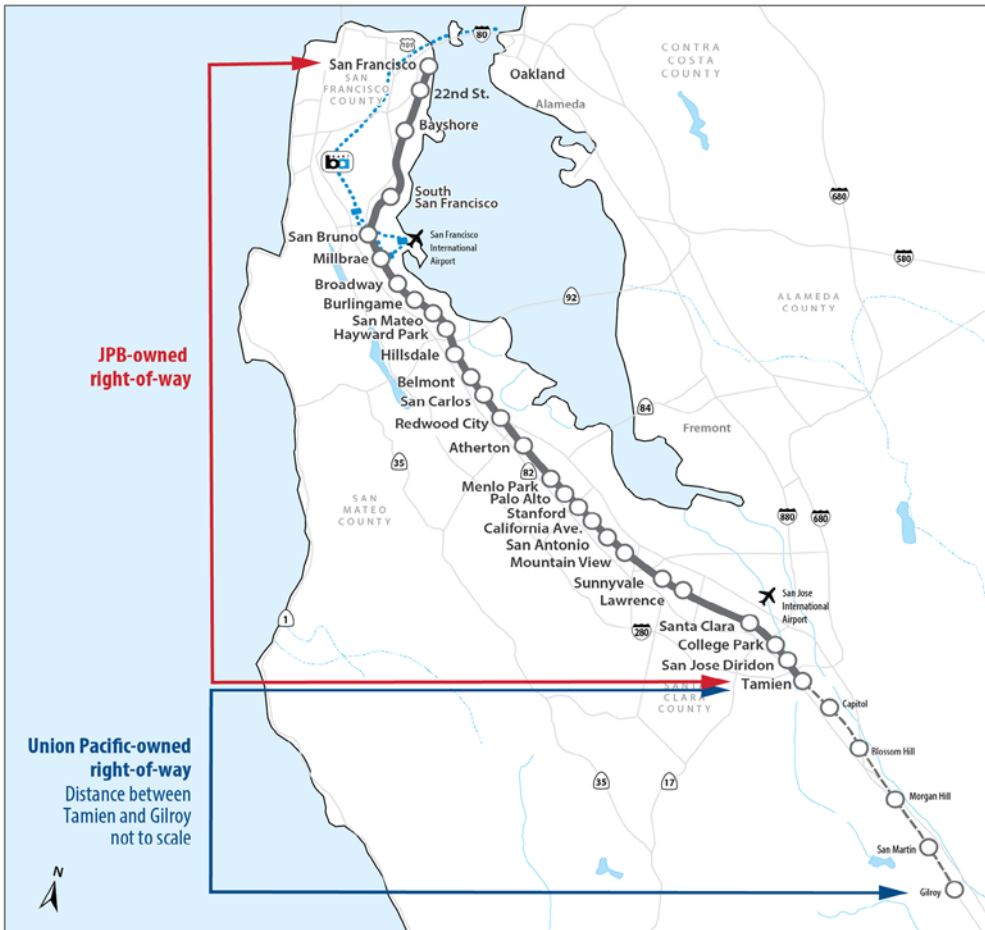


CalMod



SFCTA Caltrain Update – October 2020





- 77 Miles
- 32 Stations San Francisco to Gilroy
- 92 Weekday Trains*
- 7th Largest Commuter Railroad in US*
 - 65,000 daily riders
 - Carries equivalent 4 lanes on 101
- One of highest farebox recovery in nation
- Bi-directional commute
- Key economic hubs throughout corridor
- Major transit system on western half of bay, connecting to BART, ACE, CC, MUNI, VTA, and SamTrans

