



Level Boarding Progress Report TJPA CAC

December 09, 2014

Transbay Transit Center

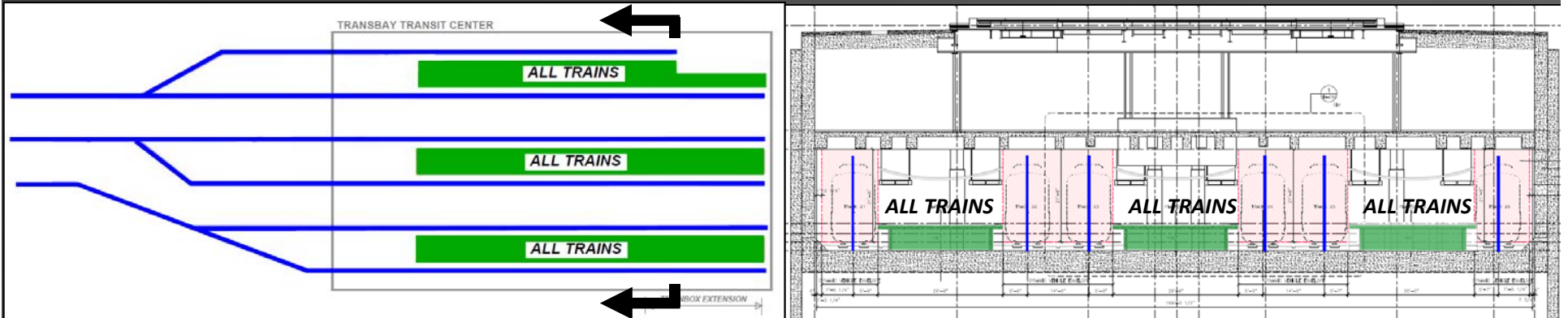
TJPA





Transbay Transit Center

TTC with Shared Platforms



Common platform height and vehicle width provides:

- ✓ Start-up staging storage
- ✓ Improved delay recovery
- ✓ Greater Caltrain capacity
- ✓ HSR phase-in flexibility
- ✓ No curved crossovers



Caltrain and HSR Shared Level Platforms Status Update

*December 11, 2014
TJPA Board of Directors*



Current Vehicles / Platforms

- Diesel Push/Pull
 - Bi-Level Cars
 - Gallery Cars
- Platforms 8" ATOR



Bi-Level



Gallery



Regulation Compliant

- Mini highs
- Wayside and on-board lifts
- Hand-crank lifts (backup)





Shared Platform Analysis

- Baseline
 - HSR at ~50" / Caltrain at ~25" boarding height
 - Dedicated platforms at 3 stations
- Consider alternative vehicles to achieve same boarding height
- Key Considerations
 - Vehicle performance / capacity
 - Caltrain diesel fleet compatibility
 - Passenger tenant compatibility
 - CPUC and ADA requirements
 - Station modifications (~50" vs. ~25" platforms)



Key Meetings To Date

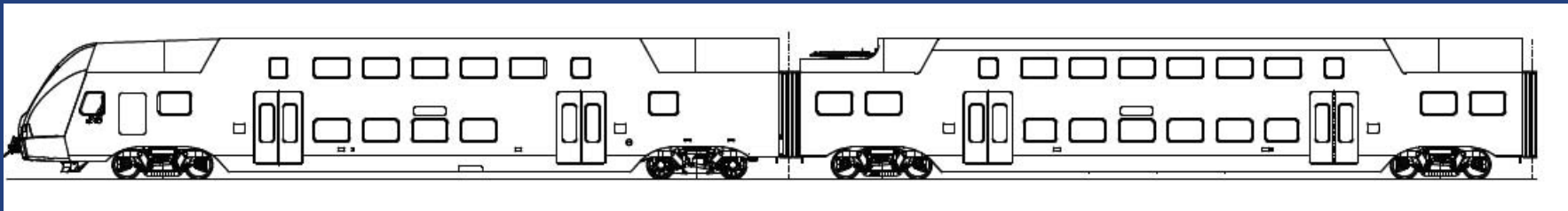
- Principles meeting with Caltrain and CHSRA CEOs on October 30th
- Caltrain / CHSRA technical meetings on November 5th and 18th
- FTA and FRA meeting on November 25th
- Discussions started with car builders on December 4th
- On going meetings with funding partners (last one on December 10th)

Next Steps

Milestones	Activity
Dec. 2014	<ul style="list-style-type: none">• Key Criteria for Analysis
Jan. - Feb. 2015	<ul style="list-style-type: none">• Trade-Off Assessment
Mar. – May 2015	<ul style="list-style-type: none">• Update TJPA Board (March 2015)• Policy Decisions• Update Funding Commitment

High level dedicated – Long Term

- Mid-Level versus High Level Platform (Stadler KISS)



- **Ensure not to preclude future high speed service**
- **Increased capacity and through-put**
- **Improved flexibility**