



Caltrain Updates Cost and Schedule Projections for Electrification Project

November 6, 2014

Today, the Peninsula Corridor Joint Powers Board received updated information about the projected cost and timeframe for the Peninsula Corridor Electrification Project (PCEP), which includes Caltrain electrification and the purchase of new electric vehicles.

In a presentation made today to the Peninsula Corridor Joint Powers Board, which owns and oversees the Caltrain rail service, the cost for electrification now is projected to be between \$1.47 billion and \$1.5 billion. The previous projection, originally calculated in 2008, was \$1.2 billion.

With the new figures, the projected cost for the total Caltrain Modernization (CalMod) Program is \$1.7 billion to \$1.76 billion. The previous cost projection was \$1.45 billion. The projected cost of the new signal system, CBOSS PTC, which is part of the CalMod Program, is unchanged at \$231 million.

Program	Based on MOU	Update
CBOSS PTC	\$231M (Contract)	\$231M (Contract)
Peninsula Corridor Electrification Project (PCEP)	\$1,225M (2008) Revenue Service 2019	\$1,474M - \$1,531M (2014) Revenue Service Winter 2020 – Spring 2021
Total	\$1,456M	\$1,705M - \$1,762M

The Board also received a new projection that electrified service will begin between the winter 2020 and the spring 2021. The original projection for the electrified service to begin was the winter 2019.

“We are all anxious to get Caltrain electrified so our communities can benefit from expanded and improved service,” said Adrienne Tissier, a member of the Caltrain Board of Directors and the Metropolitan Transportation Commission, which is helping to fund the project. “With a project of this size and significance, we expect the cost and schedule projections to be adjusted, especially when the previous projections are six years old. This update allows the project to move forward with environmental clearance so we can get to work building a system that accommodates growing ridership demand.”

The PCEP will convert the rail system from a diesel-based service to an electrified system with performance advantages that will accommodate rapidly growing ridership demand.

The increased cost is a result of inflation, updated industry information, additional engineering and an analysis of the challenges associated with constructing the project while also maintaining train service that continues to see dramatic increases in ridership demand. The range reflects cost containment measures associated with scope reductions and deferments that are under consideration. The last electrification project cost update was prepared in 2008.

In 2012, nine local, state and regional entities agreed to fund the Caltrain Modernization Program. That funding plan was based on the 2008 PCEP cost projections and also included the program's advanced signal system project (CBOSS PTC). The overall program meets Caltrain's modernization goals and is an early investment for the State's high-speed rail system.

The CBOSS PTC project is fully funded and is under construction.

The PCEP is expected to complete the environmental process in January 2015 with construction starting in 2016.

"With more customers relying on Caltrain for their commute, we have to do our best to preserve the weekday commute service while delivering the project in a timely fashion," said Michael Scanlon, Caltrain's Executive Director. "It's a delicate balancing act. We desperately need the increased capacity that electrification will provide but we want to maintain as much service as possible while we pursue modernization."

It is important to know that while the cost update has been prepared by experts in the field of electrified systems, the final cost for the project will be known when the design build and vehicle procurement contracts are awarded in 2015.

Support from Partners

"Modernizing Caltrain and other rail systems is a priority for the state because it reduces greenhouse gas emissions, serves a growing population, and connects communities and regions with a statewide high-speed rail system," said California State Transportation Secretary Brian Kelly.

Caltrain is working with its regional, state and federal funding partners to explore opportunities to secure the additional investment needed to complete the project. Additional funding opportunities include—but are not limited to—California's cap-and-trade program, FTA's Vehicle Replacement and Core Capacity programs, regional bridge toll program and Caltrain fare. Caltrain financing and/or TIFIA loan would also help address the funding gap and meet cash flow needs.

"The need for fast and reliable passenger rail service in the Bay Area is more obvious than ever. The 17-million-plus passengers that took Caltrain last year show that Bay Area commuters have shifted away from their cars and towards public transportation," said California High-Speed Rail Authority CEO Jeff Morales. "The partnership between the Authority and Caltrain will provide passengers throughout the Peninsula with better, cleaner, and more efficient service."

The Importance of Caltrain Modernization

[The Program](#) will electrify and upgrade the performance, operating efficiency, capacity,

safety and reliability of the commuter rail service. Modernization will allow Caltrain to operate quieter and cleaner service with more station stops and/or shorter travel times, serving more riders. Modernization helps to support the financial sustainability of the system by increasing ridership and fare revenue and reducing operating costs associated with replacing diesel fuel with electricity. It also creates a host of regional economic benefits and access to more jobs. Electrification reduces traffic congestion on our roads and pollution along the rail corridor by up to 84 percent.

CalMod Video: <http://www.youtube.com/watch?v=Q8vohi6esaE>

The electrification project is an essential component of the Caltrain Modernization Program. The program includes the installation of overhead electrical infrastructure, and the purchase of high-performance electric vehicles.

Procurement Process for Electrification and High-Performance Vehicles

In May, Caltrain started the Request for Qualification process for designing and building the electrification system. Six firms have been pre-qualified to submit bids when the Request for Proposals is issued in early 2015. Those firms include Balfour Beatty Infrastructure, Caltrain Modernization Partners (Elecnor/Cobra JV), Mass Electric/Siemens JV, Peninsula Electrification Partners PTG/Isolux Corsan JV, Shimmick/Alstom JV, and Skanska-Comstock-Aldridge JV. Contractors were required to demonstrate past experience on similar type and value design-build projects to be pre-qualified to submit bids on the design build proposal when it is posted next year.

In May, Caltrain also issued a Request for Information for the procurement of Electric Multiple Units (EMUs). The RFI process, which included meetings with the industry, provided valuable information about in-service vehicles that meet the needs of Caltrain. Currently, Caltrain is evaluating feedback from the public on key capacity issues including priorities for seats, standing room, bike storage, and bathrooms. Caltrain is also exploring vehicle options that would support shared platforms with high-speed rail trains in the future and meet the needs of Caltrain riders.

RFPs for both Electrification and Vehicles are scheduled to be released in early 2015 with contracts to be awarded in late 2015.

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About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. Caltrain has enjoyed four years of consecutive monthly ridership increases, surpassing more than 50,000 average weekday riders earlier this year. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad will celebrate 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reducing diesel emissions by 84 percent and adding more service to more stations.

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