



# Caltrain Modernization Program Update

TJPA CAC  
July 12, 2016



# Context



# Caltrain System Map

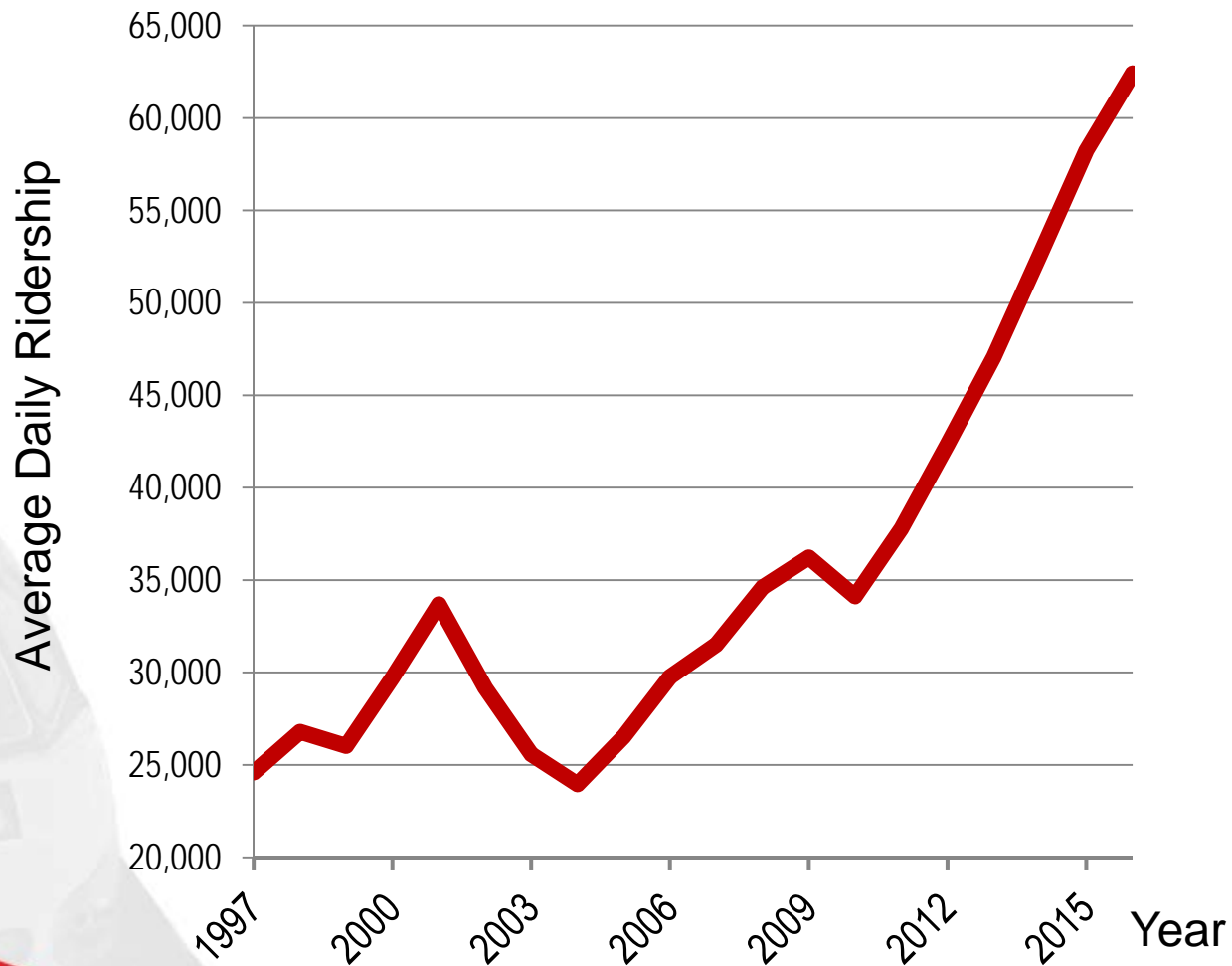
JBP owns right-of-way from SF to San Jose



Union Pacific owns



# Ridership (2016)





## 2016 Top Trains (Northbound)

<b>Train No.</b>	<b>Depart SJ</b>	<b>Max Load</b>	<b>Train Seating Capacity</b>	<b>Percent of Seated Capacity</b>
319	7:03 AM	951	762	125%
323	7:45 AM	950	762	125%
329	8:03 AM	882	762	116%
375	5:23 PM	841	762	110%
217	6:57 AM	818	650	126%
225	7:50 AM	764	762	100%
269	4:39 PM	756	762	99%
313	6:45 AM	747	762	98%
233	8:40 AM	722	650	111%
215	6:50 AM	719	650	111%

