



Short Range Transit Plan Update

Board of Directors
March 2, 2017
Agenda Item 15



Context

- MTC Requirement
- 10-year horizon (FY2017-2026)
- Informs regional plans/programs
 - Regional Transportation Plan
 - Transportation Improvement Program
- Key draft elements
 - Operations / Maintenance Statement
 - Capital Improvement Program and Funding



Policy Framework

- Caltrain Strategic Plan (2014)
- MTC Transit Sustainability Plan
- Caltrain Modernization Program
- Caltrain/HSR Blended System
- Prior Short Range Transit Plan (2015)
- State of Good Repair Commitment (2016)

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A “Baseline” Scenario

- Fiscally constrained to funded services and projects
- Aligns SRTP with financial documents submitted to FTA
- Caltrain “Business Plan” will look beyond fiscally constrained baseline and consider new projects, services and funding sources

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Operations / Maintenance Projection

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Operating Plan Assumptions

- 2017 – 2020
 - Longer diesel trains
 - More seats and bikes on board
 - Reduced weekend service during electrification construction (and reduced weekend ridership)
 - Slow overall ridership growth
- 2021 – 2026
 - Mixed-fleet electrified service
 - Service expansion (more trains and stops)
 - Ridership increase in response to added service

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Operating Plan Assumptions continued

Timeframe	Trains per peak hour	Trains per week day	Midday Frequency	Weekend
2017 - 2020 (Diesel Service)	10	92 trains	Hourly	Hourly (90 min during PCEP construction) (+4 bullet trains daily)
2021 On (Mixed Fleet Electrified Service)	12	114 trains	30 minutes	Hourly (+4 bullet trains daily)

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O&M Costs and Savings

New Cost Items	Savings
CBOSS – PTC operations and service	Diesel Fuel Consumption
Electrified Infrastructure	Diesel Vehicle Maintenance
EMU Maintenance	
Electricity	
Expanded Service (Train Crews)	

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Revenues

- Ridership
 - Slow growth assumed during construction period (decrease assumed on weekends)
 - Significant ridership increase assumed in 2021
 - (to ~83,000 weekday)
- Fare Increases
 - ~ 7.5% increase in average fare assumed every 2 years (FY18, FY20, FY22 and FY24)
 - Historic CPI (~5% every 2 years)

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Member Operating Contributions

- Member operating contributions account for ~ 16% of current Caltrain operating budget
- Projections assume Member contributions will increase from current levels starting in 2018
 - Increase in contributions of ~ 50% annually
 - Restores contributions closer to historic levels
 - Needed to support operations and meet FTA guidance (maintain 3 months of working capital on hand)

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O&M Forecast 2021 / 2026 (Millions of YOE \$)

Excluding long term debt expense

	Existing (Adopted)	Start of Electrification	10 Year Outlook
	FY2017	FY2021	FY2026
<u>Sources of Funds</u>			
Operating Revenues	\$100.7	\$137.29	\$184.64
JPB Member Subsidy	\$21.3	\$35.42	\$35.42
Other Contributions	\$6.0	\$7.28	\$8.29
Total Revenues & Funds	\$127.8	\$180.0	\$228.4
<u>Use of Funds</u>			
Operating Expenses	\$121.7	\$150.4	\$187.8
Other Use of Funds	\$23.4	\$26.4	\$30.9
Total Expenses	\$145.1	\$176.9	\$221.54
Projected Surplus / (Deficit)	(\$17.3)*	\$3.07	\$9.06

*Balanced with operating surplus from prior year

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Capital Improvement Plan

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Expenditure Categories

- State of Good Repair
- Caltrain Modernization Program
 - CBOSS
 - PCEP
- Funded Enhancements Projects

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State of Good Repair

\$381M - 10 years

- Bridge replacement projects
- Track stations, fencing, security, signals / communications
- TVM refurbishment
- Diesel rolling stock maintenance
- Program management and project development
- Capital contingency

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Caltrain Modernization Program

\$2.226 Billion

CBOSS - PTC

- \$245 Million

Peninsula
Corridor
Electrification
Program

- \$1.98 Billion
- Electrified Infrastructure
- EMUs (75% replacement of diesel fleet)

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Funded Enhancement Program

\$246M

- Reliability enhancements (added control point)
- San Mateo 25th - Avenue Grade Separation
- South San Francisco Station redesign + holdout rule removal

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Funding Sources

- Federal (FTA, FHWA)
- State (Prop 1B, PUC, Cap-and-trade)
- Regional (Bridge tolls)
- Local (SFCTA, SMCTA, VTA)
- Other Local (City of SSF, City of San Mateo)

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Member Capital Contributions

- State of Good Repair and Systemwide Enhancements
 - Local share paid equally by members
 - Larger project contributions defined through MOU
 - Historically \$5 million per year per member contributed to capital budget (used for SOGR)
 - SOGR need per member projected to increase to an average of \$7.5 million per year per member
- Local Enhancements (stations, access and grade separations)
 - Planned in coordination with Caltrain
 - Local funding from individual members

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Next Steps – SRTP and Beyond

- SRTP
 - Complete draft SRTP
 - Provide full draft to MTC, partners and public
 - Request JPB adoption (spring 2017)
- Caltrain Business Plan
 - Identify desired services and projects beyond fiscally constrained “baseline”
 - Seek new funding sources
 - Kicking off now