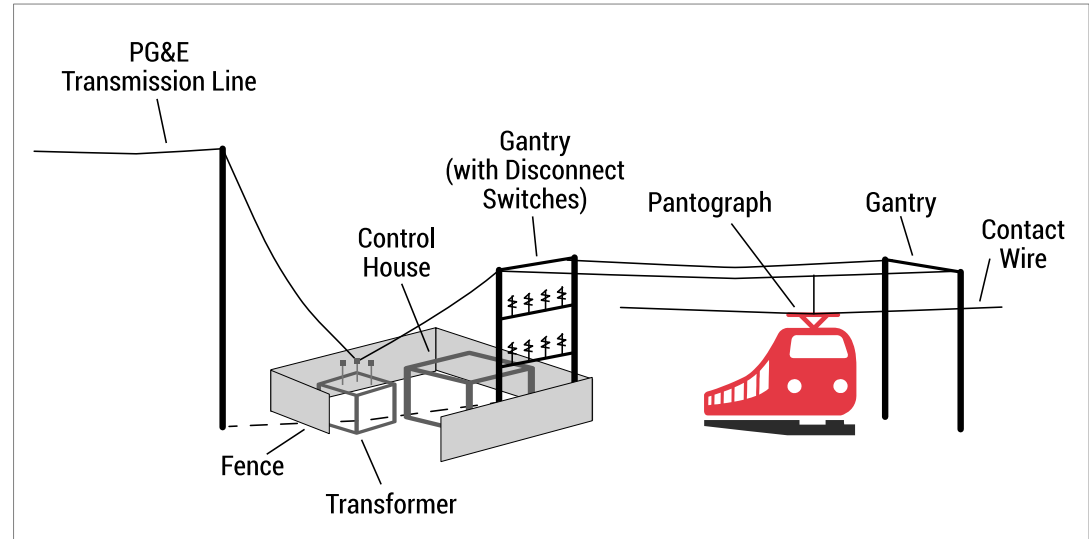
*Pre-COVID-19

Project Area



- 51 miles
- San Francisco to San Jose (Tamien Station)

Project Elements



Electrification

- Overhead Contact System (OCS)
- Traction Power Facilities

Electric Trains*

- 19 7-car train sets
- 133 electric cars

*Includes 2018 State TIRCP Funding

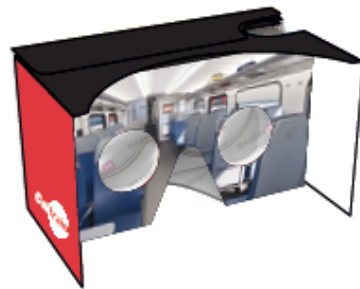
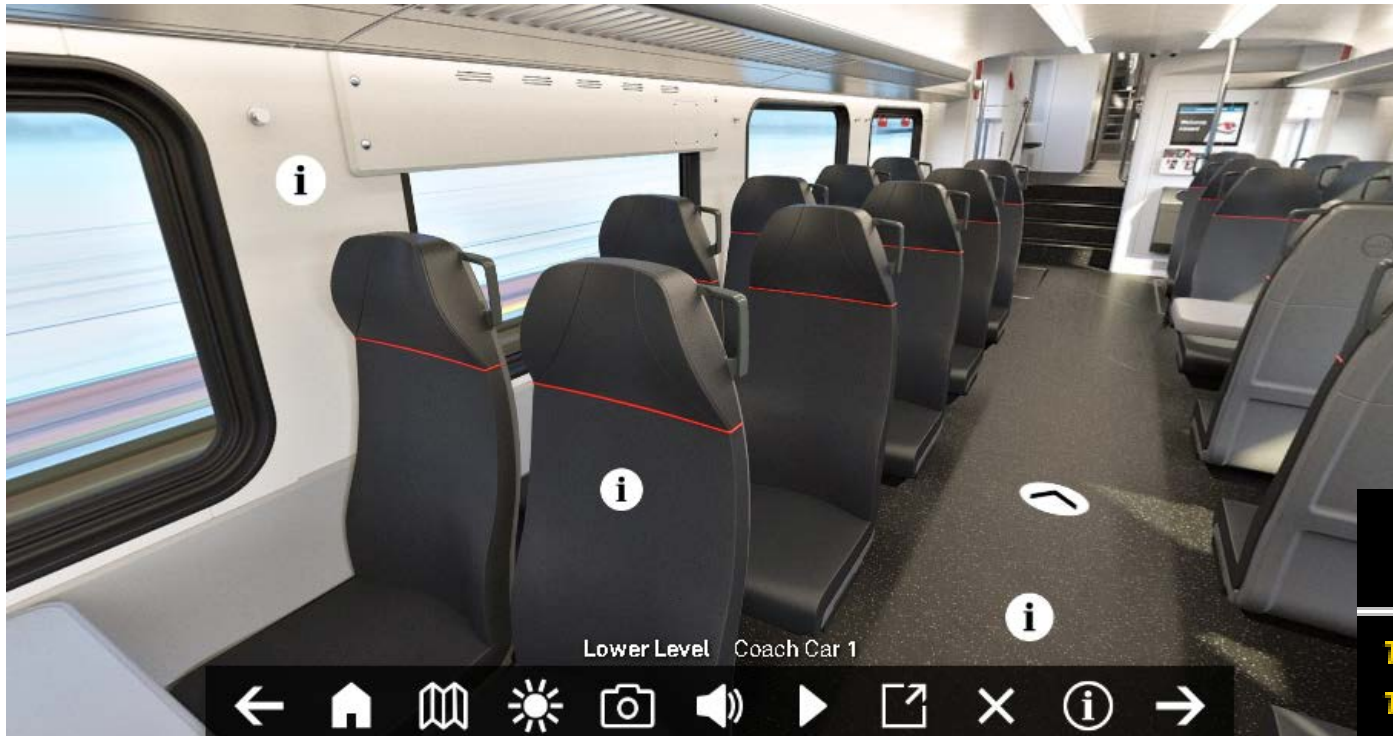


Note: Figure is a direct job equivalent number based on a multiplier from APTA Economic Impact of Public Transportation Investment 2014 Update

- Potholing
- Foundations
- Poles
- Wires
- Tunnel work
- Traction Power Facilities







CALTRAIN VR
TOUR THE NEW ELECTRIC TRAINS with #CaltrainVR!

