



# Caltrain Modernization Program Update

TJPA CAC  
July 12, 2016

# Context





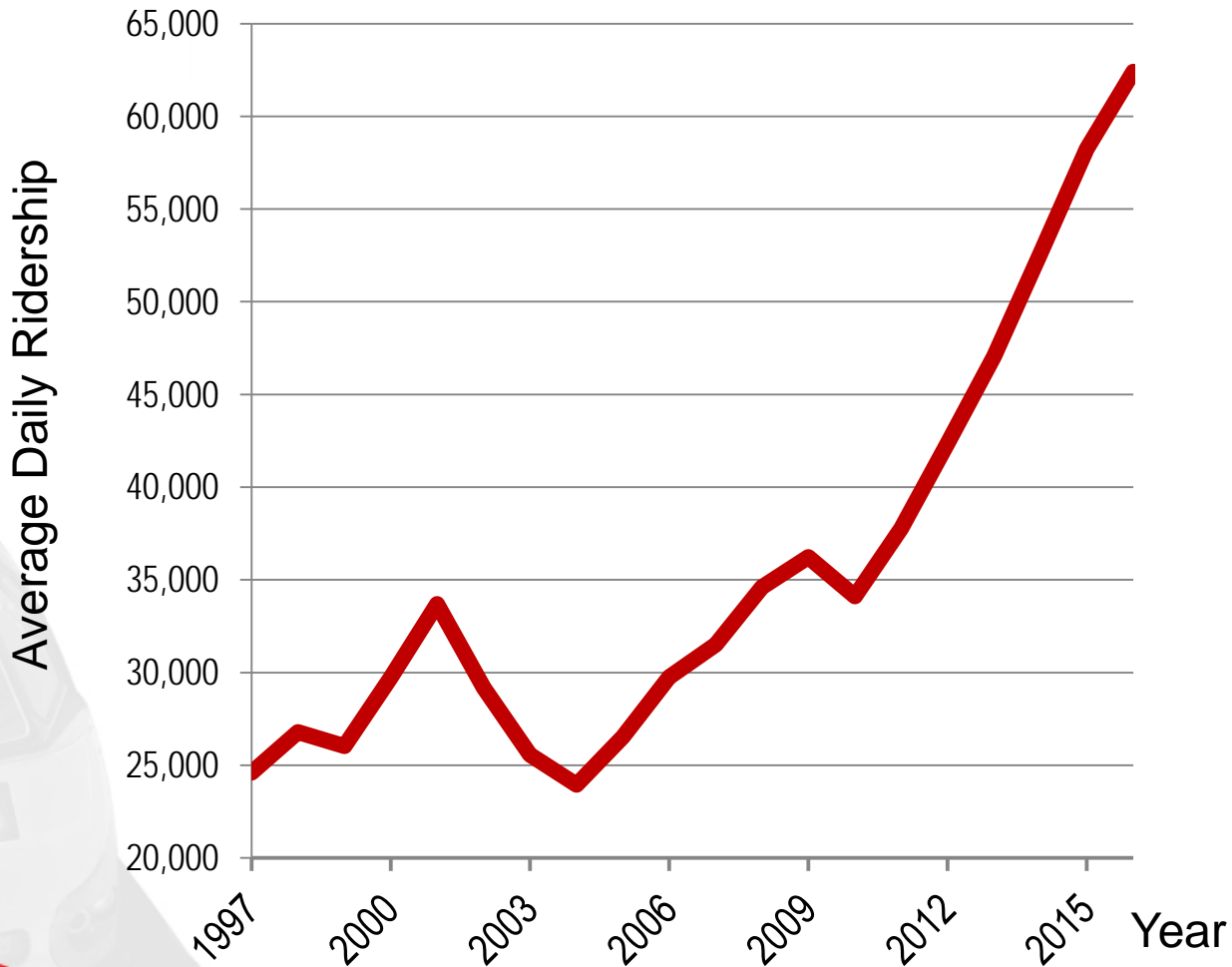
# Caltrain System Map

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

The Facebook logo, which is the word "facebook" in white lowercase letters on a blue rectangular background.The Genentech logo, consisting of the word "Genentech" in a blue sans-serif font.The Google logo, consisting of the word "Google" in its multi-colored sans-serif font.



