

Caltrain Early Investment Program Supplemental MOU

Citizens Advisory Committee Agenda Item 11



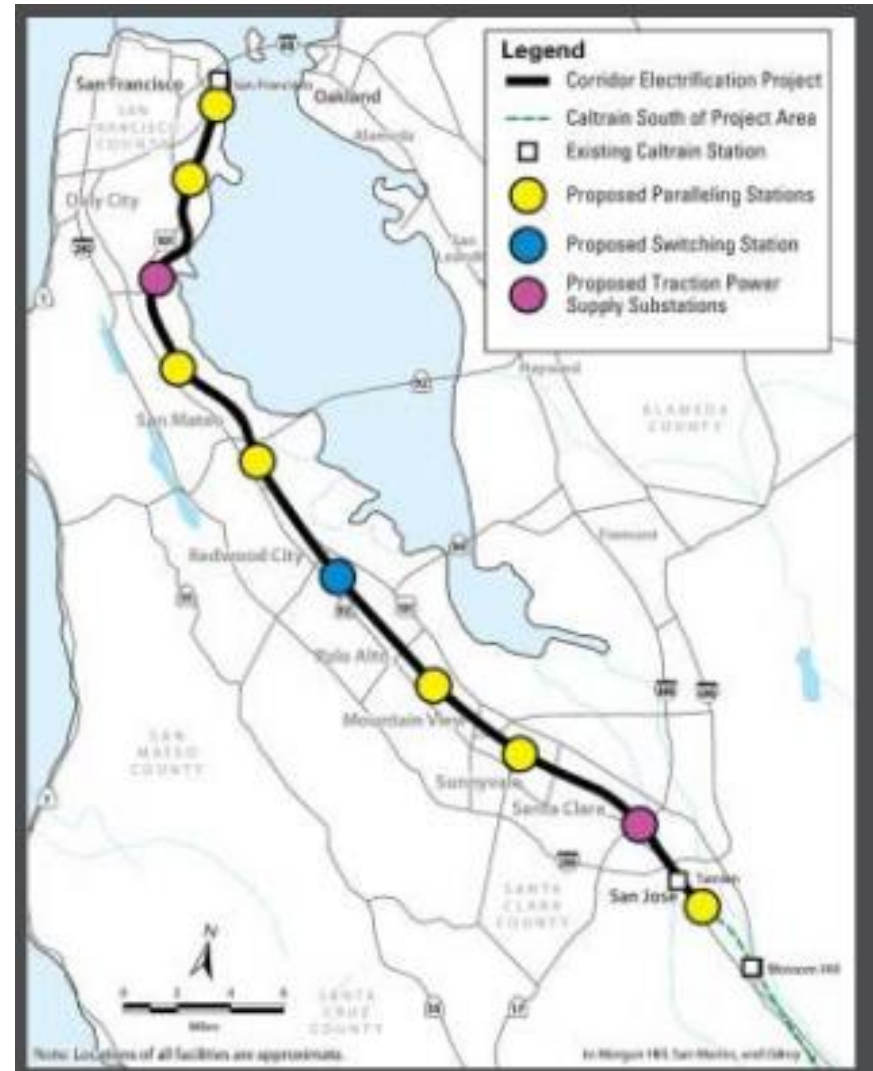
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

May 25, 2016

A Signature Project in the Prop K Expenditure Plan



- ▶ Computer Based Overlay Signal System (CBOSS)
- ▶ Electrification of line from San Francisco to San Jose
- ▶ Procurement of Electrified Multiple Unit (EMU) Vehicles



Program MOU executed in 2012

- ▶ Executed by nine stakeholder agencies
- ▶ Established a funding framework
- ▶ Total Budget of \$1.5 billion
- ▶ Budget based on a 2008 estimate
- ▶ San Francisco's share was \$60 million



Budget was revised in 2016

- ▶ **New Budget of \$2.221 billion**
 - Results of 2014 cost estimate study
 - Bids received for both Electrification and Vehicles contracts

Early Investment Program Costs (in \$ millions)	2012 MOU	2016 MOU
CBOSS/Positive Train Control	\$231	\$231
Electrification	\$785	\$1,253
Vehicles - Electric Multiple Units	\$440	\$727
TOTAL	\$1,456	\$2,211



