



Preliminary FY2014 Capital Budget

Board of Directors
May 2, 2013



Outline

- Review Budget Goals
- Overview of the FY2014 Capital Budget
- Highlights of Key Capital Projects
- Program Costs
- Funding Sources
- JPB Member Contribution Requirements
- Next Steps



Review Budget Goals

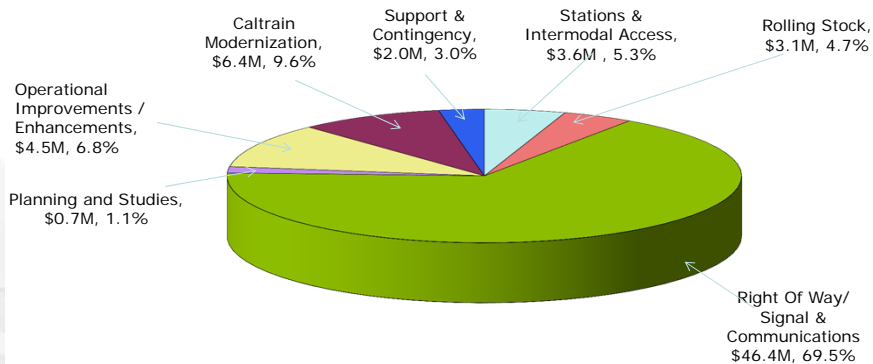
- Invest in infrastructure & equipment improvements to maintain system in a state of good repair
- Invest in the rehabilitation & replacement of components for the rail vehicles to ensure fleet availability
- Continue system safety improvements
- Continue planning & management for the Early Investment Program and coordinated efforts with the California High-Speed Rail Authority for a blended system in the corridor

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Overview of FY2014 Capital Budget

Total: \$66.7 million



* Does not yet include funding for CBOSS/PTC or Electrification programmed through the *High Speed Rail Early Investment Strategy*.

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Capital Project Highlights

State of Good Repair: ROW & Signal Program

- Complete necessary track and structures rehabilitation
 - Estimated Cost: \$4.0 million
 - Proposed FY2014 Funding: \$4.0 million
- Begin construction for the replacement of four San Mateo railroad bridges: Poplar, Santa Inez, Monte Diablo and Tilton avenues
 - Estimated Cost: \$30.0 million
 - Proposed FY2014 Funding: \$28.8 million

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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 FY2014 Funding: \$1.0 million
- Provide additional construction funding for San Bruno Grade Separation
 - Estimated Cost: \$155.0 million
 - Proposed FY2014 Funding: \$8.0 million

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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 FY2014 Funding: \$3.1 million

* The estimated cost of the Rolling Stock State of Good Repair Program between FY2014 and FY2023 is \$80 million, which includes \$7.3 million deferred in FY2011 and FY2012. Not included are estimated costs for a mid-life overhaul on the locomotives.

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Capital Project Highlights

Operational Improvements/Enhancements

- Install fencing along the main rail corridor to reduce trespassing
 - Estimated Cost: \$8.8 million
 - Proposed FY2014 Funding: \$1.2 million
- Begin construction of the San Bruno Archway
 - Estimated Cost: \$1.7 million
 - Proposed FY2014 Funding: \$1.2 million

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Capital Project Highlights

Caltrain Modernization

- Ongoing program management & oversight; provides planning & design support efforts
 - Estimated Cost: \$6.3 million
 - Proposed FY2014 Funding: \$5.3 million
- Ongoing planning and analysis to support procuring of rolling stock for new electrified service.
 - Estimated Cost: \$4.4 million
 - Proposed FY2014 Funding: \$1.1 million

Support for the Caltrain Capital Program

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

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FY2014 Program Costs

Program	FY2014 Budget	% Share
State of Good Repair: Station	\$3.6 million	5.3%
State of Good Repair: Right of way; Signals & Communication	\$46.4 million	69.5%
State of Good Repair: Rolling Stock	\$3.1 million	4.7%
Caltrain Modernization	\$6.4 million	9.6%
Operational Improvements/ Enhancements	\$4.5 million	6.8%
Planning/Studies	\$0.7 million	1.1%
Support	\$2.0 million	3.0%
Total	\$66.7 million*	100%

* Does not yet include funding for CBOSS/PTC or Electrification programmed through the High Speed Rail Early Investment Strategy.

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FY2014 Funding Sources

Fund Category	\$ Amount
Federal Grants	\$29.1 million
State and Regional Grants	\$12.6 million
Other	\$10.7 million
JPB Member Agency Contribution - <u>Requested</u>	\$14.3 million
Total	\$66.7 million

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FY2014 Partner Contributions

Funding Required from each JPB Partner:	\$4.8 million	Source
San Mateo County	\$4.8 million	TA Measure A
Santa Clara County	\$4.8 million	VTA
San Francisco	\$2.5 million - \$4.8 million*	SFCTA Prop K

* Note: Prop K is the half-cent sales tax measure passed by SF voters that provides funding for transportation projects through 2033. If SFCTA provides \$4.8 million in FY2014 and future contributions from Prop K are fixed at ~\$2.5 million per year, Caltrain would exhaust funds from this funding source after 2024 due to advancement of future sales tax receipts.

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FY2014 Partner Contribution Scenarios

Program	FY2014 Budget (\$4.8 per partner)	Assuming \$3.6m per Partner	Assuming \$2.5m per Partner
State of Good Repair: Station	\$2.6 million	\$1.8 m	\$0.8 m
State of Good Repair: Right of way; Signals & Communication	\$2.4 million	\$2.4 m	\$2.4 m
State of Good Repair: Rolling Stock	\$2.2 million	\$1.7 m	\$0.0 m
Caltrain Modernization	\$2.3 million	\$2.3 m	\$2.3 m
Operation Improvements/ Enhancements	\$2.8 million	\$0.6 m	\$0.0 m
Support	\$2.0 million	\$2.0 m	\$2.0 m
Total	14.3 million*	\$10.8 m	\$7.5 m

* 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*.

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Projects to be Deferred if Per-Member Shares are Reduced from \$4.8 million (Reduction is based on project priority and scalability)

\$3.6 million Partner Contribution

- Rehabilitation of Bayshore Station
- Wireless Broadband
- Terminal Departure Monitors
- Central Control Facility Emergency Generator
- Decrease Right of Way Fencing by \$0.7 million
- Decrease Rolling Stock State of Good Repair by \$0.5 million

\$2.5 million Partner Contribution

All of the above plus:

- Crew Facility Rehabilitation at San Francisco terminal
- Rolling Stock State of Good Repair
- Dual Mode Communications

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