



# FY2013 Preliminary Capital Budget

Board of Directors  
May 3, 2012

# Outline

- **Review Budget Goals**
- **Overview of the FY2013 Capital Budget**
- **Highlights of Key Capital Projects**
- **Program Costs**
- **Funding Sources**
- **JPB Member Contribution Requirements**
- **Next Steps**

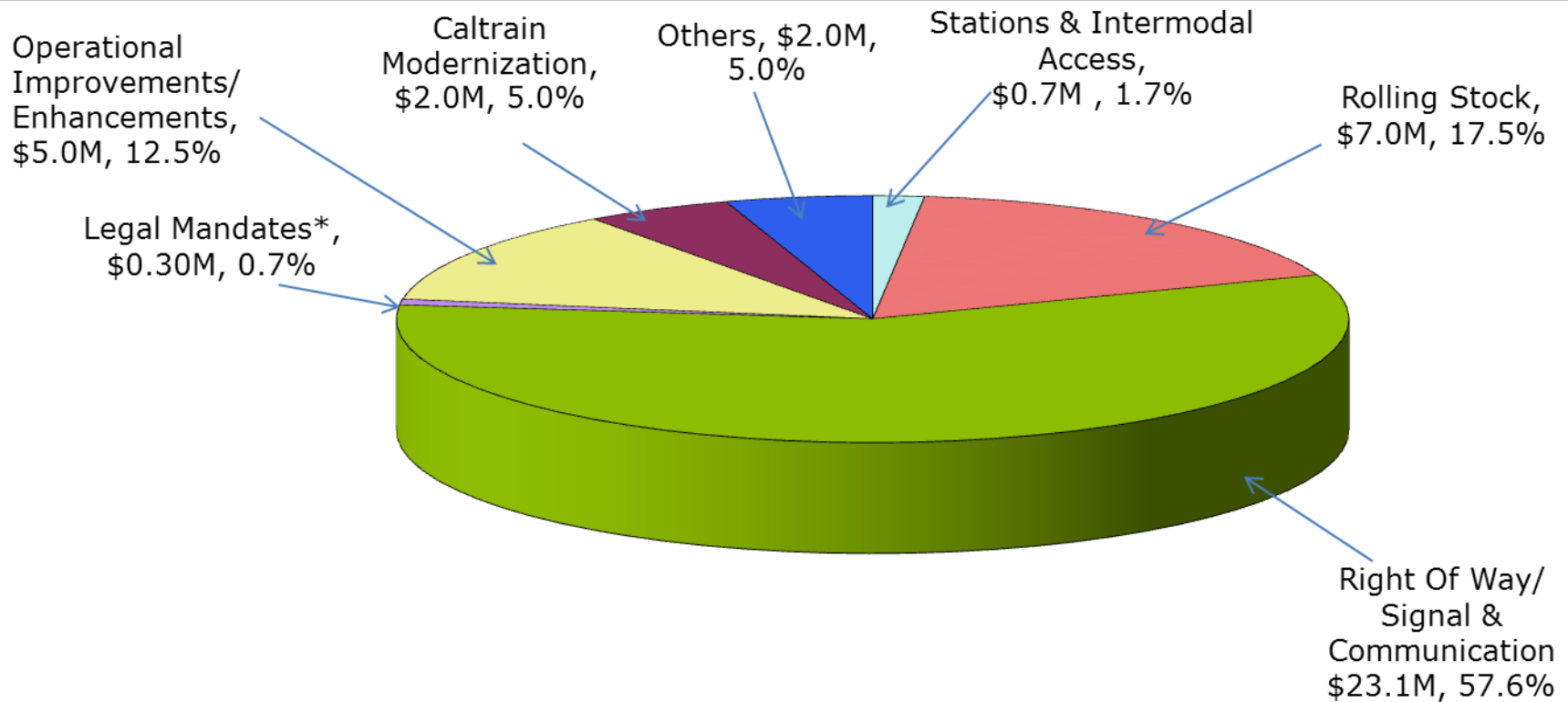
# Review Budget Goals

- **Invest in infrastructure and equipment improvements to maintain system in a state of good repair**
- **Invest in the rehabilitation and replacement of components for the rail vehicles to ensure fleet availability**
- **Continue system safety improvements**
- **Continue work to coordinate planning efforts with the California High-Speed Rail Authority for a blended system in the Caltrain corridor**



# Overview of FY2013 Capital Budget

## Total: \$40.1 million



\* Does not yet include funding requirement for the CBOSS/PTC project. Funding for this project is requested through the *High Speed Rail Early Investment Strategy*.

# Capital Project Highlights

## State of Good Repair: ROW & Signal Program

- Complete necessary track and structures rehabilitation
  - Estimated Cost - \$7.0 million
  - Proposed FY2013 Funding: \$7 million
- Replace three JPB-owned roadway bridges at 22<sup>nd</sup>, 23<sup>rd</sup> and Paul Avenue
  - Estimated Cost: \$20.5 million
  - Proposed FY2013 Funding: \$5.6 million
- Complete design of the replacement of four San Mateo County railroad bridges: Poplar, St. Inez, Monte Diablo and Tilton avenues
  - Estimated Cost: \$1.2 million
  - Proposed FY2013 Funding: \$1.2 million



# Capital Project Highlights

## State of Good Repair: ROW & Signal Program

- **Rehabilitate railroad signals and grade crossing warnings for safe and efficient train operations**
  - **Estimated Cost: \$12.0 million**
  - **Proposed FY2013 Funding: \$1.8 million**
- **Replace centralized voice communication system for train dispatchers; current system is obsolete**
  - **Estimated Cost: \$1.8 million**
  - **Proposed FY2013 Funding: \$1.7 million**