# Short-Term Capacity Increase

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





# Caltrain Modernization Program

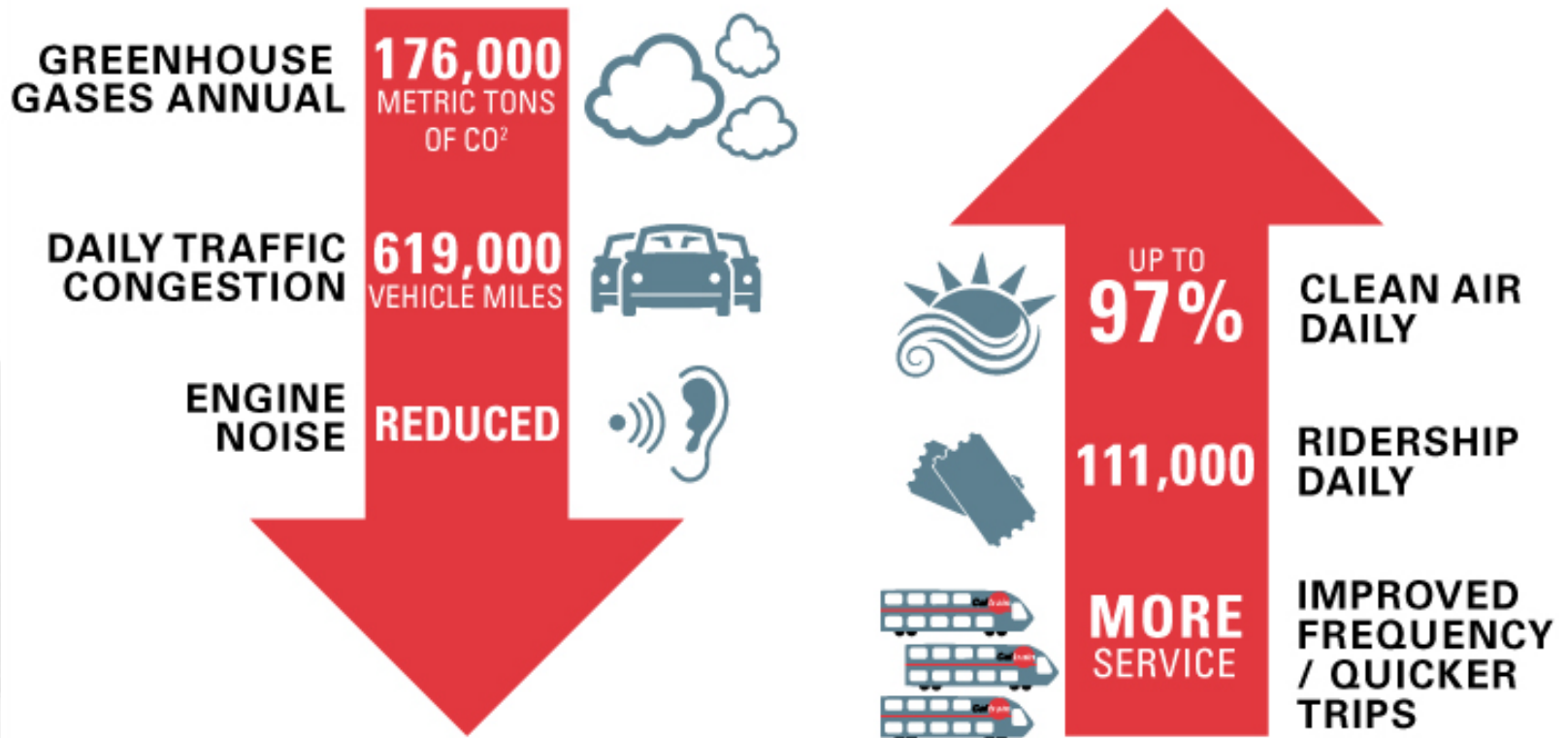
- Advanced Signal System: CBOSS PTC (2016)
- ➔ Peninsula Corridor Electrification Project (2020/2021)