Note: Counts taken in low ridership month



# At Capacity Today



Bi-directional commute with riders standing on trains going southbound and northbound



# Regional Transportation Needs

- US 101 and Interstate 280 Congested
- Corridor supports growing economy
  - 14% CA GDP; 52% CA patents; 20% CA tax revenue
- Caltrain Commuter Coalition (formed 2014)
  - 75% Caltrain rider's commute to work; 60% choice riders



facebook

Genentech



Google

# Short-Term Capacity Increase

- Add cars to diesel trains now
  - Performance and platform constraints







# Caltrain Modernization Program

- Advanced Signal System: CBOSS PTC (2016)
- ➔ Peninsula Corridor Electrification Project (2020/2021)



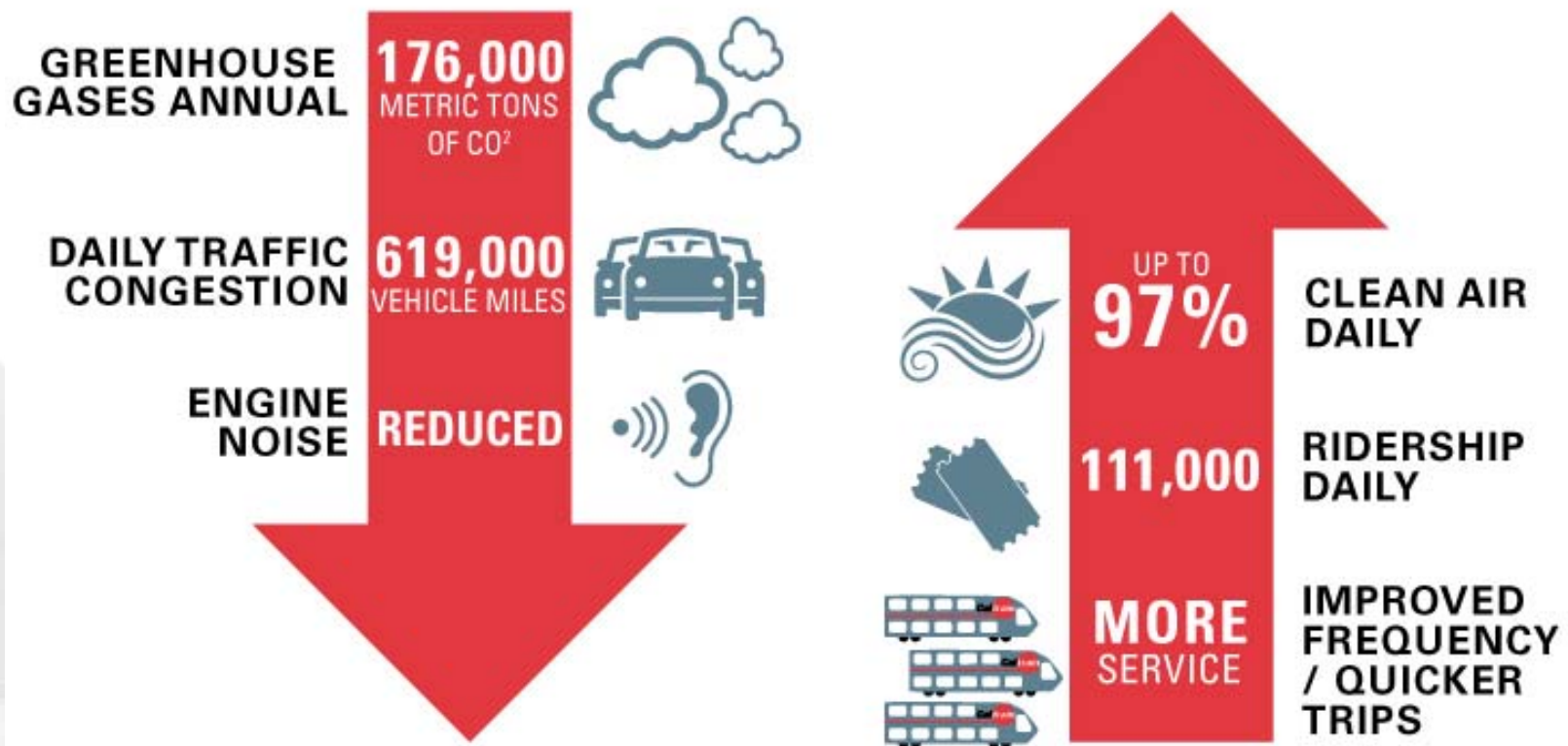


# Project Description

Area	Project	Service
51+ miles  San Francisco to San Jose (Tamien Station)	Electrification: <ul style="list-style-type: none"><li>• Overhead Contact System (OCS)</li><li>• Traction Power Facilities</li></ul> Electric Trains (EMUs) <ul style="list-style-type: none"><li>• 75 percent</li></ul>	Up to 79 mph  