Supplemental MOU Funding Plan

Program Funding by Source <i>(in \$ millions)</i>	2012 MOU	2016 MOU
PCJPB Member Agency Contributions	\$180	\$240.0
JPB Local (San Mateo County Transportation Authority)	\$11.0	\$20.0
Caltrain PTC	\$4.0	\$4.0
<i>Subtotal Local</i>	<i>\$195.0</i>	<i>\$264.0</i>
Prop 1A Connectivity	\$106.0	\$106.0
Prop 1A High Speed Rail Authority	\$600.0	\$600.0
CHSRA Cap & Trade/Other		\$113.0
Cap & Trade TIRCP		\$20.0
Prop 1B Caltrain	\$24.0	\$24.0
<i>Subtotal State</i>	<i>\$730.0</i>	<i>\$863.0</i>
Federal Rail Administration (FRA)	\$17.0	\$17.0
FTA/FHWA prior/current obligations	\$45.8	\$45.8
FTA future obligations	\$440.0	\$315.0
FTA Core Capacity		\$647.0
<i>Subtotal Federal</i>	<i>\$502.8</i>	<i>\$1,024.8</i>
MTC Bridge Tolls	\$11.0	\$39.4
BAAQMD Carl Moyer*	\$20.0	\$20.0
<i>Subtotal Regional</i>	<i>\$31.0</i>	<i>\$59.4</i>
TOTAL	\$1,458.8	\$2,211.2



MOU Conditions

- ▶ If financial commitments are below MOU, funding commitments from the partners will be reduced proportionately
- ▶ If overall project costs are above the MOU, or if FTA Core Capacity funds are less than \$647 million, partners will discuss how to secure additional funds
- ▶ As a precondition to the MOU, all parties have agreed on an Oversight Protocol



DBE/SBE Program

- ▶ Caltrain's agency-wide goal for DBE participation is 12%
- ▶ Staff has proposed a 14% goal for Fiscal Years 2017-2019
- ▶ On December 2014, the PCJPB adopted a project-specific goal of 5.2%



Challenges and Opportunities

- ▶ **The PCJPB needs to execute a series of agreements to secure full funding for Electrification and the EMUs**
 - State/CHSRA – June/July 2016
 - Cap and Trade award anticipated for August 2016
 - FTA Core Capacity Grant anticipated for December 2016

