features

- Blended service with up to 10 TPH north of Tamien (6 Caltrain + 4 HSR) and up to 10 TPH south of Tamien (2 Caltrain + 8 HSR)
- Three skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 6 TPH
- Some origin-destination pairs are not served at all

Passing Track Needs

- Less than 1 mile of new passing tracks at Millbrae associated with HSR station plus use of existing passing tracks at Bayshore and Lawrence

Options & Considerations

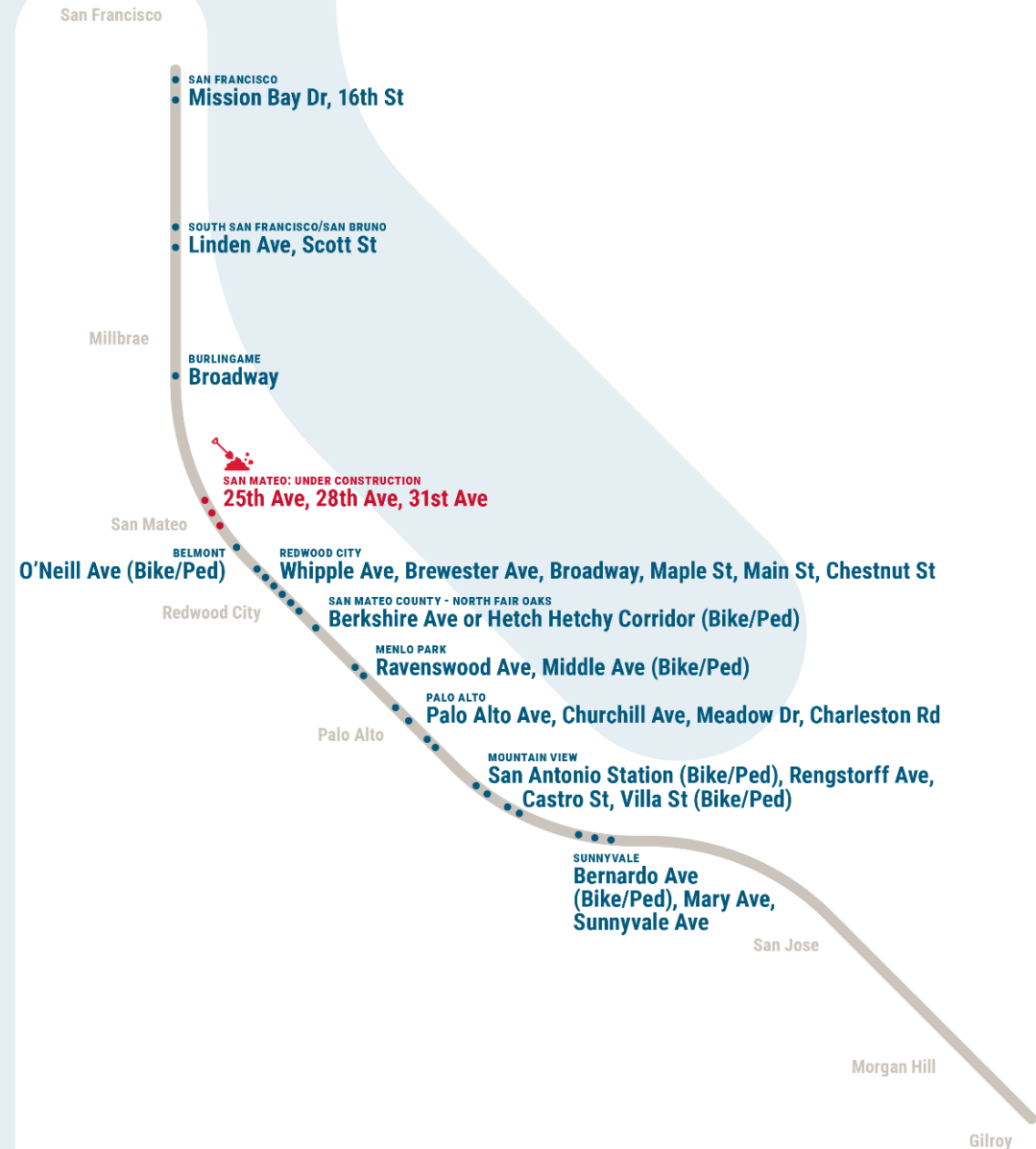
- Service approach is consistent with PCEP and HSR EIRs
- Opportunity to consider alternative service approaches later in Business Plan process

Grade Separations are Critical

All of the scenarios being considered involve significant increases in the number of trains per hour operating in the corridor

The Business Plan will consider the costs and challenges associated with grade separations and improvements to at-grade crossings as part of the overall plan

GRADE SEPARATION OR CLOSURE PROJECTS IN PLANNING OR CONSTRUCTION



How do we Choose a Service Vision?