# Capital Project Highlights

## State of Good Repair: Rolling Stock

- **Rehabilitate and overhaul components of the current fleet of passenger cars and locomotives to ensure vehicles will continue to operate reliably through the end of their useful lives**
  - **Estimated Cost: \***
  - **Proposed FY2013 Funding: \$7 million**
- The estimated cost of the Rolling Stock State of Good Repair Program between FY2013 and FY2022 is \$80 million, which includes \$7.3 million deferred in FY2011 and FY2012



# Capital Project Highlights

## Operational Improvements/Enhancements

- **Install closed-circuit camera equipment at select stations to increase security**
  - **Estimated Cost: \$0.5 million**
  - **Proposed FY2013 Funding: \$0.5 million**
- **Install fencing along the main rail corridor to reduce trespassing**
  - **Estimated Cost: \$7.8 million**
  - **Proposed FY2013 Funding: \$0.7 million**
- **Install substation at San Jose Diridon station to provide power to trains to allow fleet servicing. Wayside power is environmentally preferred since it reduces fuel usage and noise level.**
  - **Estimated Cost: \$2.3 million**
  - **Proposed FY2013 Funding: \$1.3 million**





# Capital Project Highlights

## Caltrain Modernization

- Funding for ongoing program management and oversight, and to provide for planning and design support efforts
  - Estimated Cost - \$3.4 million
  - Proposed FY2013 Funding: \$2.03 million

## Support for the Caltrain Capital Program

- Project Development - \$0.50 million
- Project Management - \$0.50 million
- Contingency - \$0.99 million



# FY2013 Program Costs

Program	FY2013 Budget	% Share
State of Good Repair: Station	\$0.7 million	1.7%
State of Good Repair: Right of way; Signals & Communication	\$23.1 million	57.6%
State of Good Repair: Rolling Stock	\$7.0 million	17.5%
Legal Mandate *	\$0.3 million	0.7%
Operational Improvements/ Enhancements	\$5.0 million	12.5%
Caltrain Modernization	\$2.0 million	5.0%
Support	\$2.0 million	5.0%
<b>Total</b>	<b>\$40.1 million</b>	<b>100%</b>

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# FY2013 Funding Sources

Fund Category	\$ Amount
Federal Grants	\$19.3 million
State and Regional Grants	\$6.6 million
Other	\$1.2 million
JPB Member Agency Contribution - <b><u>Requested</u></b>	\$13.0 million
<b>Total</b>	<b>\$40.1 million</b>



# FY2013 Partner Contributions

<b>Funding Required from each JPB Partner: \$4.3 million</b>		
San Mateo County	\$4.3 million	Measure A
Santa Clara County	\$3.1 million	VTA
San Francisco	\$2.5 million - \$4.0 million*	SFCTA Prop K
	\$0.3 million	SFMTA (under discussion)

\* Note: Prop K is the ½-cent sales tax measure passed by SF voters that provides funding for transportation projects through 2033. If SFCTA provides \$4.0 million in FY2013 and future contributions from Prop K are fixed at ~\$2.5 million per year, Caltrain would exhaust funds from this funding source after 2025 due to advancement of future sales tax receipts.



# FY2013 Partner Contribution Scenarios

Program	FY2013 Budget (\$4.3 per partner)	Assuming \$3.1m per Partner	Assuming \$2.5m per Partner
State of Good Repair: Station	\$0.7 million	\$0.5m	\$0.5m
State of Good Repair: Right of way; Signals & Communication	\$23.1 million	\$22.3m	\$22.3m
State of Good Repair: Rolling Stock	\$7.0 million	\$7.0m	\$6.3m
Legal Mandate*	\$0.3 million	\$0.3m	\$0.3m
Operation Improvements /Enhancements	\$5.0 million	\$2.3m	\$1.2m
Caltrain Modernization	\$2.0 million	\$2.0m	\$2.0m
Support	\$2.0 million	\$2.0m	\$2.0m
<b>Total</b>	<b>\$40.1 million</b>	<b>\$36.4m</b>	<b>\$34.6m</b>

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# Projects to be Deferred if Per-Member-Shares are Reduced

(Reduction is based on project priority and scalability)

## **\$3.1 million Partner Contribution**

- Painting of Bayshore Station
- Public Address System Upgrade
- Railsim Software Upgrade
- Dual Mode Communications
- Terminal Departure Monitors
- Station Utilities and Asset Maps

## **\$2.5 million Partner Contribution**

*All of the above plus:*

- South Terminal Wayside Power
- Decrease Rolling Stock by an additional \$0.7 million

# Budget Impact to Rolling Stock Project

- Due to funding constraints, \$4.9 million and \$2.4 million of Rolling Stock Rehabilitation needs were deferred in FY2011 and 2012, respectively. In the FY2013 worst-case scenario, \$4.8 million would be deferred.
- Risk associated with deferral:
  - Exposing Caltrain to greater risk of reliability and availability issues with fleet
  - Some deferred subsystem work may result in in-service failures and added operating expense
  - Customers will experience cars with more cosmetic issues than they have seen in the past
  - Deferred SOGR work will accumulate and require greater levels of investment later, particularly if electrification/fleet replacement is delayed
  - One-third of the fleet will reach the mid-life rehab cycle at the same time we should be replacing the older fleet, resulting in higher capital needs and possible equipment availability issues to support multiple fleet programs at the same time



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