# Project Description

Area	Project	Service
<p>51+ miles</p> <p>San Francisco to San Jose (Tamien Station)</p>	<p>Electrification:</p> <ul style="list-style-type: none"> <li>• Overhead Contact System (OCS)</li> <li>• Traction Power Facilities</li> </ul> <p>Electric Trains (EMUs)</p> <ul style="list-style-type: none"> <li>• 75 percent</li> </ul>	<p>Up to 79 mph</p> <p>Service Increase</p> <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> <p>Mixed-fleet service (interim period)</p> <p>Continue tenant service</p>

# Key Regional Benefits (2040)



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

# Service Benefits

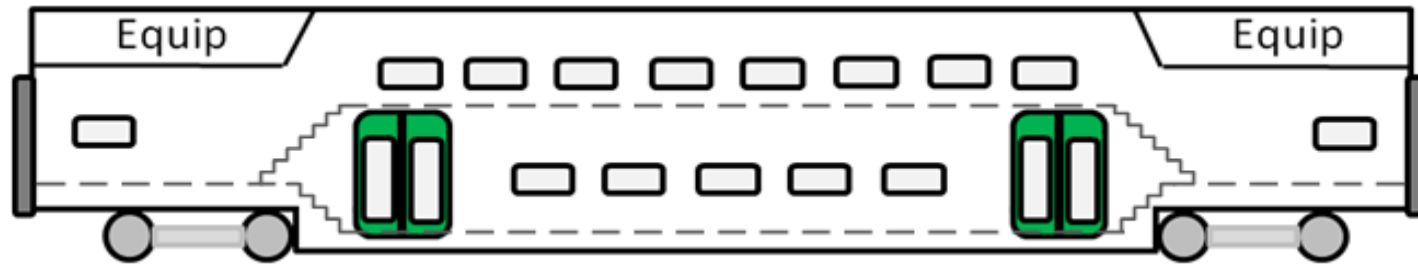
Metric	Today	PCEP
Trains / peak hour / direction	5	6
Passengers / peak hour / direction	5,100	6,300
Example Baby Bullet Train		
Retain 5-6 stops	60 minutes	45 minutes
Retain SF to SJ 60 minutes	6 stops	13 stops
Example Redwood City Station		
Train stops / peak hour	3	5