Choosing a long range “Service Vision” is not just about picking which service pattern looks the best- it requires evaluating which package of service and investments will deliver the best value to the corridor and the region

Service



This update describes different **illustrative** 2040 service concepts that underlie each Growth Scenario. The different concepts shown are not proposals or recommendations. They represent an indicative **range of options** for how Caltrain service could grow given different levels of investment in the corridor

Business Case

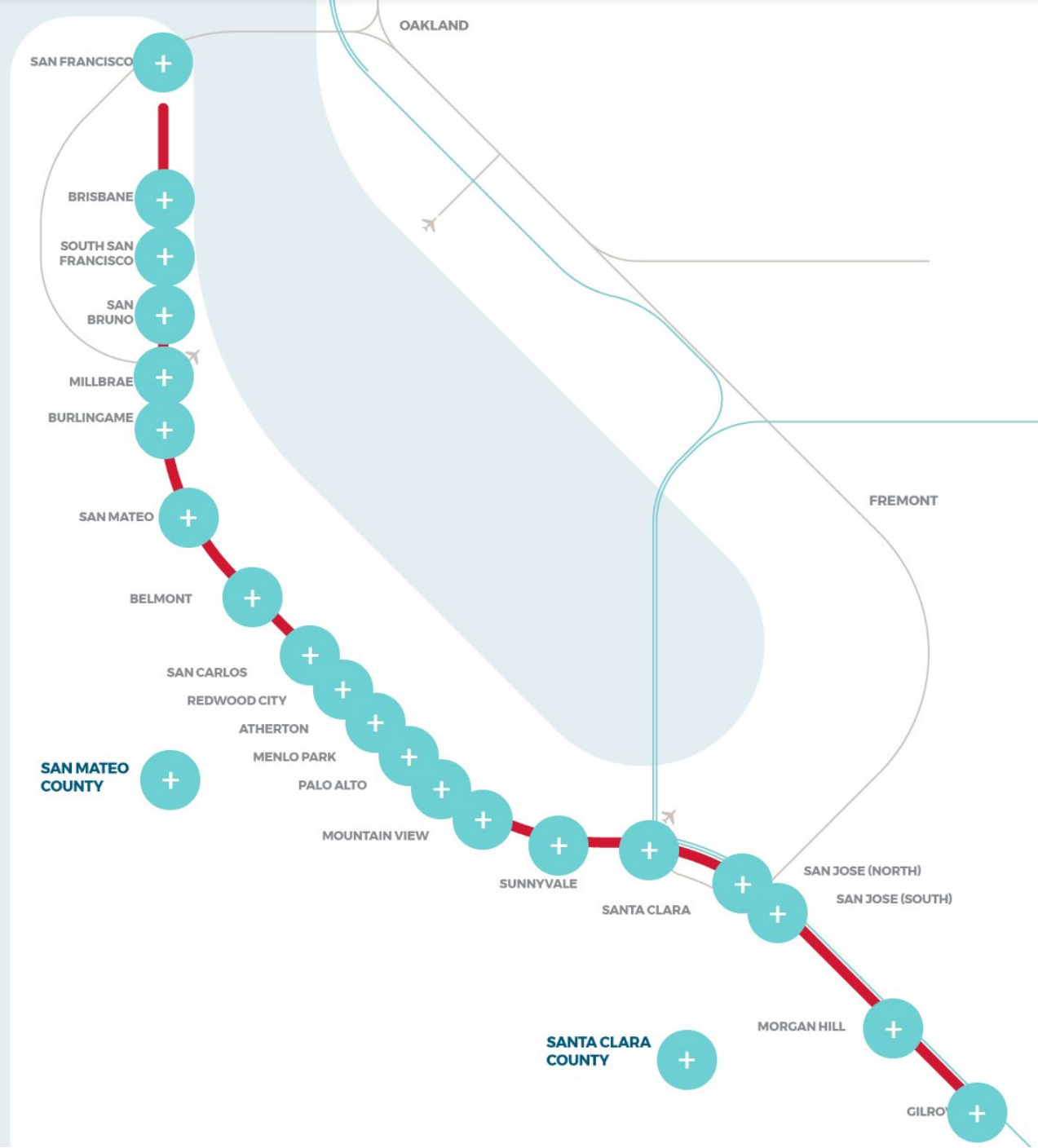


During the spring of 2019 the Business Plan team will develop a detailed “Business Case” analysis for each of the different growth scenarios. The Business Case will quantify the financial implications and wider costs and benefits of each growth scenario

Business Plan Website is Up!

- Project timeline
- Project summary
- Corridor-wide factsheet
- Jurisdiction-specific factsheets
- Monthly presentations
- Glossary of key terms
- FAQs

www.caltrain2040.org



Outreach Activities to Date

July – December Timeline

	July	August	September	October	November	December
Local Policy Maker Group	●	●	●		●	●
City/County Staff Coordinating Group	●	●	●		●	●
Project Partner Committee	●	●	●	●	●	●
Community Interface Meetings (One Per Jurisdiction)			●	●	●	
Stakeholder Advisory Group				●		
Partner General Manager				●		
Website & Survey Launch					●	
Community Meetings (One Per County)					●	
Sister Agency Presentations					●	●

Outreach Activities to Date

July – December by the Numbers

Stakeholders Engaged

21

Jurisdictions

26

Public Agencies

39

Stakeholder
Group Meetings

93

Organizations in Stakeholder
Advisory Group

Public Outreach

18

Public Meetings
and Presentations

1000+

Survey Responses

2,600

Website Hits

27,000

Social Media Engagements

Questions

- Caltrain Staff Available
- SFCTA Staff Available

FOR MORE INFORMATION

WWW.CALTRAIN.COM