Service Increase <ul style="list-style-type: none"><li>• 6 trains / hour / direction</li><li>• More station stops / reduced travel time</li><li>• Restore Atherton &amp; Broadway service</li></ul> Mixed-fleet service (interim period)  Continue tenant service



# Key Regional Benefits (2040)



Note: 2013 BAC Report, generates \$2.5B economic activity and 9,600 jobs



# Service Benefits

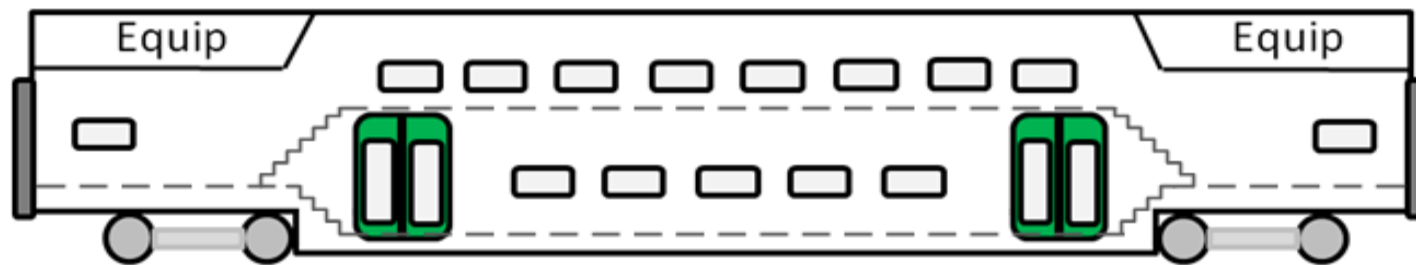
Metric	Today	PCEP
Trains / peak hour / direction	5	6
Passengers / peak hour / direction	5,100	6,300
Example Baby Bullet Train		
Retain 5-6 stops	60 minutes	45 minutes
Retain SF to SJ 60 minutes	6 stops	13 stops
Example Redwood City Station		
Train stops / peak hour	3	5

Note: Prototypical Train and Schedule

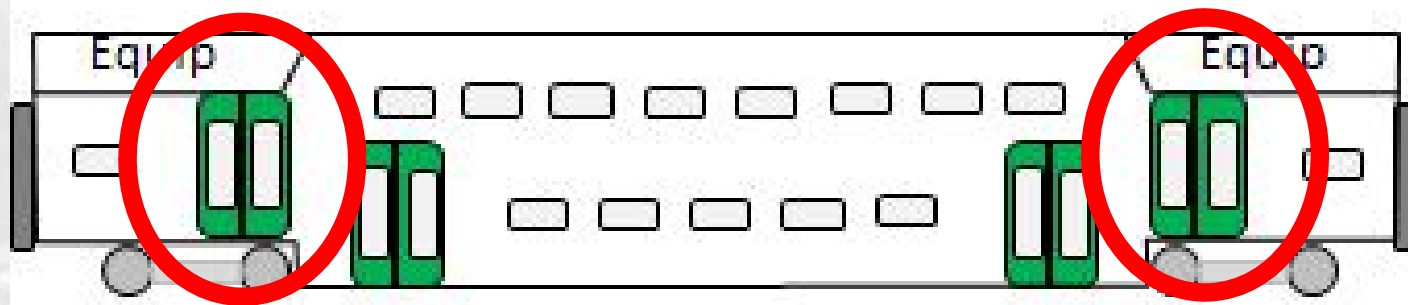
# Electric Vehicle Considerations

- Onboard Restroom
- Additional Doors
- Onboard Bicycle Space
  - Board commitment more station parking
- Public Feedback
  - Surveys 2014, 2015, 2016
  - Public meetings, email, website, social media
- Upcoming Outreach
  - Seating design, signage, amenities etc