Note: Prototypical Train and Schedule

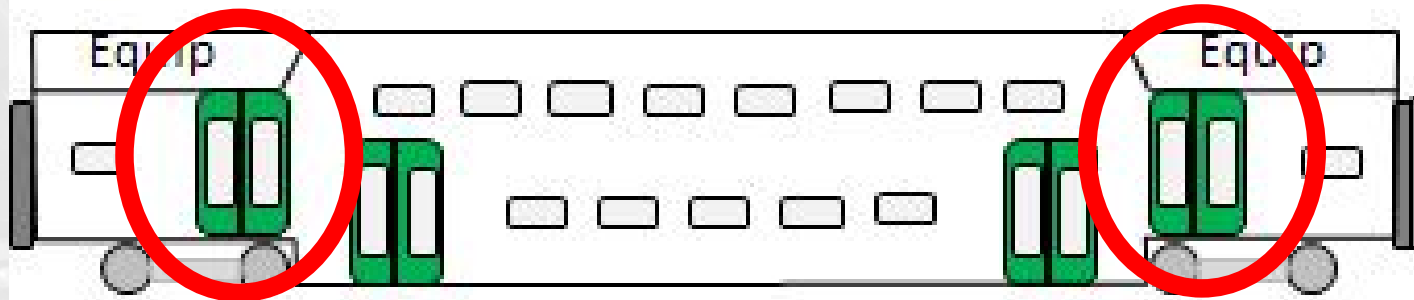
# Electric Vehicle Considerations

- 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

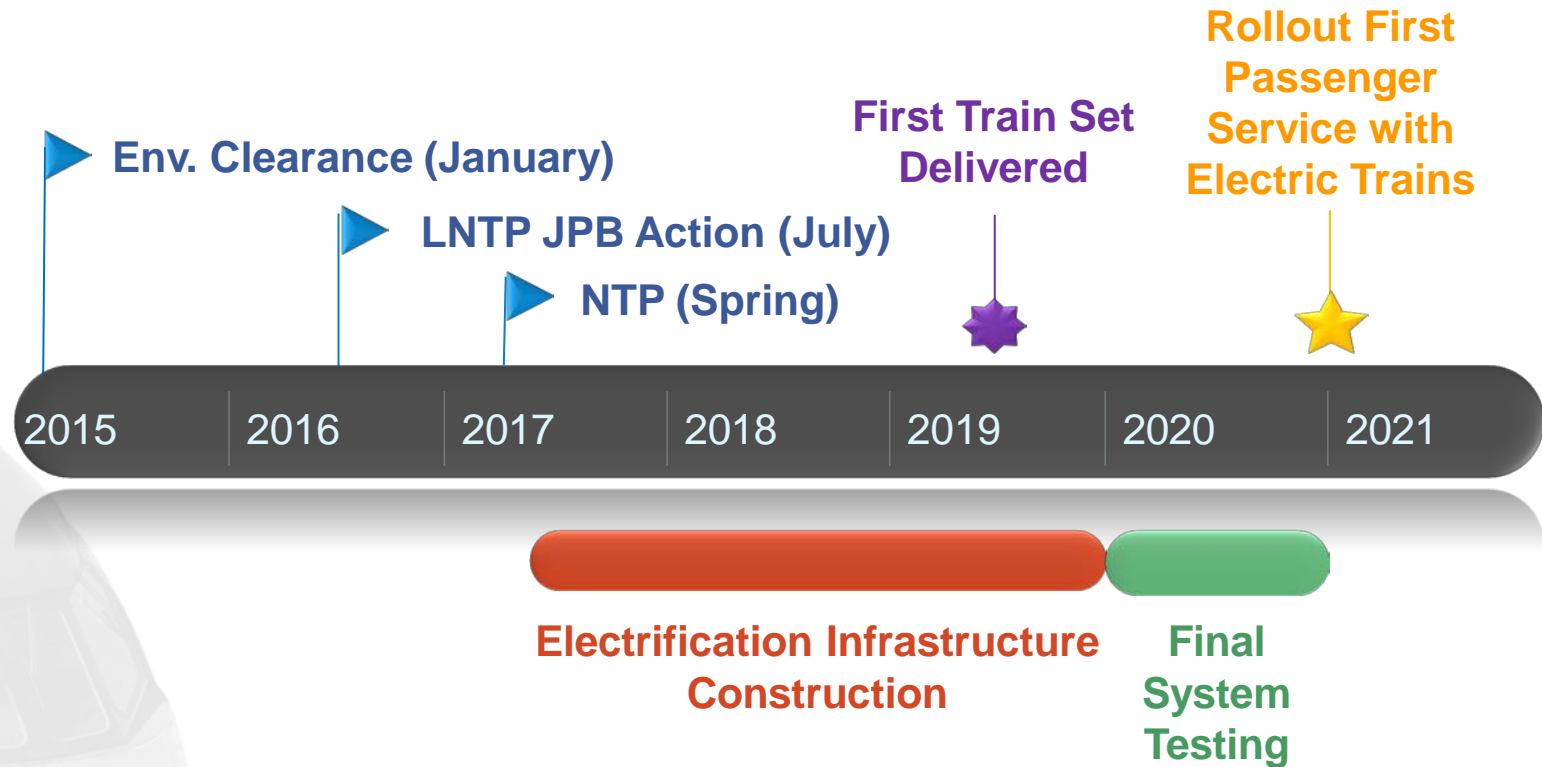


“Off the shelf” option. Low-level doors only.



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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