- ▶ **CBOSS is six months behind schedule**

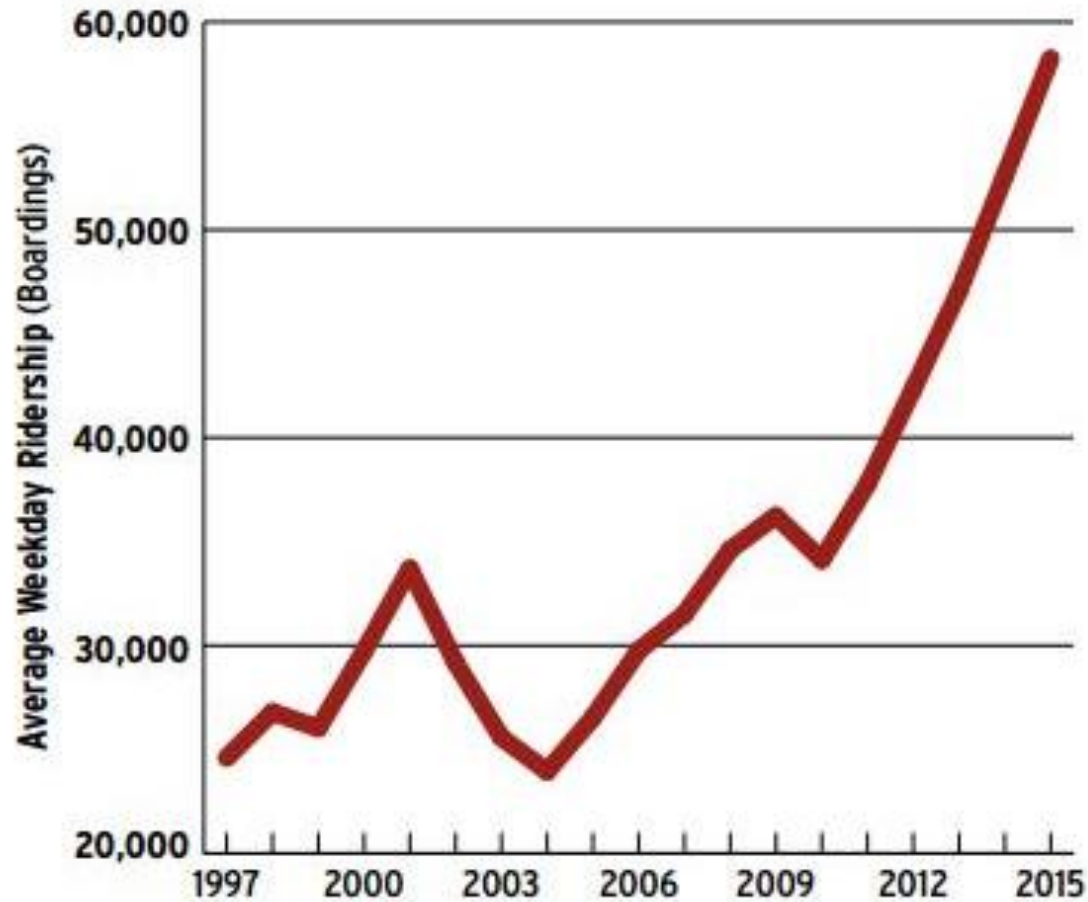




Caltrain Modernization Program

May 2016
SFCTA

Daily Ridership



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%

Bi-directional commute with riders standing on trains going southbound and northbound. Stats from low ridership month.

At Capacity



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

The Facebook logo, consisting of the word "facebook" in white lowercase letters on a blue rectangular background.The Genentech logo, featuring the word "Genentech" in blue.The Google logo, featuring the word "Google" in its multi-colored font.

Caltrain Modernization Program

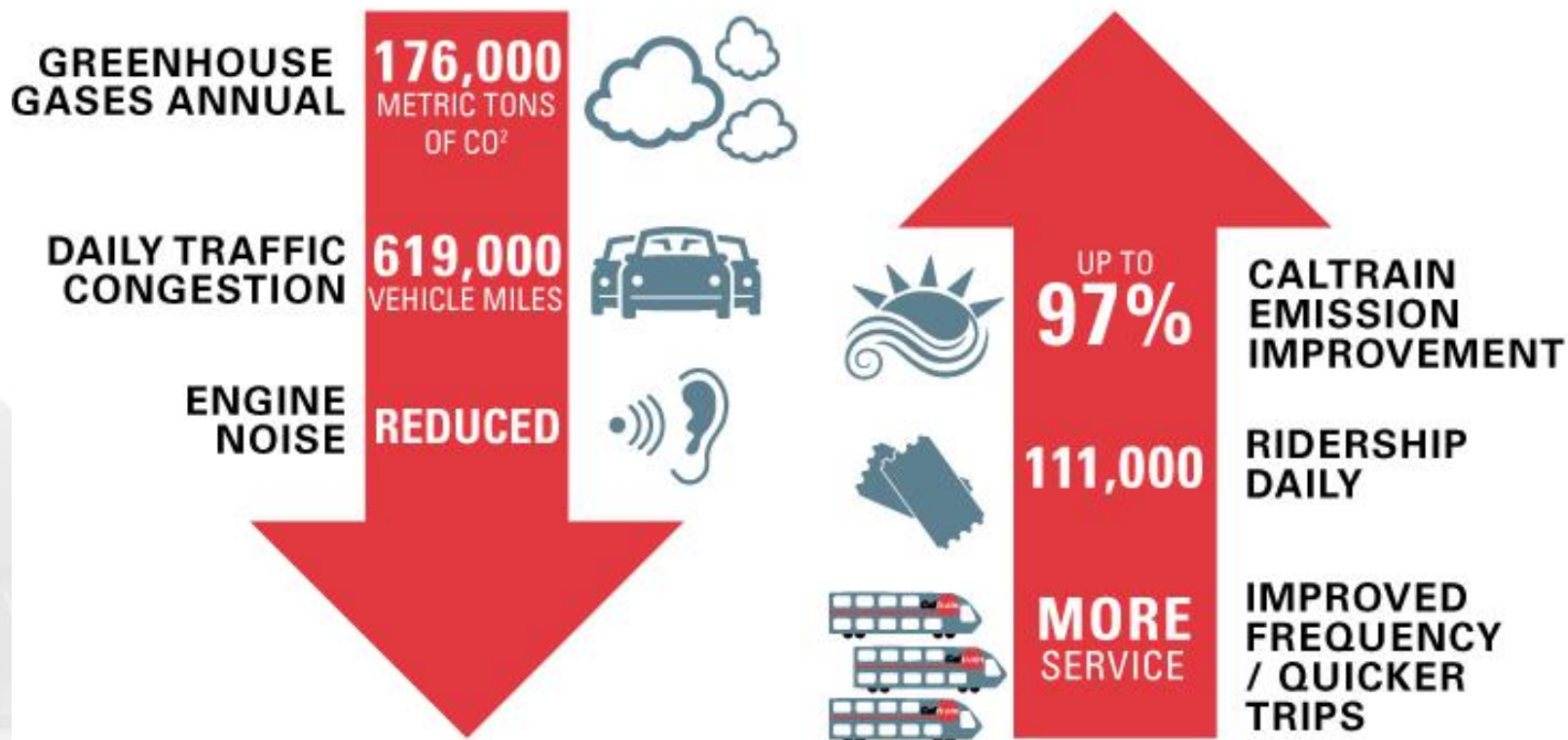
- Advanced Signal System: CBOSS PTC (2016)
- ➔ Peninsula Corridor Electrification Project (2020/2021)