# Additional Doors



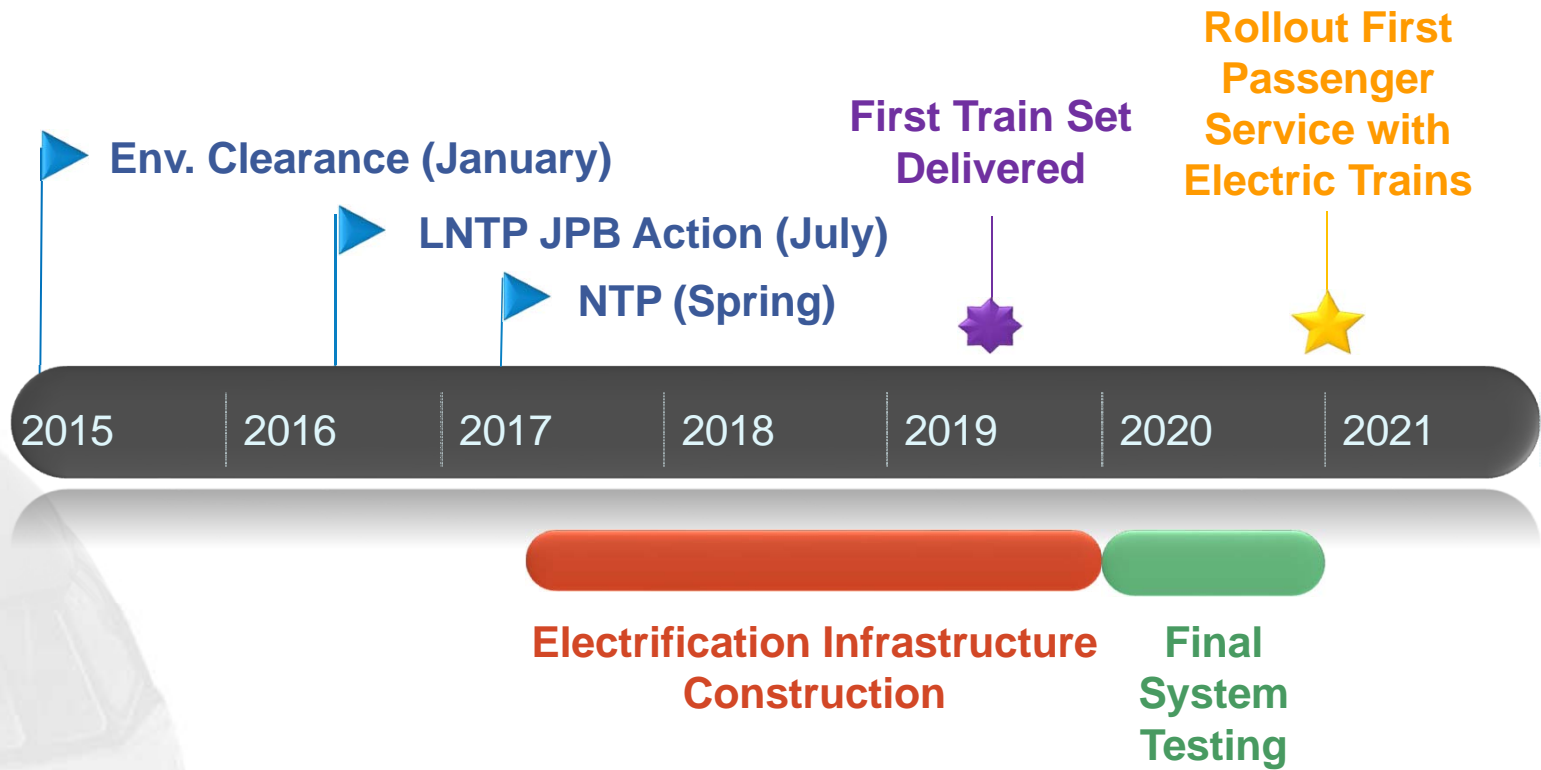
“Off the shelf” option. Low-level doors only.



Dual doors option. Initially, upper doors to be sealed, with seats in front.



# Schedule



Note: Schedule Subject to Change



## Next Phase of Modernization

- Service to Downtown San Francisco
- Improved Caltrain Service
  - Complete electric train conversion SJ to SF
  - Longer electric trains
  - Level Boarding
- HSR / Caltrain Blended Service
  - HSR stations
  - Infrastructure upgrades





# Questions

More information / leave comments:

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