LEARN MORE

CalMod.org/VR

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A woman with curly hair, wearing a denim jacket, is smiling while wearing a VR headset. Yellow dashed lines radiate from the headset, suggesting a virtual environment.

BENEFITS**CONVENIENCE**

Increased frequency and reduced travel time

**COMFORT**

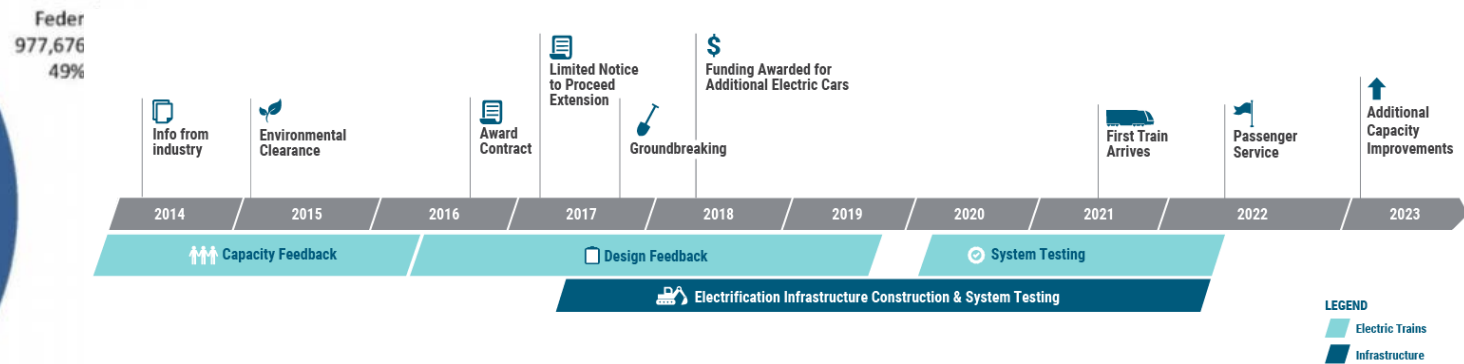
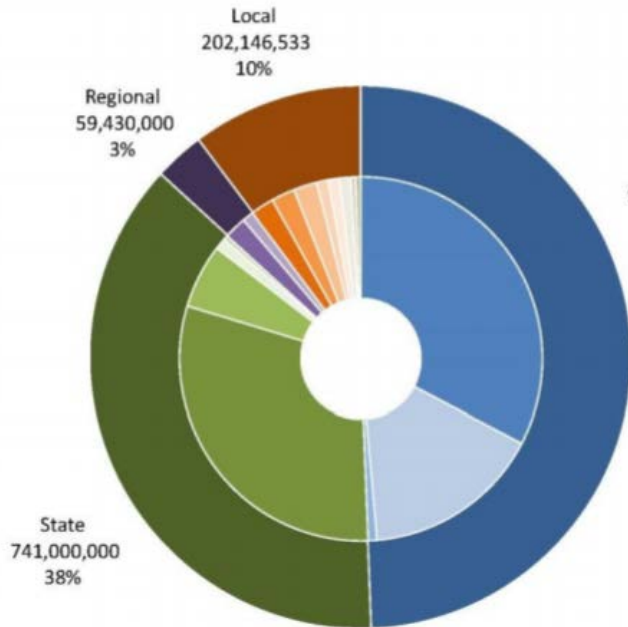
Amenities like destination signs and electrical plugs, more room, and reduced engine noise

**CAPACITY**

Short and long-term capacity growth potential, without degrading service

**SUSTAINABILITY**

Replacing old diesel trains with new electric trains will reduce GHG and improve air quality



- SF Contribution, ~\$60M

- Joint Caltrain / FTA schedule workshops schedule late September - October

PROJECT OVERVIEW

- PTC is a complex signaling and communications technology that is designed to make commuter rail even safer.
- It is a federal mandate for railroads across the country to adopt PTC by December 2020
- Caltrain's PTC system:
 - September 7, 2019: Revenue Service mainline
 - December 2019: Full Interoperability
 - Summer 2020: Safety Plan submitted for final approval
 - December 2020: Full System Certification

KEY BENEFITS: IMPROVING SAFETY



- Eliminates risk of train-to-train collisions
- Reduces risk of over-speed derailments
- Provides additional safety for railroad workers

BUDGET

Prop 1A - State	\$105,445
Prop 1B - State	\$29,753
Federal	\$96,635
Local	\$57,669
Total	\$289,502




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