Project Description

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 Contact System (OCS) • Traction Power Facilities <p>Electric Trains (EMUs)</p> <ul style="list-style-type: none"> • 75 percent 	<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 Atherton & Broadway service <p>Mixed-fleet service (interim period)</p> <p>Continue tenant service</p>

Key Regional Benefits



Note: 2013 Bay Area Council Report, generates \$2.5 billion economic activity and 9,600 jobs

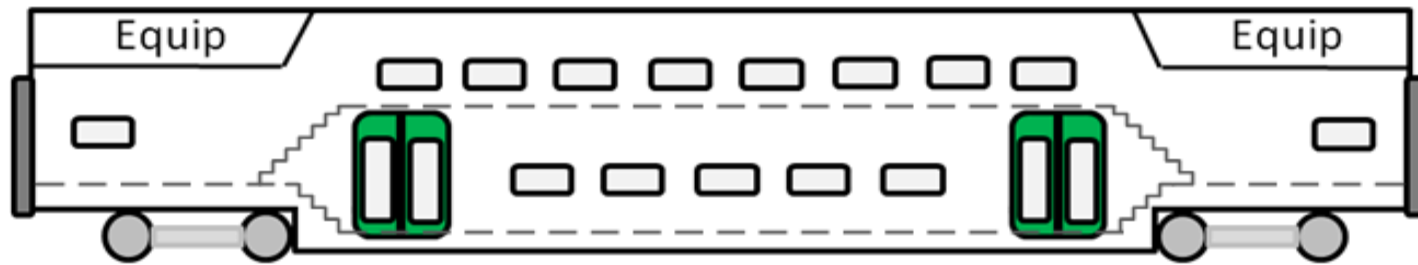
Status Major Contracts

- Electrification Infrastructure
 - 2 year process (June 2014 – March 2016)
 - Apparent Best Value Proposal
 - Currently Negotiating Price
- Electric Vehicle
 - 2 year process (May 2014 – Feb. 2016)
 - Proposal Received
 - Currently Negotiating Price

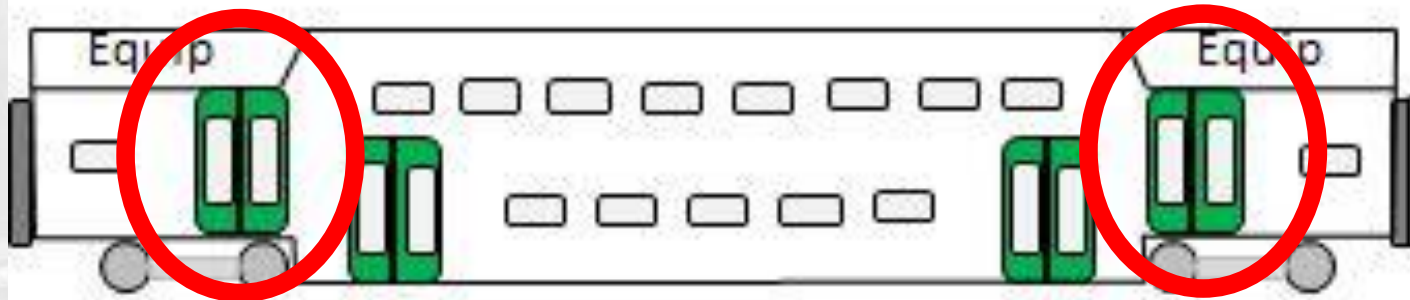
Electric Vehicle Considerations

- Onboard Restroom
- Additional Doors
- Onboard Bicycle Space
 - Board commitment more station parking
- Public Feedback
 - Surveys 2014, 2015, 2016
 - Public meetings, email, website, social media

