Caltrain Modernization Program Update

Bike Advisory Committee
May 16, 2013

Context
Beneficial Partnership

- **Caltrain**
  - Prioritized electrification
  - Owns corridor
  - Needs funding

- **CHSRA**
  - Needs electrified corridor
  - Needs corridor to SF
  - Brings funding

Blended System Vision

Community-driven Approach

<table>
<thead>
<tr>
<th>2-track System (Primarily)</th>
<th>Up to 110 mph</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Partially Grade Separated</td>
</tr>
<tr>
<td>6 Caltrains / per peak hour per direction</td>
<td>Up to 4 HSR trains / per peak hour per direction*</td>
</tr>
</tbody>
</table>

*Based on LTK computer model simulation (March 2012)
Peninsula Corridor Investment Program

Policies

• 2012 CHSRA Business Plan
• Regional 9-party Funding MOU
• 2013 JPB/CHSRA New Agreement
Key Principles

• Incremental Investment to Blended System

• Early Investment
  – $1.5 billion
  – $705 million from High-speed Rail State Bond
  – Caltrain electric service by 2019

• Future Incremental Investments
  – Projects and funding to be determined
  – Blended HSR service by 2026-2029

Early Investment Projects

• Advanced Signal System – CBOSS (2015)
  – 2012 – 2014 Design
  – 2015 Installation/Commissioning/Testing

• Corridor Electrification & EMUs (2019)*
  – 1 - 2 years Environmental clearance
  – 3 - 4 years Construction
  – 1 - 2 years Commission / Testing

* Schedule subject to change based on selected project delivery method
Environmental Processes

- CBOSS (Complete)
- Corridor Electrification (Current)
- Blended System (TBD)

Corridor Electrification EIR
Project Overview

- 51 miles (San Francisco to Tamien)
- Up to 79 mph
- 6 trains / per hour / per direction
- Infrastructure
  - Poles and Wires
  - Traction Power Facilities
  - Electric Powered Vehicles
- Maintain service to Gilroy
- Support existing tenant services

Project Purpose and Need

- Improve Train Performance
- Increase Service & Ridership
- Increase Revenue & Reduce Cost
- Reduce Environmental Impacts
- HSR Compatible Electrical Infrastructure
Example: Electrification and Vehicles

Cumulative Analysis

- **General**
  - MTC Regional Transportation Plan Improvements
  - Other Approved Transportation Projects
  - Local Station Development Plans, Specific Plans and General Plans

- **Example Key Projects**
  - HSR Blended Service (Up to 2 & 4 HSR trains)
  - SF Downtown Extension
  - Dumbarton Rail Corridor Project
Key Schedule Milestones

• February/March 2013          Public Scoping*
• Fall 2013/Winter 2014        Draft EIR
• Spring/Summer 2014           Final EIR
• Summer/Fall 2014             Project Approval

* Meeting Locations: San Carlos, Palo Alto, San Jose, San Francisco; Scoping comments on the website.

Blended System Planning
Status Blended System Planning

- Blended System Capacity Analysis Study
  - Completed March 2012
- Two Draft Planning Studies
  - Blended Service Plan / Operations Considerations
  - Grade Crossing and Local Traffic Analysis
- Next Steps (Timing TBD)
  - Develop Blended Service Plan Options
  - Options Evaluation: Infrastructure / Fleet / Cost
  - Alternatives Definition for Future Environmental Review

Public Venues/Outreach
Partnerships

• Boards / Elected Officials
  – JPB; Local Policy Maker Group; City Councils / Committees
• Advisory Committees
  – CAC; BAC
• Staff
  – City / County Staff Coordination Group; Peninsula Corridor Working Group
• Community Leaders / Advocacy Organizations

Questions?