Additional Doors

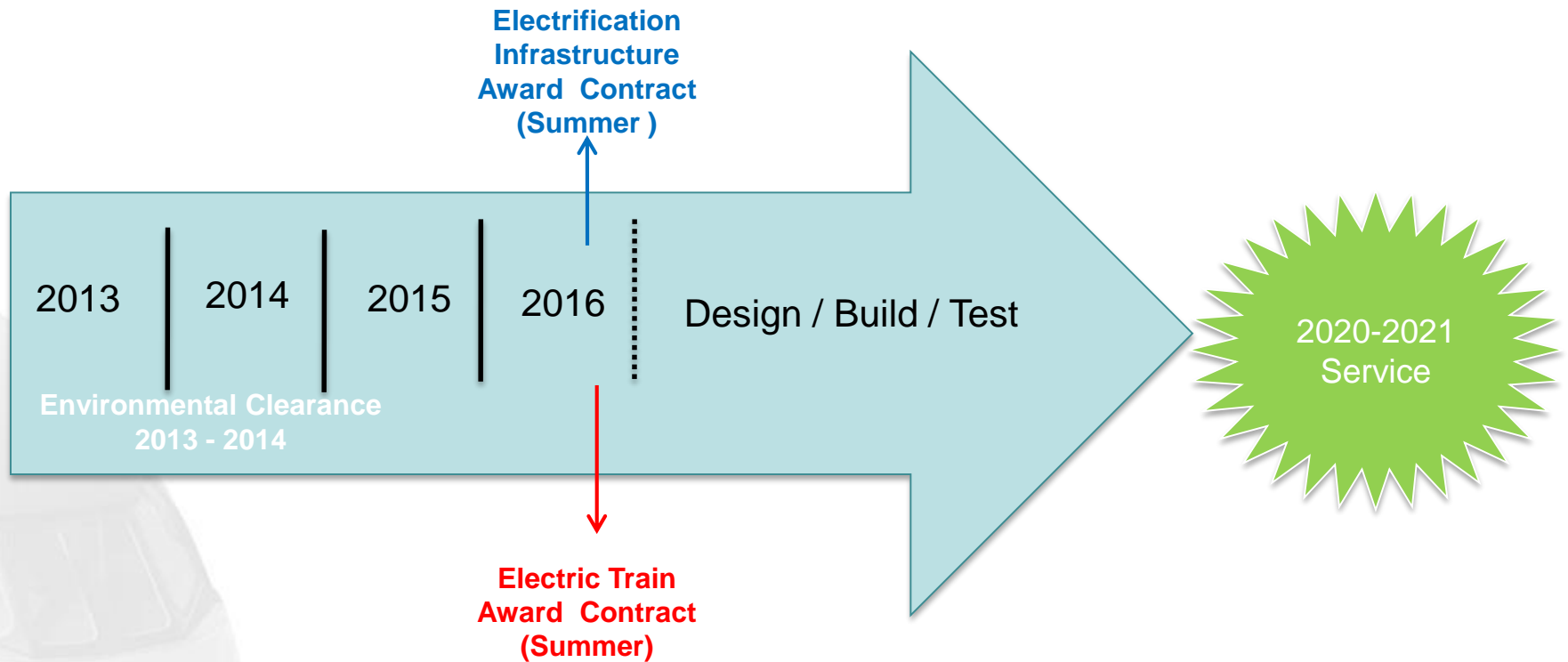


“Off the shelf” option. Low-level doors only.



Dual doors option. Initially, upper doors to be sealed, with seats in front.

Schedule Refinement



Note: Initial electric trains sets received in 2020 with final delivery in 2021

Next Phase of Modernization

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

Questions

More CalMod Information

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